



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

Thursday, 27 June 2019 at 10.30 am

Committee Rooms 1 & 2, County Hall, New Road, Oxford

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Friday 5 July 2019 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

June 2019

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 18 July 2019

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

4. Oxford: A40 at Risinghurst - Proposed Closure of Central Reserve Gap at Junction with Access to Former Nielsens Site (Pages 1 - 8)

Forward Plan Ref: 2019/044

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director of Community Operations (**CMDE6**).

The former Nielsen's office site on the south side of the A40 is being redeveloped for residential use and it is considered advisable on road safety grounds as a result of the revised use of the land to close the existing gap in the central reserve that currently enables vehicles to turn right from the development site to the A40 eastbound carriageway as part of a planned major maintenance scheme in the summer of 2019.

This matter was considered and deferred by the Cabinet Member for Environment at her delegated decisions meeting on 31 May 2019 in response to concerns raised to a statutory consultation on the closure proposal and also raised at that meeting by County Councillor Glynis Phillips and for this matter City and Parish Councillor Roz Smith.

The 19 May report is attached to the latest report to this meeting at Annex 1.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed closure of the central reserve gap which currently permits the

right turn to the A40 eastbound carriageway from the former Nielsen's office site on the south side of the A40, as advertised.

5. Proposed Changes to Waiting, Loading, Bus Stops and Taxi Rank Arrangements at West End of High Street, Oxford (Pages 9 - 32)

Forward Plan Ref: 2019/062

Contact: Craig Rossington, Senior Transport Planner Tel: 07880 945891

Report by Director for Planning & Place (**CMDE5**).

In Autumn 2018, the county council advertised proposals to amend the bus stop, waiting, and loading provision at the west end of High Street and to reinstate a taxi rank outside the Mitre pub immediately west of Turl Street. This was to address operational problems with the bus & taxi arrangements introduced in High Street because of the Westgate Centre reopening.

The report sets out the responses received.

The Cabinet Member for Environment is RECOMMENDED to:

- a) approve provision of a 30m loading bay outside of the Covered Market as indicatively shown at Annex 1;***
- b) approve the removal of the loading bay outside the Mitre;***
- c) approve the relocation of blue badge parking (east of Turl Street) to the east to allow the lengthening of the bus stop clearway as indicatively shown at Annex 1;***
- d) approve the change to the hours of the loading ban on High Street and St Aldate's to no loading 7.30am to 9.30am and 4pm to 6.30pm; and***
- e) support in principle the creation by Oxford City Council of a two car taxi rank as indicatively shown at Annex 1 on the condition that the city council agrees to remove the rank immediately if it causes road safety and/or congestion problems once operational.***

6. Burford - A40 Oxford - Witney Road & B4020 Shilton Road - Proposed Signalled Crossing, Traffic Calming Measures and Extension of 30 mph Speed Limit (Pages 33 - 92)

Forward Plan Ref: 2019/067

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Community Delivery (**CMDE6**).

The report presents responses received to a statutory consultation on a proposal to introduce a signalled crossing on the A40 west of its junction with the B4020 Burford Road, traffic calming measures and the extension of the 30mph speed limit on the B4020 Shilton Road at Burford and put forward as a result of the development of land to the west of the B4020 Shilton Road at Burford and, if approved, funded by that development.

The Cabinet Member for the Environment is RECOMMENDED to approve the

following proposals:

- i. Provision of a signalled pedestrian crossing on the A40 approximately 150m west of its junction with the B4020 Shilton Road.***
 - ii. Traffic calming measures on the B4020 Shilton Road comprising six sets of speed cushions.***
 - iii. The extension south eastwards of the 30mph speed limit on the B4020 Shilton Road by 170 metres.***
-

Division(s): Barton, Sandhills and Risinghurst

CABINET MEMBER FOR ENVIRONMENT – 27 JUNE 2019

OXFORD: A40 AT RISINGHURST – PROPOSED CLOSURE OF CENTRAL RESERVE GAP AT JUNCTION WITH ACCESS TO FORMER NIELSENS SITE

Report by Director Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed closure of the central reserve gap which currently permits the right turn to the A40 eastbound carriageway from the former Nielsen's office site on the south side of the A40, as advertised.

Executive summary

2. The former Nielsen's office site on the south side of the A40 is being redeveloped for residential use and it is considered advisable on road safety grounds as a result of the revised use of the land to close the existing gap in the central reserve that currently enables vehicles to turn right from the development site to the A40 eastbound carriageway as part of a planned major maintenance scheme in the summer of 2019.

Introduction

3. This report presents further information in response to concerns raised to a statutory consultation on the above proposal and also raised by County Councillor Glynis Phillips and for this matter City and Parish Councillor Roz Smith in person at the Cabinet Member for Environment decisions meeting on 31 May when this item was previously considered and deferred. That report is attached at Annex 1.
4. While supportive of the proposal in principle, Councillor Phillips and Councillor Smith both expressed strong concerns that this should be considered in the wider context of traffic and pedestrian movements in the area, including the Risinghurst residential area. A specific issue raised was the delay in progressing an options study for improvements on the A40 in the vicinity of the Collinwood Road junction, including to address hazards faced by pedestrians crossing the A40 dual carriageway at the uncontrolled crossing point immediately east of this junction.

Response to concerns raised by members

5. In response to these concerns, it is confirmed that feasibility design work for a new pedestrian and cycle crossing of the A40 at Collinwood Road is being

carried out and a draft report prepared. This work is funded through the Oxfordshire Growth Deal and forms part of the wider project 'Oxford Wide Pedestrian and Cycle Schemes'.

6. That work is almost complete and will be shared with key stakeholders once completed. However, at present, there is no further funding identified to progress further design work on the scheme or deliver measures at this location.
7. Officers are yet to fully digest conclusions of the feasibility report but consider that should the A40 access at the former Nielsen's site be closed, as proposed, it would have a negligible impact on a crossing facility at Collinwood Road should this come forward at a future point.
8. However, it is considered that the safety benefits of closing the central reserve gap as proposed are significant taking account of the currently approved development and potential for additional development at the former Nielsen's site and that the opportunity afforded by the programmed major maintenance scheme this summer to achieve this at substantially lower cost than would otherwise be possible should be taken.

How the Project supports LTP4 Objectives

9. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

10. Funding for the proposed measures will be met from the planned major maintenance scheme.

OWEN JENKINS
Director of Community Operations

Background papers: Plan of proposed closure of central reserve gap.
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2019

Division(s): Barton, Sandhills and Risinghurst
--

CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019

OXFORD: A40 AT RISINGHURST – PROPOSED CLOSURE OF CENTRAL RESERVE GAP AT JUNCTION WITH ACCESS TO FORMER NIELSENS SITE

Report by Director for Infrastructure Delivery, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed closure of the central reserve gap which currently permits the right turn to the A40 eastbound carriageway from the former Nielsen's office site on the south side of the A40, as advertised.

Executive summary

2. The former Nielsen's office site on the south side of the A40 is being redeveloped for residential use and it is considered advisable on road safety grounds as a result of the revised use of the land to close the existing gap in the central reserve that currently enables vehicles to turn right from the development site to the A40 eastbound carriageway as part of a planned major maintenance scheme in the summer of 2019.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to close the central reserve gap which currently permits the right turn to the A40 eastbound carriageway from the former Nielsen's office site on the south side of the A40.

Consultation

4. Formal consultation on the proposals as shown at Annex 1 was carried out between 21 March and 19 April 2019. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Local Bus Companies, Oxford City Council, Risinghurst & Sandhills Parish Council, Forest Hill with Shotover Parish Council, local County and City Councillors.
5. Four responses were received. One objection from the local County Councillor, one expression of support (albeit with additional concerns) from the Parish Council and 2 responses not objecting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

6. Thames Valley Police expressed no objection to the proposals.
7. County Councillor Glynis Phillips, the local member, while supportive in principle of the proposal, nevertheless objected on the grounds that more work was needed to assess the impact of the impact of closing this gap on delays at the already very busy A40 Headington roundabout and that the scheme did not address the wider issues of safety on this part of the A40, in particular at the Collinwood Road junction, noting that a planned report on options here being prepared on behalf of the County Council had not yet been completed.
8. Risinghurst and Sandhills Parish Council, while supporting the proposal also expressed similar concerns to Councillor Phillips on the impact on traffic delays at the A40 Headington roundabout and also cited the risk of traffic using the residential roads at Risinghurst as a 'rat run' in the event of congestion on the A40 westbound carriageway. Noting the additional traffic from developments including the Nielsen site but also the major Barton Park residential development, the parish council suggested that the options report for the Collinwood Road junction should also include an assessment for fully signalling this junction to allow right turns to the A40 to be made from Collinwood Road.
9. The above objection and concerns are noted but it is considered that the proposed closure of the gap is still highly desirable on road safety grounds, as acknowledged in both the above responses and that the opportunity afforded by the planned major maintenance work scheme to carry out this work at much lower cost than if it was to be progressed at a later date as a separate scheme should not be missed.
10. The Oxford Bus Company responded expressing no objection to the proposal.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

12. Funding for the proposed measures will be met from the planned major maintenance scheme.

OWEN JENKINS

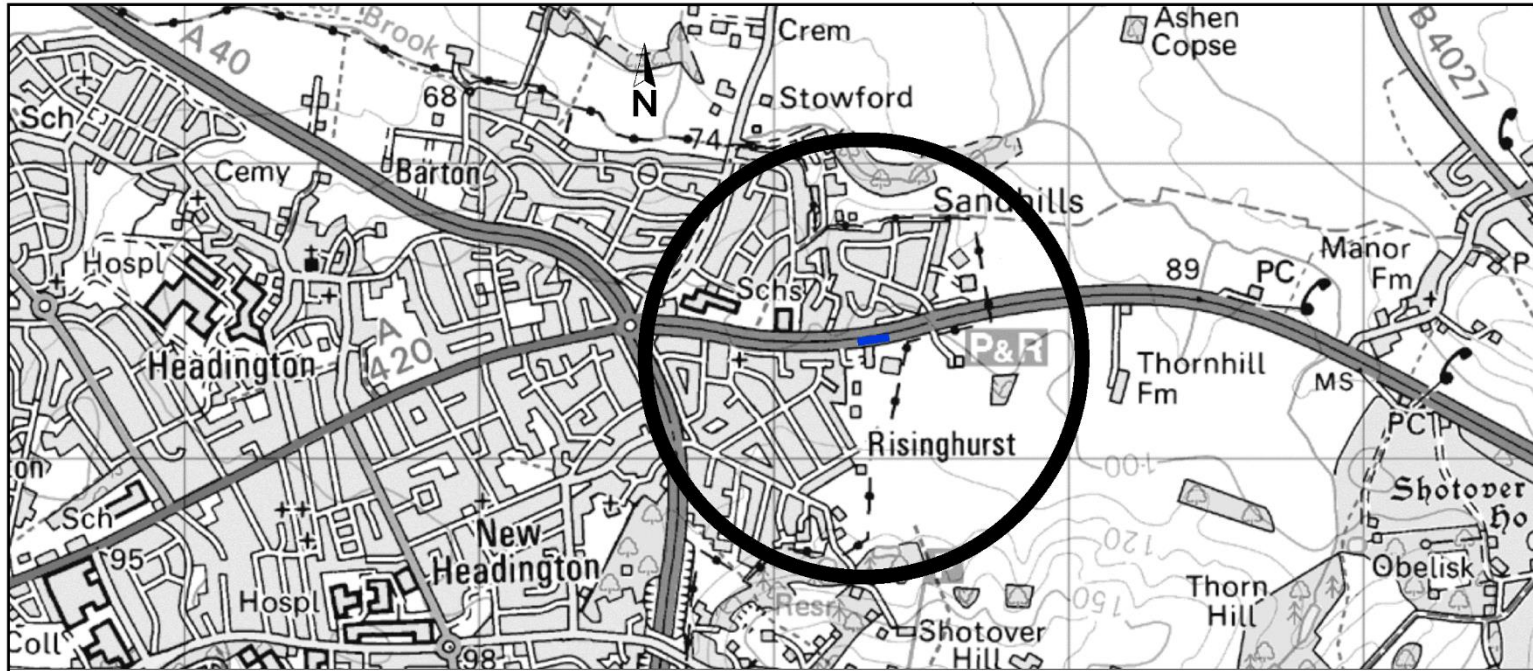
Director of Community Operations

Background papers: Plan of proposed closure of central reserve gap.

Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2019



Drawing No. S-000984-SKA-HGN-ZZ-DR-CH-0010-S2 Revision F0

Key

- Location of TRO (A40 Thornhill Park & Ride)
- Area of Carriageway to be closed

© Crown Copyright and Database rights 10029348 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
PRINCIPAL ROAD SCHEME 2019 - 20
A40 THORNHILL
OXFORD

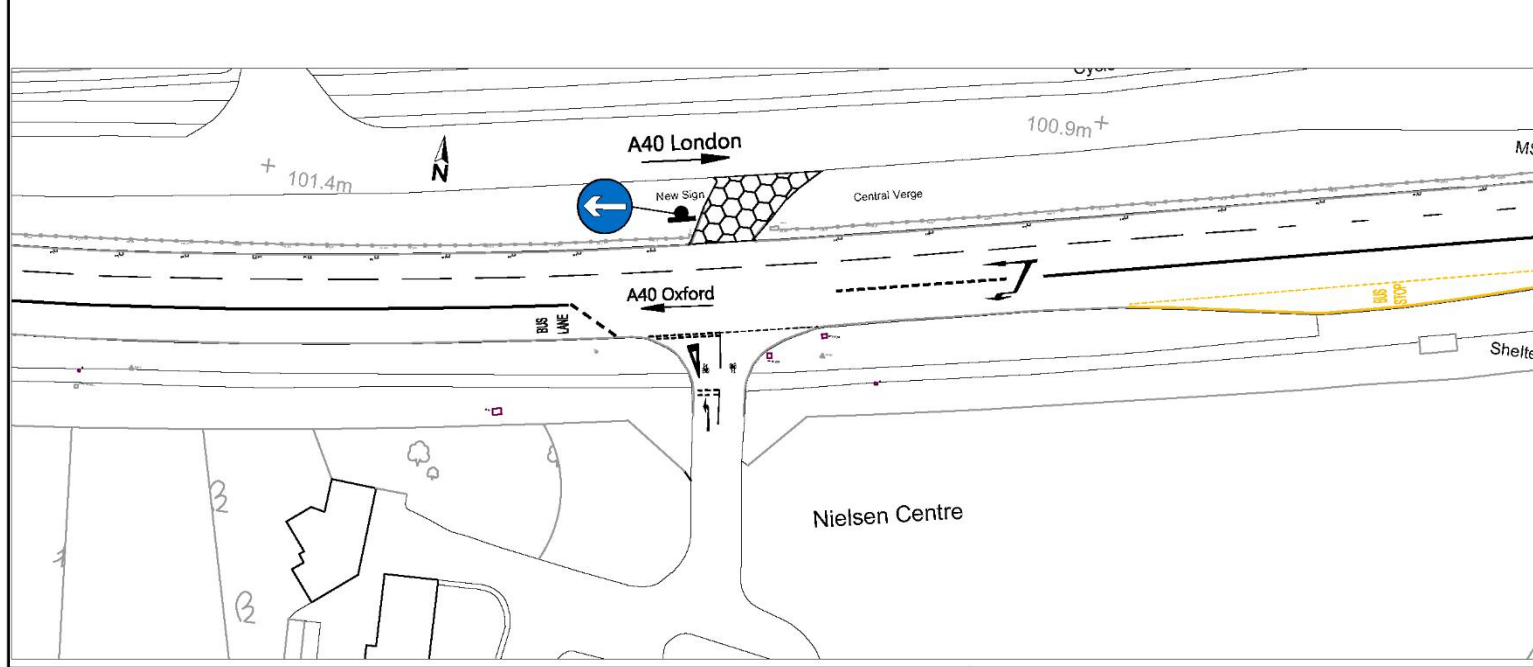
Drawing title
TRAFFIC ORDER
LOCATION PLAN
(No Turn Right from Nielsen Centre onto A40 Eastbound)

Drawing Status GATEWAY 1

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S	SM	AMM	AMM
	Date drawn 25.02.19	Date checked 26.02.19	Date approved 26.02.19

Oxfordshire Project No. & File Ref S-000984

Drawing No. S-000984-SKA-HGN-ZZ-DR-CH-0010-S2 Revision F0



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Local County Councillor	<p>Object - I think more work needs to be done on all the issues affecting this stretch of road. I appreciate the approach looking at what can be done while this stretch of road is being resurfaced this summer. The safety reasons for introducing a 'no right turn' prohibition are based on the experience at the Collinwood Road junction on this same stretch of road and are justified with the current road configuration.</p> <p>However, I remain concerned about:</p> <ul style="list-style-type: none"> a) closing off the right turn reduces the number of exit and access points from this development with the potential for problems if this junction was closed for whatever reason. There is every reason to believe that there will be further planning applications for houses on the Neilson site. b) the safety of residents from Risinghurst & Barton crossing the A40 at the Collinwood Road junction is not addressed by this proposal c) this proposal increases the volume of traffic on the Green Road roundabout which the police advise is already the busiest roundabout in Oxfordshire. <p>The Skanska report on the options for the Collinwood Road junction crossing has not yet been produced (missing the end of March deadline) and this is an opportunity to look at all the issues on this stretch of road. There are road safety reasons for proposing this 'no right turn' and there are also road safety reasons for proposing other access routes for this site and road safety reasons for introducing a safe crossing at the bottom of Collinwood Road. Officers have to decide how to maximise road safety and manage traffic flow and minimise congestion.</p>
(3) Risinghurst & Sandhills Parish Council	<p>Support with Concerns - This large site has been sold and is due to see significant development for much needed homes for Oxford. Indeed, we understand that the old office buildings are being refurbished now and will be made into apartments and could house over 300 new residents; potentially this could equate to 600 extra vehicles. However, given the proximity to regular bus services, a cycle route into Headington and to Cowley many new</p>

CMDE4

	<p>residents from this site may chose not to have cars, but many others will have no choice but to drive for work, school runs etc and will wish to turn right towards Wheatley, the M40 and London.</p> <p>We understand that this will not be a car free development and given the increased number of vehicle movements we feel it is a sensible proposal to close the gap to not allow right hand turns across the A40 for many vehicles.</p> <p>However, this will inevitably put a greater number of vehicles onto the A40 towards, through and around the very busy Green Road roundabout. An incident at this roundabout sees queues form back towards Cowley along the Eastern bypass, back through Headington (which often comes to a standstill making poor air quality), from the London direction and causes problems for residents trying to exit Barton estate and Risinghurst estate from Collinwood Road. With the greater volume of traffic, drivers will seek other routes, notably through residential roads. Risinghurst and Quarry residential roads are already congested at peak times. Given that the A40 gap opposite Collinwood Road junction has been closed we anticipate even higher numbers of 'rat runners' though the residential areas, many ignoring the 20mph speed limit.</p> <p>In addition, there will be increased private vehicle movement from the Barton Park estate which will have no choice but to drive through the Green Road roundabout thus adding to the already high volume of journeys.</p> <p>We understand that a feasibility study is being undertaken for a light controlled pedestrian crossing for the A40 near the Collinwood junction. We would like to suggest that given the increase in the number of vehicles from the Neilson site that a full traffic light junction with the function to allow vehicles to turn right towards London and the M40 be given serious consideration.</p> <p>As the local Parish Council, we support the permanent closure of the gap in the barrier on safety grounds but would urge the County Council to consider the longer-term implications for our residents and those yet to move into the Parish.</p>
(4) Oxford Bus Company	No Objection - This does not affect our services, so we do not have any objection to the proposed order.

This page is intentionally left blank

Division(s): University Parks, Isis

CABINET MEMBER FOR ENVIRONMENT – 27 JUNE 2019

OXFORD – HIGH STREET AND ST ALDATE'S CHANGES TO BUS STOPS, LOADING, WAITING, BLUE BADGE PARKING AND TAXI RANK

Report by Director for Planning & Place

RECOMMENDATION

The Cabinet Member for Environment is recommended to:

- a) approve provision of a 30m loading bay outside of the Covered Market as indicatively shown in Annex 1**
- b) approve the removal of the loading bay outside the Mitre**
- c) approve the relocation of blue badge parking (east of Turl Street) to the east to allow the lengthening of the bus stop clearway as indicatively shown in Annex 1**
- d) approve the change to the hours of the loading ban on High Street and St Aldate's to no loading 7.30am to 9.30am and 4pm to 6.30pm and**
- e) support in principle the creation by Oxford City Council of a two car taxi rank as indicatively shown in Annex 1 on the condition that the city council agrees to remove the rank immediately if it causes road safety and/or congestion problems once operational**

Introduction and background

1. In Autumn 2018, the county council advertised proposals to amend the bus stop, waiting, and loading provision at the west end of High Street and to reinstate a taxi rank outside the Mitre pub immediately west of Turl Street. This was to address operational problems with the bus & taxi arrangements introduced in High Street because of the Westgate Centre reopening.
2. The west end of High Street is a particularly busy and challenging part of the city's road network with a large number of bus services dropping off and picking up near to Carfax alongside constrained pavement space which has to cater for large numbers of pedestrian movements throughout the day. There are also many businesses including college buildings on High Street and in the Covered Market that need to be serviced from the same section of road. Cycle flows along High Street are heavy throughout the day.
3. The Autumn 2018 proposals sought to provide a taxi rank in this busy area in recognition of the role that taxis play in the overall transport mix although concerns were expressed in particular by local businesses and Oxford Bus Company. At the meeting on 15 November 2018, the Cabinet Member for Environment asked officers to make revisions to the proposals that would

minimise the impact of providing a new taxi rank on loading provision and traffic flow.

Proposals for High Street

4. Revised proposals for the west end of High Street have been the subject of formal consultation from 10 May to 7 June this year and are shown at Annex 1 where the existing layout is also shown.
5. The temporary bus stop clearway on the north side of High Street outside the Covered Market was previously a loading bay. This bus stop clearway was provided when Queen Street was closed to buses during the construction phase of the Westgate Centre. Now that the Westgate construction has been completed, it is proposed to return the eastern half of the bus stop clearway to loading bay and for the other half to become a daytime taxi rank with space for two cars.
6. The taxi rank has been requested by the taxi trade because the current rank on the south side of High Street, by the former Nat West bank, has never been used. This was due to the congestion it caused being located opposite the busy Turl Street bus stop where the footway was widened to better accommodate waiting bus passengers and people walking along the street.
7. The loading bay outside the Mitre pub would be removed and the bus stop clearway east of Turl Street extended to the east. This would be made possible by relocating the existing blue badge parking about 20m to the east. Together with the permanent removal of the bus stop and taxi rank on the opposite side of the street east of Alfred Street, these changes would help to improve existing congestion experienced in this area.
8. This congestion is mostly worse in the early evening peak period when the Turl Street bus stop is particularly heavily used. Some buses are unable to get into the bus stop and consequently can block traffic flow when the Mitre loading bay is in use. The new arrangements would ensure two buses can more reliably fit within the bus stop clearway and in the evening peak period, any bus unable to do this should be able to wait out of the main line of eastbound traffic flow.

Changes to loading in High Street and St Aldate's

9. The consultation also included a proposal to return loading restrictions at the west end of High Street and at the north end of St Aldate's to a peak time loading restriction. This means no loading from 7.30am to 9.30am and 4pm to 6.30pm. The change was needed because it was established that the current 12 midday to 8pm restrictions cannot be used. These changes are shown on the consultation plan at Annex 1.
10. In St Aldate's this would apply to the existing lengths of double yellow lines and at the west end of High Street to the lengths of double yellow lines left over after the other changes proposed. The timing of the loading ban is the

same as for the rest of High Street and St Aldate's and prevents loading at times when traffic flow is generally heaviest but benefits businesses in the area by allowing loading for a large part of the middle of the day (9.30am to 4pm).

Consultation response

11. The following table summarises the responses received during consultation:

Proposal	Support	Object	Neither / Concerns	No Opinion / No Objection	Total
High Street	61 (87%)	5 (7%)	2	2	70
St Aldates	62 (89%)	1 (1%)	2	5	70

12. Thames Valley Police did not object to any of the proposals.
13. Oxford Bus Company objected to the detailed positioning of the taxi rank at the back of the loading bay on High Street. It considers that the two-car limit on the rank will not be enforceable and as such taxis would spill out of the rank negatively affecting the traffic flow and safe operation of the road near Carfax. It is also concerned about the manoeuvres that taxis will make to get in and out of the rank having a negative impact on the road and its other users. It suggests moving the taxi rank either to the front of the loading bay or much further to the east beyond the Turl Street bus stops.
14. Taxis waiting on the double yellow lines outside of the rank any longer than it takes to pick up or drop off passengers can be given a parking ticket. But this wouldn't happen every time and even if it does, by the time this has happened, the negative impacts on the operation of the road would have already been felt. Moving the rank as suggested by Oxford Bus Company would make it less visible and much less successful.
15. Stagecoach is concerned about the loss of the bus stop clearway outside the Covered Market because it is used by buses on diversion during road closures. It suggests that there is insufficient space at other bus stops in the city centre.
16. The Covered Market bus stop clearway can't remain unless it is to be brought back into more permanent use as a bus stop in which case a formal consultation would be needed to permanently remove the entire length of loading on which it sits. That is not proposed now. In the future though a bus stop could be reintroduced on a temporary basis even if there is a loading bay there - if needed due to emergency road closures and bus diversions.
17. One respondent suggests that the rank should be "on the top of Carfax" and a daytime Sunday rank reinstated. It is not viable to move the rank any closer to

Carfax and a daytime Sunday rank is not possible as a result of the recent decision by the Cabinet Member for Environment (14 February 2019) not to allow taxis and private hire vehicles to use Queen Street during the daytime, seven days a week; this was in recognition of the fact that Queen Street is very busy with pedestrians during the day on Sunday.

18. Concerns have also been expressed by local businesses about the changes to loading, in particular the loss of the loading bay outside The Mitre. Overall though, in the western end of High Street from St Edwards Street to Carfax, the proposals would result in no loss of length of dedicated loading bay.
19. There would also be lengths of double yellow lines that can be used for loading outside the times of the proposed loading ban i.e. before 7.30am, 9.30am to 4pm and after 6.30pm. This includes the lengths of kerb outside The Mitre and outside the Oxford University Press bookshop (OUPB) where the unused bus stop and taxi rank is currently located.
20. The OUPB objected to the High Street proposals for a number of reasons. They said the taxi rank outside their shop is never used. The taxi trade decided shortly after the rank was originally provided that it was not viable as it contributed to congestion when a cab waited there. That is why an alternative provision is proposed – the taxi trade has asked for a viable rank to be provided in the nearby area. A number of the comments received during the consultation specifically mentioned the need for a taxi rank in the area. On the other hand, a comment was made that when the taxi rank previously existed outside The Mitre, it was rarely used.
21. The OUPB suggest the old taxi rank outside their premises should be used for blue badge parking. There is only so much space on High Street in this area and officers do not believe that this would be the best place to provide more parking for blue badge holders. In any case the provision of more blue badge parking is not within the scope of this scheme.
22. Brasenose College is concerned about the negative impact on 19-23 High Street of extending the bus stop clearway to the east. This could result in bus passengers waiting outside the shop fronts and blocking the footway which it claims has not been widened like outside Lincoln College library. It would also create additional noise immediately below the student accommodation above the retail units, particularly in the summer when windows need to be open for ventilation.
23. The footway in front of the shops has in fact been widened and given that buses loading are required to turn off their engines if they are stationary for more than a minute it does not seem that the additional noise will be very great. In any case it is not proposed that an additional bus stop flag is positioned at the new eastern end of the bay. The intention here is to provide something of a release valve for the pressure that has been building on the existing Turl Street stop so the first bus can at busy times pull in a bit further along and give a second bus a better chance of fitting in the clearway neatly. Moving the blue badge parking will also make it much easier for the first bus to

get out of the stop than now. It is expected that most passengers will continue to wait in front of Lincoln College library.

24. There was a suggestion that bus services could run more efficiently to reduce congestion. The nature of commercial bus operation is such that operators do not run more buses than they need to. One respondent suggested that space for six buses should be provided rather than just three. Due to space constraints this simply isn't a viable option. In any case, officers believe that increasing the provision from two to three along with the relocation of the Mitre loading bay has the potential to noticeably reduce the negative impact of buses on traffic flow when passengers are boarding at Turl Street.
25. A suggestion was made that the hours of operation of the High Street bus gate be altered to prevent general traffic using the road as a through route until much later in the evening to help prevent congestion in the evening. However, such a significant change to the operation of the city centre transport network is beyond the scope of this particular scheme. The next revision of the Oxford Transport Strategy as part of the development of the new Local Transport and Connectivity Plan can take this into consideration though.
26. Another suggestion was that the taxi rank should only operate after 4pm until 5am. The point of providing a rank in the location being proposed is for daytime use only; there is already a night-time rank at Carfax in Queen Street.

Conclusion

27. It is clear that the taxi trade wishes to see the introduction of a daytime taxi rank near to Carfax on High Street and also that there has been a high level of support for this in the response to the consultation. However, officers recognise that there is a possibility that the new rank could have a detrimental impact on safety and traffic flow on the road close to Carfax given how very busy it is throughout the day and how constrained the space is there.
28. The county council does not introduce taxi ranks – the city council does this but not until it has carried out a specific formal consultation into the proposals. However, the county council as highway authority needs to give its consent to the taxi rank. Given the possibility of a detrimental impact of the rank due to taxis waiting and manoeuvring in the vicinity, officers recommend that highway authority consent for the taxi rank is conditional on the city council agreeing (prior to carrying out its consultation process) that it will remove the rank immediately if congestion and /or road safety issues arise as a result of its introduction.
29. The city council's consultation on the taxi rank will of course give the public and stakeholders another opportunity to comment on the proposal – any concerns and objections will need to be carefully considered by the city council before a decision is made.
30. If the rank is introduced, its impact can be monitored. The county is sent all details of injury accidents and so it will be straightforward to tell if the rank has

been the cause of a safety problem. As regards the rank having a negative impact on traffic flow, any reports submitted to the council will naturally be taken seriously and investigated as to their cause. CCTV monitoring of the rank location would help ascertain if the rank is causing problems for other road users, especially if it is a regular occurrence.

31. Officers believe that all other aspects of the proposals advertised should be approved.

Financial and Staff Implications

32. The lining and signing needed to implement the approved proposals would cost in the region of £5k. Given that the proposals are aimed at addressing residual concerns relating to the changes introduced around the time of the Westgate Centre reopening, the £5k should come from the same capital allocation – there is £970k of council capital aside for improvements to the city centre transport network – made up of £800k from the Oxfordshire Local Enterprise Partnership and £170k from S106 developer contributions.

Equalities Implications

33. The changes are relatively minor and are therefore not considered to have any significant equalities implications. However, if approved officers believe that the revised proposals would make travel by bus more efficient. People with mobility impairments and/or on low incomes often rely on buses and taxis as their main mode of transport into/out of the city centre.

How the Project supports LTP4 Objectives

34. The proposals would help facilitate the safe movement of traffic and improve provision for buses and taxis which offer a realistic alternative to travel by private car.

SUSAN HALLIWELL
Director for Planning & Place

Background papers:

Cabinet Member for Environment Decisions meeting report – 15 November 2018
Public Notice, Statement of Reasons, Draft TRO 2019 – Central Oxford CPZ &
Waiting variation, Draft TRO 2019 – Oxford Disabled Persons Parking Places
variation

Contact Officer: Craig Rossington, Senior Transport Planner 07880 945891
June 2019





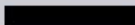



Current arrangements

Carfax

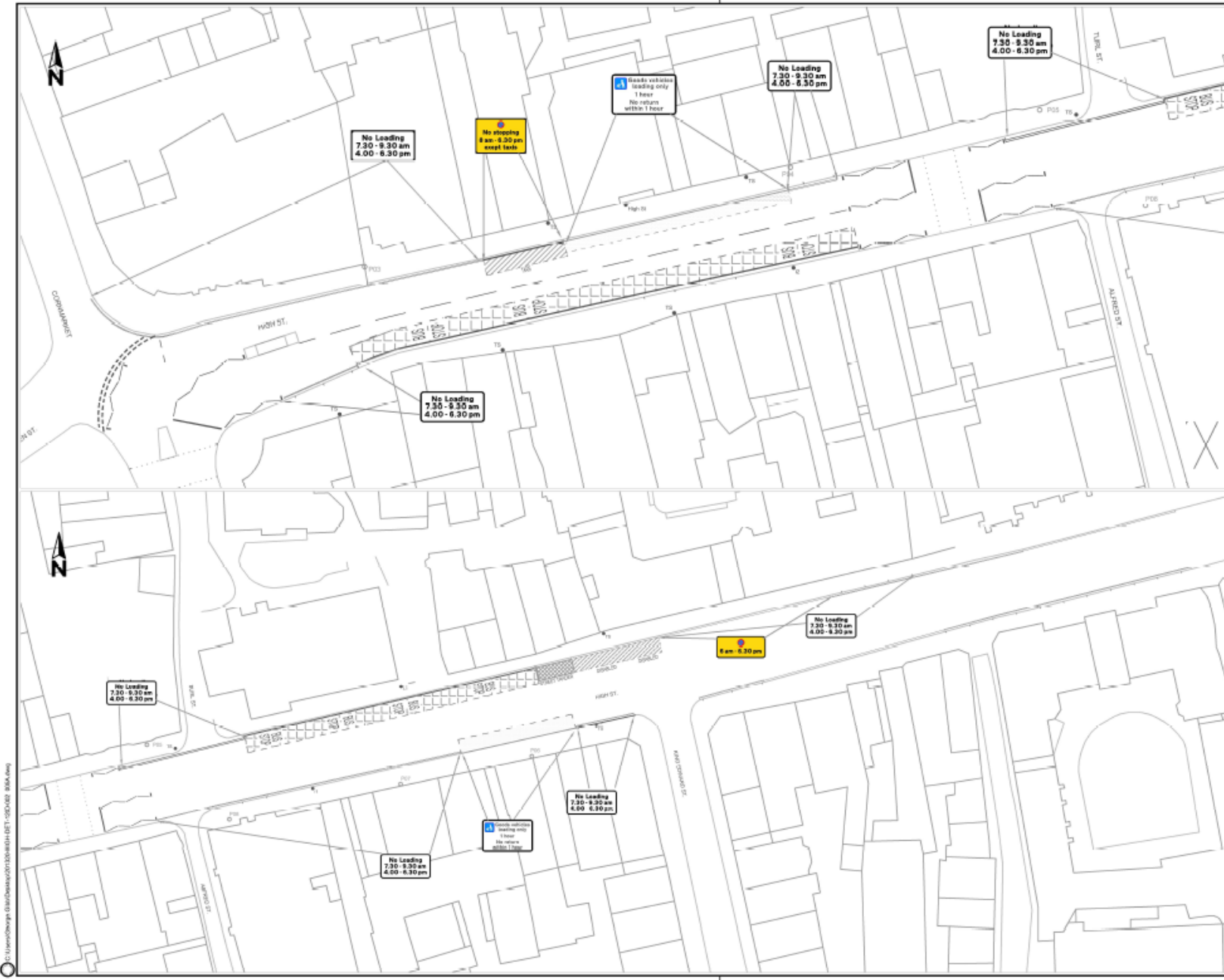
	Bus stop
	Unused bus stop
	Unused taxi rank
	Loading bay
	Disabled parking bay
	Street trader
	Keep clear crossing zig zags
	Single yellow line
	Double yellow lines

Proposed arrangements

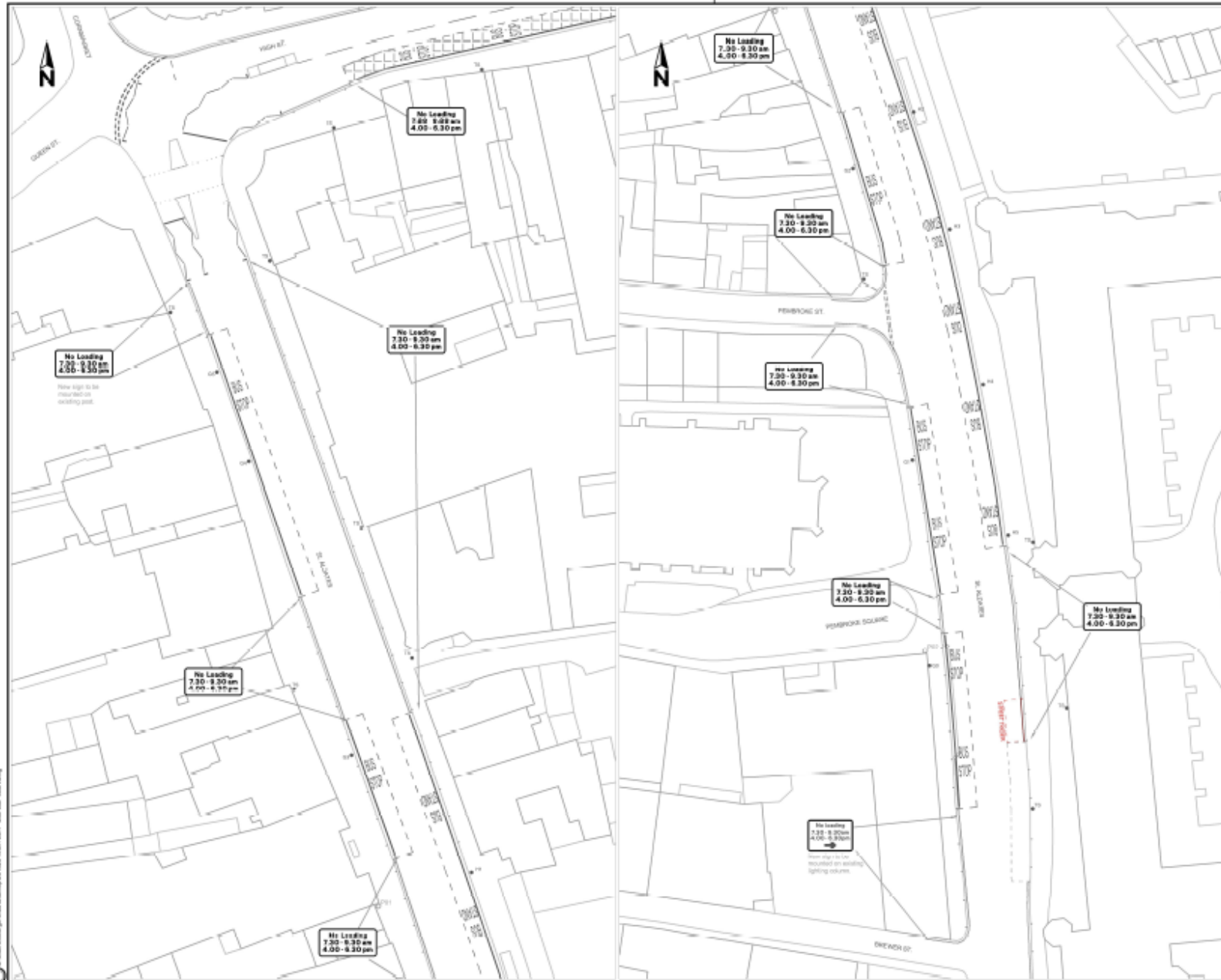
Carfax

-  Bus stop
-  Daytime taxi rank
-  Loading bay
-  Disabled parking bay
-  Street trader
-  Keep clear crossing zig zags
-  Single yellow line
-  Double yellow lines

Drawn	201320-HIGH-DET-1200-003	Sheet	1		
NOTES:					
1. Post foundations to be 800(d) x 600(x) x 700(wed)					
2. Refer to OCC standard details HSD1200-010 for foundation concrete specification					
3. Taxi waiting Area					
4. Bus Stop					
5. Loading Area					
6. Street Trailer					
7. Disabled					
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>© OXFORDSHIRE COUNTY COUNCIL. THE INFORMATION CONTAINED HEREIN IS SUBJECT TO THE TERMS OF WORKS AND SERVICES AGREEMENTS, AND THE CONTRACTUAL ORDER. STRUCTURAL CONSTRUCTION</p> <p>Underground all-bits & colors and MoPs strapping into the works</p> <p>HEALTH AND SAFETY</p> <p>Underground all-bits & colors and MoPs strapping into the works</p> <p>USE</p> <p>Name</p> <p>OPERATIONAL INFORMATION</p> <p>Underground all-bits & colors and MoPs strapping into the works</p> <p>© Crown Copyright and Database rights. 90002941.097</p>					
Rev	Date	Reference number	Drawn	Checked	Approved
1	14.03.19	Revised to 1200-003	GG	APW	APW
<p>Drawn: James Director for Infrastructure Delivery Oxfordshire County Council Oxford Hall New Road Oxford OX1 1HE Tel: 01865 3501111</p>					
<p>Project No: Connections To Oxford Station</p>					
<p>Project Name: High Street Oxford Traffic Regulation Order Amendments Consultation</p>					
<p>Delivery Status: Consultation</p>					
Scale 1:250	Author: GG	Designer: APW	Checker: APW		
	14.03.19	14.03.19	14.03.19		
<p>Consultation Period: 6 to 8th</p>					
Drawn	201320-HIGH-DET-1200-005	Sheet	1		



Copyright © 2019 Oxfordshire County Council. All rights reserved. Oxfordshire County Council is a registered charity. No part of this publication may be reproduced without the prior written permission of Oxfordshire County Council.



Project: 201320-HIGH-DET-1200-002 Sheet: 1

NOTES:

1. Post foundations to be 600x6 x 900(x x 750mm)
2. Refer to ODC standard details H101200-210 for foundation concrete specification

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:

As a contractor you are responsible for ensuring you are fully aware of all the risks of work at height and implementing the appropriate control measures.

UNDERGROUND SERVICES:
Underground utilities & cables and MFPs shown on the plans.

UNDERGROUND SERVICES:
Underground utilities & cables and MFPs shown on the plans.

UNDERGROUND SERVICES:
Underground utilities & cables and MFPs shown on the plans.

Rev	Desc	Proposed by	Checked by	Issue Date
1	01/10/17	City of Oxford Planning	SAC	EA

OXFORDSHIRE COUNTY COUNCIL
 Planning Department
 City of Oxford
 Oxford, OX1 1JF
 Tel: 01865 200 111

Connections To Oxford Station

Issued For Construction

Rev	Desc	Proposed by	Checked by	Issue Date
1.250	01/10/17	SAC	EA	EA

Project: 201320-HIGH-DET-1200-002 Sheet: 1

RESPONDENT	COMMENTS
Oxford Bus Company	<p>Oxford Bus Company wishes to SUPPORT the principle of the new arrangements. However, Oxford Bus Company OBJECT to the daytime taxi rank being located at the back of the loading bay. Oxford Bus Company also wish to COMMENT on the bus stop design.</p> <p>New arrangements Oxford Bus Company fully support the principle of resolving the congestion in High Street caused by the current arrangements at peak times. This will potentially reduce journey times for the buses that use High Street and St Aldates. It is no understatement to say that this is almost all of Oxford Bus Company's routes, and some Thames Travel routes</p> <p>Taxi rank The Oxford Bus Company understands the requirement for a daytime taxi rank. The position of the proposed taxi rank at the back of the loading bay will cause significant problems as the 2 cab restraint is unlikely to be enforceable and taxis will affect the junction and will repeatedly U-turn etc at the critical point causing safety issues as well as congestion issues. Putting the taxi rank at the front of the loading bay would reduce that tendency to some extent. Ideally, the taxi rank would be further east ahead of the disabled parking bay, where the road is wider and there is more space to turn around.</p> <p>Bus stop design Oxford Bus Company observes that the bus stops in High Street have been moved and altered while the Westgate centre was being developed, and if this is now their final position this would be a good time to improve the facilities. Improvements that would bring the bus stops up to a high standard would include shelters, real-time information systems to be visible and working, new paper information display frames, and wifi hotspots.</p>
Local Business, High Street (726059)	<p>I STRONGLY object to these proposals on the following grounds. It will not in any way improve traffic flow or facilities for general loading & unloading for the following reasons.</p> <p>1. A large part of the problem is the number of buses using High Street as pick up points for journeys exiting the city centre. Because they are pick up points, buses can be stationary at the stops for up to 10 minutes whilst loading</p>

	<p>passengers who at this point are showing the driver return tickets, bus passes or buying new tickets. Loading a passenger in a wheelchair or parent with a child in a pram will take 2 or 3 more minutes. Currently there are 2 bus stops catering for 11 routes during the daytime (275, 280, U1, X8,13,3,3A,4, City4,8 & 9) and 2 at night (N1 &N10). As a result, for a large part of the day buses are queuing to use the stops bringing the road to a standstill and causing vastly increased noise and air pollution. Yesterday a student who lives in the proximity of High Street came into my shop in a terrible state with eyes streaming and difficulty in breathing. She said she had been alright 2 minutes earlier but the poor air condition after she had left her room had had an immediate effect on her health. The increase in the number of bus stops to 3 is nowhere near enough. There needs to be at least 6 bus stops to have a positive impact on the flow of traffic.</p> <p>2. The worst period of the day is between 5pm and 9pm when most people are exiting the city centre. At the moment through traffic is allowed down High Street after 6pm. This has to be altered not only because of air pollution, but at 6pm there is absolute chaos every night with major holdups.</p> <p>3. There is absolutely no need for a taxi rank in High Street. As I have documented previously, when there was one outside The Mitre, I only ever saw it used by a taxi once in 15 YEARS.</p> <p>4. The loading and unloading provision on the north side is totally inadequate – particularly in the early morning. The proposal allows for less loading bays than prior to the new Westgate Centre being built. It looks very much like the council is purposely reducing the loading bays in order to discourage shops in High Street in favour of The Westgate Centre. The proposed taxi ranks should be designated loading bays up till say 4pm when taxis could use them till 5am to save having to queue in Queen Street.</p> <p>5. Taking away the loading bays outside The Mitre is even more crazy. Dray lorries for the Mitre would not be able to unload and deliveries to The Mitre and my shop next door would be almost impossible. Almost certainly I would have to close my shop as a result. This would not only be the loss of a valued independently owned local amenity, but the loss of one of few remaining shops prepared to deliver newspapers to colleges, local businesses and incidentally both Oxford City Council and Oxford County Council. There are solutions to the problems of High Street. Where there is truly a will there is a way. This proposal is definitely not the solution and could potentially make things a whole lot worse.</p>
<p>Local Business, High Street (723855)</p>	<p>1. Currently there is taxi rank provision directly outside the shop which is NEVER used. Feel free to view our CCTV of the front of our shop to confirm that no TAXI's ever use this to sit and wait for customers. There certainly is no need what so ever to increase space for them.</p>

CMDE5

	<p>2. Deliveries and outgoing customer parcel collections from our business is difficult due to the lack of loading bay provision in our immediate vicinity and so any proposed reduction is unacceptable to rate paying businesses like ourselves.</p> <p>3. There is a lack of disabled parking on the High St making us a not very accessible location and the current unused taxi provision would be better used as disabled badge holder parking.</p> <p>4 The only congestion is the abundance of bus companies servicing the exact same routes. I suggest that as most of these are operating empty buses that their timetables are reviewed and that only one company can win the tender per route and that the frequency of the timetable be reduced so that the buses are more full per journey.</p>
<p>Local Business (High Street)</p>	<p><u>High Street</u> – The proposals appear to be very similar to the ones made last October, and so my views remain as stated below at the time.</p> <p>In particular, I am anxious that improvements like this may simply encourage yet more taxis and come out and “ply for trade”, drifting around meaninglessly and empty, clogging our roads and lungs. Surely, they should be encouraged to remain parked somewhere, until called.</p> <p>And while on the subject, could we disallow them from using cycle/bus lanes. In busy periods on roads like Banbury and Woodstock, they are constantly running up the inside, causing dangerous confusion and alarming bicycles who have nowhere else to go.</p>
<p>Local Resident, (Oxford) 722986</p>	<p><u>High Street</u> - Object - It's another token gesture from the county council to the taxi trade, the rank needs to be on the top of Carfax with a two-car rank - they expect the trade to invest in £65k cabs yet provide inadequate daytime ranks - they also need to reinstate the daytime Sunday cab rank and not keep saying high people volumes on Sundays</p> <p><u>St Aldate's</u> – Neither Support nor object – <i>No comment</i></p>

CMDE5

<p>Local Resident, (Oxford) (725855)</p>	<p><u>High Street</u> - Support – <i>no comment</i> <u>St Aldate's</u> –Object – <i>No comment</i></p>
<p>Local Resident, (Oxford) (721641)</p>	<p><u>High Street</u> - Support – Absolutely necessary to have a daytime rank on the High Street near the Carfax. The proposed location will be very convenient especially for those who want to hire a cab during the daytime. They may be disabled or families with children <u>St Aldate's</u> –Support – <i>No comment</i></p>
<p>Local Resident, (Oxford) (721941)</p>	<p><u>High Street</u> - Support – <i>no comment</i> <u>St Aldate's</u> –Support – <i>No comment</i></p>
<p>Local Resident, (Oxford) (721943)</p>	<p><u>High Street</u> - Support – It's a good idea to have a rank on high street close to Carfax. But it would be better if the council could reinstate the old Carfax tower rank. It was so convenient to take a cab from this rank after shopping <u>St Aldate's</u> –Support – <i>No comment</i></p>
<p>Local Resident, (Oxford) (721944)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>

CMDE5

<p>Local Resident, (Oxford) (721946)</p>	<p><u>High Street</u> - Support – We desperately need a taxi rank on Carfax or near there <u>St Aldate's</u> –Support – I fully support taxi rank near Carfax St Aldates side or High Street</p>
<p>Local Resident, (Oxford) (721948)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722021)</p>	<p><u>High Street</u> - Support – Fully in support of the taxi rank proposed on the High Street for the purpose of convenience <u>St Aldate's</u> –Support – No comment</p>
<p>Local Business, (Oxford) (722054)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722197)</p>	<p><u>High Street</u> - Support – Oxford town centre is the only town doesn't have taxi rank in the centre <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722345)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722360)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>

CMDE5

<p>Local Business, (Oxford) (722364)</p>	<p><u>High Street</u> - Support – There should be a taxi rank as close to Carfax as possible, for daytime use. This would be extremely beneficial for people visiting the city centre.</p> <p><u>St Aldate's</u> –Support – taxi tank outside the Town Hall during the daytime would benefit both the taxi trade and the general public. It is a very convenient location</p>
<p>Local Resident, (Oxford) (722484)</p>	<p><u>High Street</u> - Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722778)</p>	<p><u>High Street</u> - Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722924)</p>	<p><u>High Street</u> - Support – I fully agree with the changes to move the taxi rank outside the Mitre Pub or by the previous building occupied by Pizza Hut on the High Street. However, if the taxi rank is to be reinstated outside the Mitre Pub, or elsewhere on that side of high street is it possible to allow a stand of 4 taxi to be parked at any time. The current taxi rank near King Edward Street / outside Shepherds and Woodward Clothes shop was in a dangerous location and caused obstruction to the bus stand right opposite and the high street was bought into a gridlock at busy periods.</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (723065)</p>	<p><u>High Street</u> - Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Respondent, (Oxford) (723250)</p>	<p><u>High Street</u> - Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>

CMDE5

<p>Local Resident, (Oxford) (723696)</p>	<p><u>High Street</u> - Support – We must need taxi ranks near Carfax for Hackney Carriages as shoppers and tourists are stranded to get a taxi. <u>St Aldate's</u> –Support – No comment</p>
<p>Local Business, (Oxford) (723837)</p>	<p><u>High Street</u> – No opinion – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Business, (Oxford) (725157)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Botley, Oxford) (725650)</p>	<p><u>High Street</u> – No opinion – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725653)</p>	<p><u>High Street</u> – No opinion – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Respondent, (Oxford) (725661)</p>	<p><u>High Street</u> - Support – There is a need for a taxi rank on the High Street because there are tourists who use the service as well as the elderly who need wheelchair accessible vehicles. <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725800)</p>	<p><u>High Street</u> – No opinion – Always a demand of customers flagging down taxis at Carfax. <u>St Aldate's</u> –Support – No comment</p>

CMDE5

<p>Local Resident, (Oxford) (725805)</p>	<p><u>High Street</u> – No opinion – To have a taxi rank as close as to car fax is ideal for visitors who doesn't know much about the whereabouts</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725805)</p>	<p><u>High Street</u> – Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725809)</p>	<p><u>High Street</u> – Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725812)</p>	<p><u>High Street</u> – Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725813)</p>	<p><u>High Street</u> – Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725816)</p>	<p><u>High Street</u> – Support – Will allow more access to the high street and allow another place to pick up a hackney carriage</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725819)</p>	<p><u>High Street</u> – Support – Vital to have taxi rank at the prime location</p> <p><u>St Aldate's</u> –Support – No comment</p>

CMDE5

<p>Local Resident, (Oxford) (725824)</p>	<p><u>High Street</u> – Support – Very important to be at the centre of the town <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725828)</p>	<p><u>High Street</u> – Support – It got to be the centre of the town <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725833)</p>	<p><u>High Street</u> – Support – Good to be at the prime location <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725835)</p>	<p><u>High Street</u> – Support – Good to have it where people can see the cabs <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725840)</p>	<p><u>High Street</u> – Support – This rank close to the Carfax would be a perfect location for a taxi rank <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725843)</p>	<p><u>High Street</u> – Support – Very important to have taxis at the centre of the town <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725844)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>

CMDE5

<p>Local Resident, (Oxford) (725845)</p>	<p><u>High Street</u> – Support – Taxis are the main stream computing mode <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725853)</p>	<p><u>High Street</u> – Support – Rank need to be near as possible to the Carfax for public convenience <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725854)</p>	<p><u>High Street</u> – Support – very important <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725856)</p>	<p><u>High Street</u> – Support – We need taxi rank in town centre <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725861)</p>	<p><u>High Street</u> – Support – Taxis have to be at the centre of the town <u>St Aldate's</u> –Support – No comment</p>
<p>Local Business, (Oxford) (725862)</p>	<p><u>High Street</u> – Support – We need the rank so it's visible to the public and easy to get to <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725863)</p>	<p><u>High Street</u> – Support – Taxi rank is an important facility for commuting so has to be at the centre of the town <u>St Aldate's</u> –Support – No comment</p>

CMDE5

<p>Local Resident, (Oxford) (725865)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725866)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725871)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725872)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725873)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725877)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725881)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>

CMDE5

<p>Local Resident, (Oxford) (725890)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725892)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726071)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726072)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726353)</p>	<p><u>High Street</u> – Support – The general public, the visitors to Oxford and the shoppers must have immediate choice of different mode of transport, not just buses only. <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726705)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726706)</p>	<p><u>High Street</u> – Support – Ideal location to hire a cab during the day <u>St Aldate's</u> –Support – No comment</p>

<p>Local Resident, (Oxford) (726072)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726860)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Brasenose College, High Street (Oxford)</p>	<p><u>High Street</u> – Object – Specifically to the plans to extend the bus stop clearway by Turl Street to the east. This would directly impact the trade of the retail shops at 19-23 High Street. The proposed bus stop extension does not have sufficient provision for people waiting to catch the bus. The pavement is narrower than outside Lincoln College library; passengers would lean against shop windows and get in the way of people walking along High Street.</p> <p>There is student accommodation above 19-23 High Street and the extended bus stop would increase noise pollution for people living there, particularly in the summer when the only way to ensure ventilation in the rooms is to have the windows open.</p> <p><u>St Aldate's</u> – No comment</p>
<p>Stagecoach bus company (Oxford)</p>	<p><u>High Street</u> – Concerned about the loss of the bus stop clearway outside the Covered Market. This facility is used by us during road closures and while on diversion in the city. We do not feel that there is sufficient capacity at other bus stops within the city centre to accommodate additional services and that is why we utilise the contingency of the Covered Market stop.</p> <p>We would therefore request a review of any suitable alternative locations for the provision of taxis in this area of the city so that the bus stop clearway may remain in place.</p> <p><u>St Aldate's</u> – No comment</p>

Division(s): Burford and Carterton North

CABINET MEMBER FOR ENVIRONMENT – 27 JUNE 2019

BURFORD – A40 OXFORD – WITNEY ROAD & B4020 SHILTON ROAD – PROPOSED SIGNALLED CROSSING, TRAFFIC CALMING MEASURES AND EXTENSION OF 30MPH SPEED LIMIT

Report by Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the following proposals:
 - i. Provision of a signalled pedestrian crossing on the A40 approximately 150m west of its junction with the B4020 Shilton Road.
 - ii. Traffic calming measures on the B4020 Shilton Road comprising six sets of speed cushions.
 - iii. The extension south eastwards of the 30mph speed limit on the B4020 Shilton Road by 170 metres.

Executive summary

2. The provision of pedestrian crossings, traffic calming measures and the amendment of speed limits and other traffic management measures are reviewed when there are changes to the road layout or usage as a result of development.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce a signalled crossing on the A40 west of its junction with the B4020 Burford Road, traffic calming measures and the extension of the 30mph speed limit on the B4020 Shilton Road at Burford.

Background

4. The above proposals as shown at Annexes 1, 2 & 3 have been put forward as a result of the development of land to the west of the B4020 Shilton Road at Burford.

Consultation

5. Formal consultation on the proposal was carried out between 1 May and 31 May 2019. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Local Bus Companies, West Oxfordshire

CMDE6

District Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 65 properties in the immediate vicinity, adjacent to the proposals.

6. Thirty-three responses were received as summarised in the table below:

Proposal	Support	Object	Concerns	Neither/No opinion
A40 – signalised pedestrian crossing	6 (18%)	9 (27%)	8 (24%)	10 (31%)
B4020 Shilton Road – traffic calming measures	2 (6%)	27 (82%)	0	4 (12%)
B4020 Shilton Road – extension of 30mph speed limit	23 (70%)	5 (15%)	0	5 (15%)

7. The responses are recorded at Annex 4 with copies of the full responses available for inspection by County Councillors.
8. The detailed response received from the 'Burford Shilton Road Residents' Association' (BSRRA) is shown in full at Annex 6, whilst the full joint submission from the 'Burford Shilton Road Residents' Association', Burford Garden Company & 'Responsible Planning in Burford' is shown in full at Annex 5.

Response to objections and other comments

Proposed Signalled crossing

9. Thames Valley Police expressed no objection to the proposal, noting that the crossing would be on the anticipated desire line of pedestrians and that crossings close to junctions (as here) are common. West Oxfordshire District Council expressed support on the grounds of pedestrian safety.
10. Nine objections and eight expressions of concern were received. The issues raised included traffic delays, safety concerns taking account of the current 40mph speed limit on the A40 and the proximity of both the B4020 Shilton Road junction and A40/A361 roundabout to the proposed crossing. One respondent expressed the view that the current pedestrian refuge operated adequately and that there was no need for a signalled crossing.
11. Concerns were also expressed over the adequacy (particularly in respect of its width) of the footway provision adjacent to the A40 and B4020 and in particular that the consultation plan showed, contrary to the planning consent issued by West Oxfordshire District Council, that a continuous footway was not being provided on the west side of the Shilton Road, with pedestrians walking between the A40 and new development site therefore having to cross the B4020 Shilton Road twice.

12. Measures suggested by the respondents to address the concerns on the crossing itself included reducing the speed limit on the A40 to 30mph, signalling the A40/B4020 Shilton Road junction with the inclusion of a pedestrian stage. While these are noted, the layout of the crossing complies with national standards in respect of its proximity to nearby junctions and the current 40mph speed limit and that the safety record of crossings in similar settings in the county is good. An independent Road Safety Audit of the detailed design has been carried out and the results will be incorporated as appropriate in a further technical audit prior to approval being given for construction, should the proposal be approved.
13. In respect of concerns over adjacent footway provision, it is acknowledged that provision of a continuous footway on the west side of the B4020 Shilton Road was agreed at the planning stage and that this should be provided and that while accepting that site constraints will not permit a continuous footway width which meets the Oxfordshire Walking Standards to be delivered, a localised pinch point down to 1m is acceptable and preferable to having to cross the road twice, noting also that the level of pedestrian usage at any one time will be typically fairly low.

Proposed traffic calming measures

14. Thames Valley Police considered the proposed traffic calming measures to be very helpful, subject to their design complying with the national regulations and guidance on such measures and noted also that the proposed spacing of the features appears to be adequate while also suggesting that - should the proposals be approved - speeds are monitored to ensure compliance to the speed limit, noting that larger vehicles can straddle the cushions which will reduce the environmental impact to residents but may leave speeds for these vehicle classes consequently higher.
15. West Oxfordshire District Council expressed support on the grounds of pedestrian and traffic safety.
16. Twenty-seven objections were received, including from the Burford Shilton Road Residents Association and Burford Garden Centre. The grounds for the objections included general comments that speed cushions are an outdated method of controlling speeds and specific concerns that safety - in particular for motor cyclists - could be compromised. There were also concerns over noise and vibration as vehicles - in particular goods vehicles - traverse the speed cushions and increased emissions as vehicles slowed for the cushions and then accelerated after passing them, resulting in higher levels of pollutants harmful to health and the wider environment. Additionally, concerns were expressed over the difficulties the proposed cushions might cause for vehicles turning to and from driveways close to the cushions and the consequent increase in accident risk and also on the cushions obstructing the passage of abnormal loads.

17. Additionally, concerns were also expressed that the cushions would be a maintenance liability and that ones in a poor state of maintenance would in particular present a hazard to road users including motorcyclists.
18. Burford Garden Centre raised a specific concern that the calming would prove a deterrent to their customers, noting that this was the largest business in the town and attracted over 1 million visitors annually.
19. Alternative traffic calming measures were suggested by some respondents which included speed cameras (with a specific average speed camera system - Siemens 'Safe Zone'- being commended by several respondents) and vehicle activated signs.
20. In response to the above concerns it should be stressed that the proposals comprise 'bus friendly' speed cushions which will allow almost all vehicles to travel along the road within the speed limit without adjusting their speeds, resulting, therefore, in no increase in vehicle emissions and – from experience of similar schemes in the county, resulting in minimal if any change in noise. Cushions of the type being proposed are routinely sited close to junctions including private driveways but with no difficulties being reported and the proposed specification of the cushions should present no difficulty for abnormal loads. While it is accepted that a corollary of the proposed use of 'bus friendly' speed cushions is that the level of speed control afforded by the scheme will be comparatively modest, monitoring of similar schemes elsewhere in the county still show these deliver appreciable reductions in speeds and operate with very good levels of safety, including for motorcyclists. It is accepted that any calming measure will require maintenance but that the majority of similar schemes have proved acceptable in this respect.
21. The suggestions for alternative measures for managing speeds are noted. Thames Valley Police – who operate all traffic safety cameras, including speed cameras, in the county – require the highway authority to explore traffic engineering solutions to address speeding problems before considering the use of speed camera systems and their response to this consultation supporting the proposed traffic calming measures is consistent with this policy.
22. While measures such as vehicle activated signs can help reduce speed, monitoring shows they are typically and appreciably less effective than physical calming measures such as speed cushions.

Proposed extension of 30mph speed limit

23. Thames Valley Police expressed no objection to the proposed extension of the 30mph speed limit in the context of the new development with the calming proposed. West Oxfordshire District Council expressed support on the grounds of pedestrian and traffic safety.
24. Five objections and twenty-one expressions of support were received from other respondents. Grounds for objection included a 30mph speed limit was

unnecessary taking account of the character and usage of the road. However, while noting these representations the proposed extension of the speed limit is considered consistent with national guidance taking account also of the proposed development and noting that the above traffic calming measures are also proposed.

Other concerns and issues raised

25. A number of responses cited wider concerns on the proposed works shown on the consultation plan which are not subject to statutory consultation, including the design of the junctions to the residential development and the proposed improvement to the A40/B4020 Shilton Road junction. The need for these was established at planning stage and were subject to consultation by West Oxfordshire District Council and then approved by the Inspector at appeal. Their design cannot be changed without due legal and planning process, noting that all the proposed works have been the subject of an independent Road Safety Audit of their detailed design and that the technical audit process by the County Council is ongoing.
26. Additionally concerns were raised by some respondents on improvements not shown on the consultation plans. These included the continuous footway required on the west side of the B4020 Shilton Road, a bus stop hardstanding, a pedestrian link required opposite the Garden Centre, footway widening required adjacent to a tree on A40 and a link for pedestrians crossing at the island on the A361 immediately south of the A40/A361 Burford roundabout, together with an extension to this island. It is confirmed that all these items - which are included in the section 106 agreement for the development- are required to be delivered.

How the Project supports LTP4 Objectives

27. The proposals would help facilitate the safe movement of pedestrians and traffic.

Financial and Staff Implications (including Revenue)

28. Funding for the proposed measures has been provided by the developers of adjacent land.

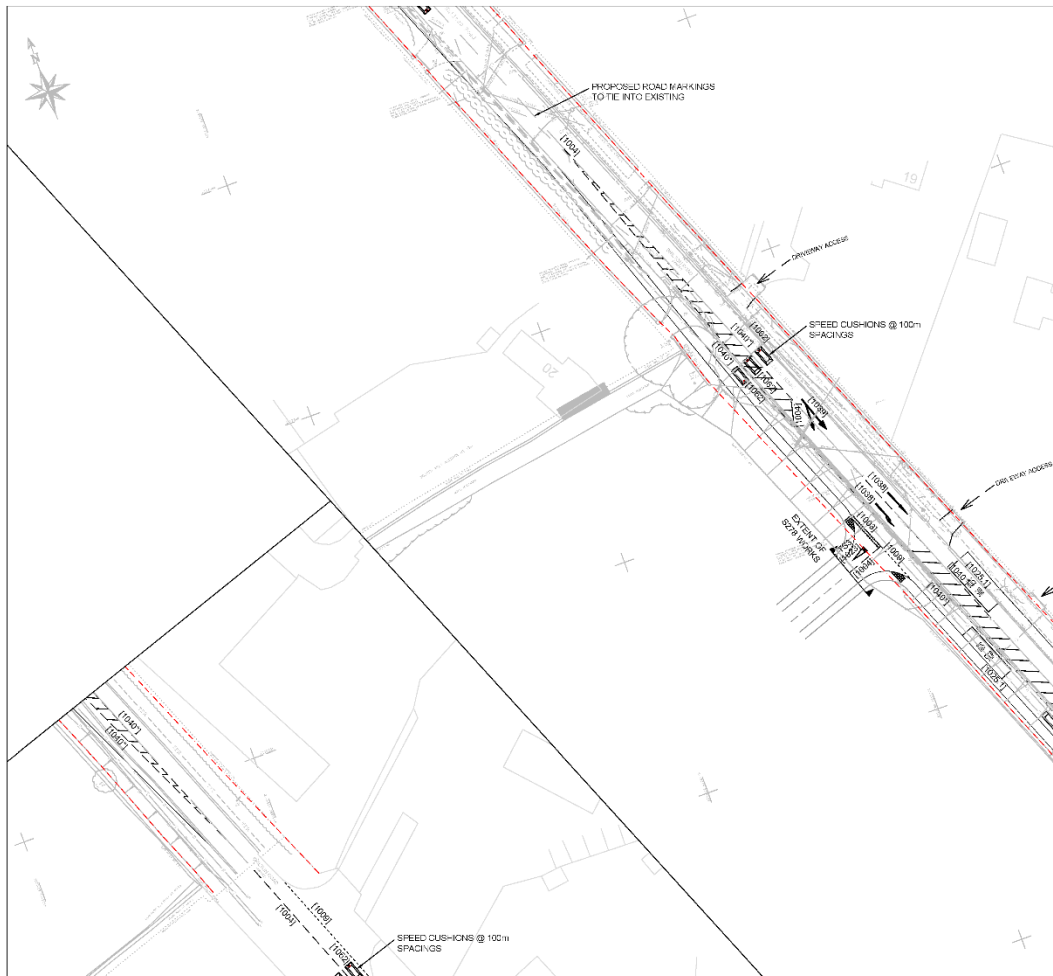
OWEN JENKINS

Director for Community Operations

Background papers: Plans of proposed signalled crossing, traffic calming measures and extension of speed limit.
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Anthony Kirkwood 07392 318871

June 2019



ROAD MARKINGS SCHEDULE
REFER TO TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016

DIAG. No.	LINE LENGTH	GAP LENGTH	LINE THICKNESS	SPACING	COMMENTS
1003	600	300	200	300	GIVE WAY
1004	4000	2000	100	-	WARNING LINE
1004.1	6000	3000	100	-	WARNING LINE
1006	600	300	100	-	CHERREWAY EDGE
1003	1875 HIGH	-	-	-	GIVE WAY MARKING
1005	12000 x 2850 GAGE 1600 TEXT	-	300 CONTINUOUS 100 DASHED	-	BUS STOP
1008	-	6000 HIGH	-	-	LINE ARROW
1040	4000	2000	100	-	WARNING LINE
	CONTINUOUS	-	150	-	HATCHING
1002	750 WIDE x 600 HIGH	-	-	-	SPEED CUSHION
1005	4500 x 1000	-	1600 TEXT	-	SPEED LIMIT ROUNDPL
DRAGONS TEETH	750 BASE x 900 HIGH	-	-	-	SPEED CALMING
SPEED CUSHION	1800 WIDE x 3700 LONG x 75 HIGH	-	-	-	SPEED CALMING

GENERAL TRAFFIC SIGNS SCHEDULE
REFER TO TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016

	TS1	TS2	TS3	TS5	TS6
DIT SIGN No.	DIAC 67C	DIAC 67-2	DIAC 602	DIAC 557.1	DIAC 557.2
TITLE	30 mPH AHEAD	NATIONAL SPEED LIMIT	GIVE WAY	HUMPS WARNING SIGN	ROAD HUMP DISTANCE
X-HIGH	N/A	N/A	N/A	N/A	N/A
HEIGHT / Ø (mm)	450	450	600	600	800
WIDTH	N/A	N/A	N/A	N/A	N/A
MOUNTING HEIGHT	2100	2100	2100	2100	2100
POSTS	ERECTED BACK TO BACK WITH SIGN TS2	1 x 75 x 3.2 CHS	1 x 75 x 3.2 CHS	1 x 76 x 3.2 CHS	1 x 76 x 3.2 CHS
FOUNDATIONS	ERECTED BACK TO BACK WITH SIGN TS2	850 x 850 x 1000	850 x 850 x 1000	850 x 850 x 1000	850 x 850 x 1000

NOTE:
ALL WORKS AND MATERIALS ARE TO COMPLY WITH HIGHWAYS ENGLAND SPECIFICATION FOR HIGHWAYS

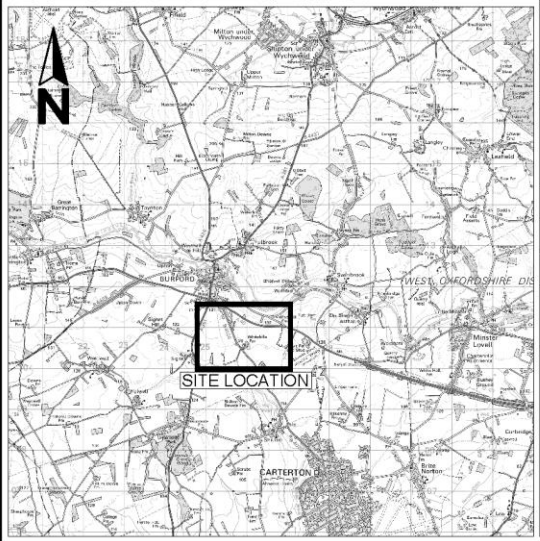
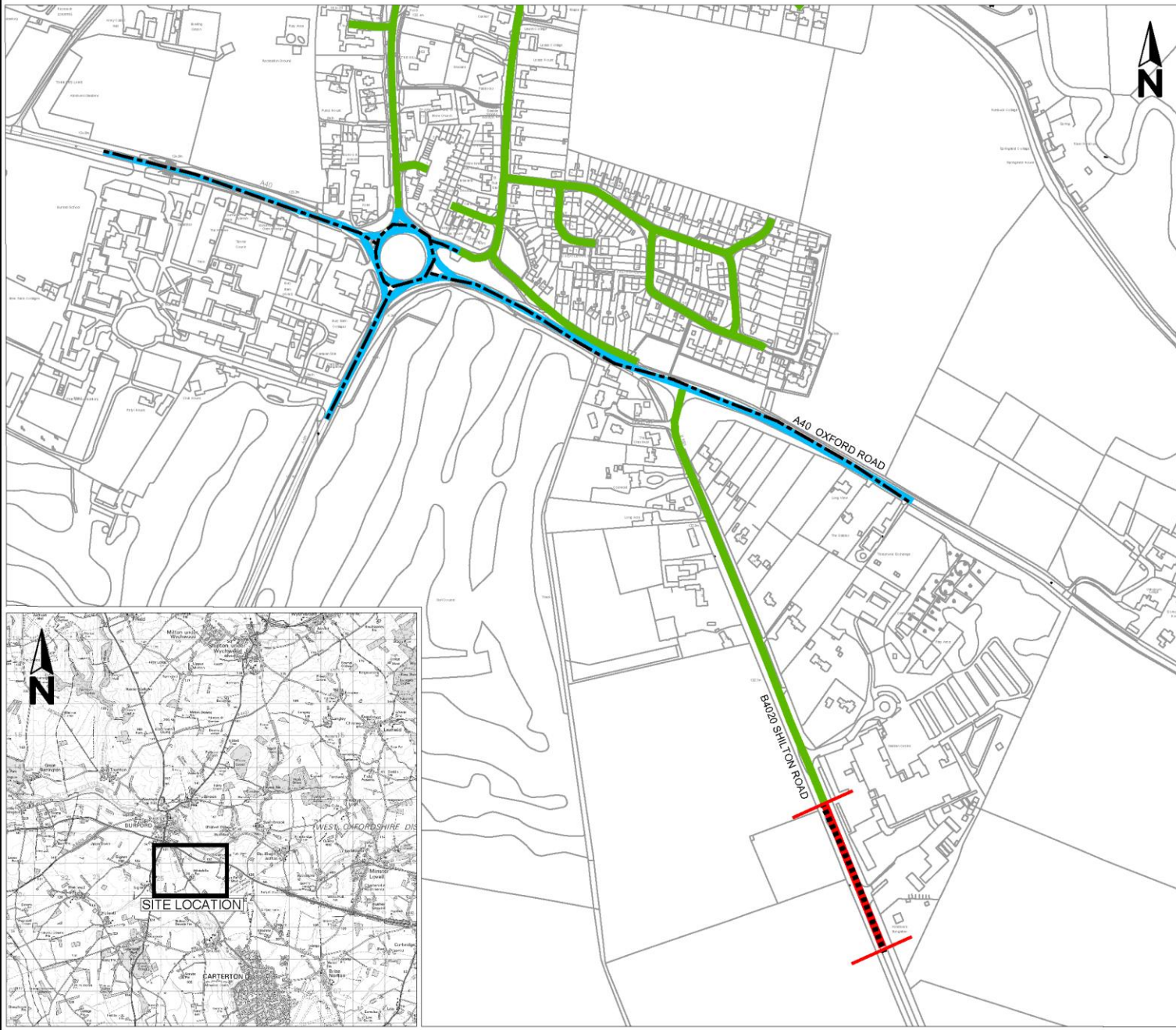
The Contractor is to check and verify all building and site dimensions, levels and elevations made at convenient points before work starts. The Contractor is to comply in all respects with current building regulations, British Standard Specifications, Building Regulations, Construction (Design & Management) Regulations, Part M of the Building Regulations, and any other applicable regulations. This drawing must be read in conjunction with the contract documents and any other applicable regulations. This drawing is not intended to show details of foundations, ground conditions or ground contaminants. Each area of ground must be investigated to support any structure depicted. A suitable method of foundation should be provided allowing for existing ground conditions. Any access or field ground contaminated on or under the ground, should be further investigated by a suitable means. Any contours constructed shown indicate usual slopes for guidance only & should be further investigated by a suitable means. Where existing trees / structures are to be retained they should be subject to a full specialist inspection by arbor. All trees are to be planted in a minimum of 2 years from building. A suitable method of foundation is to be provided to accommodate the proposed line planting. Residential & Commercial Engineering Limited does not accept any responsibility for any losses (financial or otherwise) in any case or third party arising out of the design or construction of the project or any other matter. This drawing is the property of Residential & Commercial Engineering Limited and may not be copied or used for any purpose other than that for which it is issued without the express written authority of Residential & Commercial Engineering Limited.

KEY
 - - - - - EXISTING HIGHWAY BOUNDARY
 TS1 TRAFFIC SIGN AND POST
 TS2 BACK TO BACK TRAFFIC
 TS3 SIGN ON STAINLESS POST

B	Updated to include OCC 5270	22/01/18	JDS	RB
A	Amended to suit updated GPR	07/01/18	JL	SM
#	ISSUE		RM	
DATE				
REVISIONS:				



Drawing No.		Revision	
		0	
Key			
		Proposed 30mph Speed Limit extension - approximately 170 metres.	
		Existing 30mph Speed Limit	
		Existing 40mph Speed Limit	
Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078895			
Rev.	Date	Purpose of revision	Drawn Checked Approved
Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
Project title			
B4020 SHILTON ROAD BURFORD			
Drawing title			
PROPOSED 30MPH SPEED LIMIT			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	JaC	
	Date drawn	Date checked	Date approved
	04/19		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



RESPONDENT	SUMMARISED COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>No objection – Shilton road is a long rural flat section which does lend itself to higher speeds due to the character which may not change significantly with the new development opposite the Garden Centre.</p> <p>The calming proposed is essential in this respect which must meet the DfT design requirements. Spacing of the features appears to be adequate although we would urge the Highway Authority to monitor speed post build to ensure compliance to the speed limit. Larger vehicles can straddle the cushions which will reduce the environmental impact to residents but may leave speeds for these vehicle classes consequently higher. Extending the 30mph limit is accepted in the context of the new development with the calming proposed. Police supervision to speed limits must not be an expectation where engineering and design should cater for likely outcomes where our priorities will be road safety sites with collision history. This location statistically is safe in that context away from the A40 junction on Shilton road.</p> <p>The signalised pedestrian crossing on the A40 is located where an informal centre island feature currently is. This appears to identify with a desire line that will likely be increased as the new residential area becomes occupied, as it is on the route foot passengers would use to access to/from the High Street facilities. Sight lines are good, and the area is lit. Vehicle re starts from the roundabout to the west may generate rear end shunt scenarios, but crossings close to junctions are a common highway feature these days and the risk aspect is noted but accepted in the circumstances.</p>
<p>(2) West Oxfordshire District Council</p>	<p>Support - In the interests of pedestrian and road safety.</p> <p>This information is based on the proposal being carried out in accordance with the details supplied in the Public Notice, Statement of Reasons, Consultation Plans, Speed Limit Order, General Traffic Signs Schedule, Road Markings Schedule, Location Map and Draft Traffic Regulation Order that accompanied the enquiry.</p>

ONLINE RESPONSES	
<p>(3) Local Resident, (Burford)</p>	<p><u>Speed Limit</u> - Support - No comment</p> <p><u>Calming</u> - Object - No comment</p> <p><u>Crossing</u> - Support - Would like to know what consideration is given to residents of Oxford Road regarding:</p> <ul style="list-style-type: none"> A. beeping from the pedestrian crossing (e.g. minimal/zero volume, only sounding during sociable hours (9am-5pm) B. lowering of air quality with the inevitable increase in standing traffic due to the crossing C. noise pollution due to standing traffic, and increased accelerating traffic along this road
<p>(4) Local Resident, (Burford)</p>	<p><u>Speed Limit</u> - Support - No comment</p> <p><u>Calming</u> - Support - No comment</p> <p><u>Crossing</u> - Support - No comment</p>
<p>(5) Local Resident, (Oxford)</p>	<p><u>Speed Limit</u> - Object - Stop lowering speed limits, it is difficult to get anywhere at a decent speed as it is</p> <p><u>Calming</u> - Object - Speed bumps do not calm traffic, they aggravate traffic. They also cause an increase in emergency vehicle response times. Somewhat pointless anyway since the road will inevitably end up in a poor enough condition that you can barely drive down it regardless.</p> <p><u>Crossing</u> - No opinion - No comment</p>
<p>(6) Local Resident, (Witney)</p>	<p><u>Speed Limit</u> - Support - No comment</p> <p><u>Calming</u> - Object - I strongly object to this proposal. Speed humps damage many cars but have little effect on HGVs. The B4020 is the main road to RAF Brize Norton for eastbound traffic and is busy with all types of road user. A 'safety</p>

CMDE6

	<p>camera' might be an adequate speed deterrent, but yet more Oxonian road humps would cause many eastbound car drivers to turn right onto the A361, then use Hen 'n Chick lane through Shilton to re-join the B4020, or to turn right in Shilton immediately before Ladburn Lane to the B4477. Alternatively, light traffic might turn off the A40 at Burford Road (a dangerous junction), then through Stonelands before turning left onto the B4020 at the Shilton Dip. Road humps would increase car traffic on unsuitable narrow country lanes - they MUST NOT be built!!</p> <p><u>Crossing</u> - Object - A signalised pedestrian crossing has no place on such a busy main road as the A40. If you want to improve pedestrian road crossing facilities, then provide an overbridge such as the one which already exists at Burford school or construct a pedestrian subway under the A40. But do NOT build a signalised pedestrian crossing.</p>
<p>(7) Local Resident, (Carterton)</p>	<p><u>Speed Limit</u> - Support - No comment</p> <p><u>Calming</u> - Object - No need. All these do is damage cars and delay emergency services. Speed limit with a camera would be more effective</p> <p><u>Crossing</u> - Object - Better make the junction traffic light controlled. Traffic turning across the a40 risks it's life as visibility along a40 to easy is restricted by rising ground and bend. Equally turning left onto A40 from B4020 is difficult given speed of traffic and traffic density. A simple set of lights to control junction would be much safer for all including pedestrians.</p>
<p>(8) Local Resident, (Carterton)</p>	<p><u>Speed Limit</u> - Object - No comment</p> <p><u>Calming</u> - Object - No evidence has been presented to suggest that a speed limit change without speed cushions would be ineffective.</p> <p><u>Crossing</u> - No opinion - No comment</p>
<p>(9) Local Resident, (Burford)</p>	<p><u>Speed Limit</u> - Support - No comment</p> <p><u>Calming</u> - Object - Speed cushions are noisy, environmentally inefficient and need constant maintenance. There are better options around for speed control. What about Siemens Safe Zone?</p>

CMDE6

	<p><u>Crossing</u> - Object - The traffic congestion this will cause will be appalling on a major road. Traffic already backs up the high street and around the roundabout at certain times of the day. This additional restriction will cause congestion on all surrounding roads as well as A40.</p>
<p>(10) Local Resident, (Burford)</p>	<p><u>Speed Limit</u> - Support - No comment</p> <p><u>Calming</u> - Object - Other more effective measures are available--such as 30 mph signs that come on when the speed limit is exceeded. Cushions are environmentally unfriendly and noisy and cause unnecessary inconvenience to motorists.</p> <p><u>Crossing</u> - Object - The existing island works well currently. Motorists frequently slow down to allow pedestrians to cross. A signalised crossing is likely to cause significant congestion on a very busy road and the Burford roundabout</p>
<p>(11) Local Resident, (Burford)</p>	<p><u>Speed Limit</u> - Object - This 30mph speed limit is already too low - there is no need for a 30 limit along this stretch because of minimal pedestrian movements. The alignment of the road doesn't support a 30 limit and it is perfectly safe for vehicles to drive faster than 30mph and extending the limit further will result in even greater limit non-compliance. Vehicles already aggressively tailgate as one enters and leaves the limit at 30mph. Extending it will simply make it worse. Residents will quickly realise how much the limit will be ignored, leading to pressure on councillors to have it enforced.</p> <p><u>Calming</u> - Object - This is a rural area. The bumps, humps and associated street furniture will be ugly and urbanised, spoiling the appearance of a currently attractive road. Residents will suffer noise from vehicles - particularly delivery vehicles to BGC, agricultural vehicles and larger lorries - crashing over the humps. Humps cause drivers' observation to close in, forcing them to concentrate on getting their vehicles over the bumps - rather than observing ahead for pedestrian and cyclist hazards. 'Cushions' like these are extremely dangerous to motorcyclists, particularly in the wet. Humps degrade over time, and OCC has insufficient budget to maintain them (see Brize Norton village where the humps are very badly degraded and damage vehicles). These humps will likewise degrade and become dangerous to two-wheeled road users. Transport Road Laboratory studies show that 'traffic calming measures can cause an increase in harmful tail pipe emissions and CO2, with speed humps tending to have the largest increases.'</p> <p><u>Crossing</u> - Object - The crossing is likely to lead to existing congestion becoming even worse.</p>

CMDE6

<p>(12) Local Resident, (Buford)</p>	<p><u>Speed Limit</u> - Support - I support the comments submitted on my behalf by Burford Shilton Road Residents' Association.</p> <p><u>Calming</u> - Object - I support the comments submitted on my behalf by Burford Shilton Road Residents' Association.</p> <p><u>Crossing</u> - Object - I support the comments submitted on my behalf by Burford Shilton Road Residents' Association.</p>
<p>(13) Local Resident, (Buford)</p>	<p><u>Speed Limit</u> - Support - An extended speed limit is definitely required, there have been many occasions where people have been pulling out of their driveways and also traffic coming out of the garden centre entrance that have had near misses with speeding motorists along Shilton Road, I have witnessed countless motorists coming from Carterton still way exceeding the limit as they use the restricted zone to de-accelerate as they approach the A40 junction, similarly I have witnessed many motorists accelerate hard from the A40 - probably as a result of having to wait for a period of time to actually cross the A40 due to the volume of traffic and then by the time they reach the second half of Shilton Road they are invariably travelling faster than 30 mph and creating hazards for the mentioned turning traffic.</p> <p><u>Calming</u> - Object - Speed cushions are not the answer in my opinion, they are unsightly, create more noise & fumes and are rather ineffective, some drivers don't particularly worry about them particularly if they do not own the vehicle, some drivers simply straddle them and take no notice and for the 2 wheeled motorists they simply go around them. They also cause issues for emergency vehicles that are trying to get to a required location as quickly as possible. Cameras & subsequent speeding fines are the only rear deterrent to combat speeding.</p> <p><u>Crossing</u> - Neither - There is more to this than a support or not support, I will revert</p>
<p>(14) Local Resident, (Carterton)</p>	<p><u>Speed Limit</u> - Neither - I have no issue with the extension of the 30mph but reconsider the traffic humps. A lot of military vehicles use this route and to make them drive over speed bumps will cause noise especially at night time - sure that will affect the residents. Rather than speed bumps put a camera up.</p> <p>At the junction with A40 can a system be put in place there to ensure the traffic moves freely. Either a roundabout, traffic lights or left turn only onto the A40.</p> <p>Rather than only look at the Burford end can you also look at the Carterton end. Between Shilton Dip and Carterton the road needs to come down to 40mph and also gave warnings about the junction with Swinbrook Park. Too many</p>

CMDE6

	<p>near misses and people driving way too fast. Overall between Shilton Dip and Burford Garden centre should be 50 especially when you look at the amount of crashes on that stretch including a fatality.</p> <p><u>Calming</u> - Neither - No comment</p> <p><u>Crossing</u> - Support - Yes to traffic crossing but consider an alternative location or change the layout where the B4020 joins A40</p>
(15) Local Resident, (Witney)	<p><u>Speed Limit</u> - Object - not necessary to be so low.</p> <p><u>Calming</u> - Object - never properly maintained, damage to cars.</p> <p><u>Crossing</u> - Neither - probably necessary to allow increased traffic onto main road been necessary at peak times for a long time</p>
(16) Local Resident, (Shilton)	<p><u>Speed Limit</u> - Support - The Traffic calming measures have arisen from the Development approved on appeal to the Hallum Land Opposite Burford Garden Centre, and whilst I approve of this common-sense approach to a speed reduction to 30mph but noting also that further measures are required to improve safety on the B4020 Between Burford and Shilton, including a lower speed limit and better maintenance.</p> <p><u>Calming</u> - Neither - If Speed cushions are "sleeping policemen" than combine that with the neglect in the number of potholes that we all face, that could very well cause another accident? Speed limit signs should be adequate rather than humps!</p> <p><u>Crossing</u> - Neither - there SHOULD BE A WALK OVER BRIDGE, not zebra crossing. The developer at the Hallum Land site should pay for this!</p> <p>I have concerns over the ribbon development that is not sustainable, contrary to WODC and won on Appeal and has not properly considered the consequences of young families living a great distance from the town centre of Burford. Making families vulnerable to the A40 TRAFFIC, so they should be held responsible for the installation of any traffic safety calming measures attributed to this Development.</p>

CMDE6

<p>(17) Local Resident, (Burford)</p>	<p><u>Speed Limit</u> - Support - No comment</p> <p><u>Calming</u> - Object - Speed Cushions I have seen elsewhere in the area deteriorate quickly and encourage acceleration/deceleration and associated noise. Prefer illuminated fishing speed signs or speed camera.</p> <p><u>Crossing</u> - Support - No comment</p>
<p>(18) Local Resident, (Swinbrook)</p>	<p><u>Speed Limit</u> - Neither - No comment</p> <p><u>Calming</u> - Object - Will cause vehicles to unnecessarily slow down and speed up causing noise and air pollution together with potential damage to vehicles.</p> <p><u>Crossing</u> - Object - Another obstruction to the already congested A40 will encourage delays, pollution and more rat runs via Swinbrook when traffic gets even worse.</p>
<p>(19) Local Resident, (Aston, Bampton)</p>	<p><u>Speed Limit</u> - Neither - No comment</p> <p><u>Calming</u> - Object - Although it seems reasonable to extend the speed limit on the Shilton Road, I think that speed calming cushions are overkill. As I travel to Blue Cross on this road daily for work, it will cause unnecessary wear and tear on my car. If you want the traffic to slow down below 30 you should put a 20mph limit on this stage! This is a major route to work for hundreds of people at the Burford Garden centre and Blue cross, and possibly on to the RAF Brize Norton site. The 'speed bumps' will be overkill. Put a speed camera in instead!</p> <p><u>Crossing</u> - Neither - I can see the point of this as school children from Burford school regularly have to cross at this point. However, this is a very busy major road. It will make the traffic situation more congested at busy times. The traffic back through Burford village centre regularly blocks the roundabout, causing delays. This needs to be a consideration as the bottle neck is in Burford. The junction from Shilton Road on to the A40 is a nightmare. It is impossible to turn right at commuter times, so you end up turning left and going around the roundabout. Someone needs to sit at this junction at busy times and look to see what happens daily and form a plan based on this!</p>

CMDE6

<p>(20) Local Resident, (Burford)</p>	<p><u>Speed Limit - Support</u> - It would be much safer if the 30mph limit started on the A40, ideally from both the east & west points where the 40mph limits start, which would reduce the speed that traffic enters the B4020 coming off the A40.</p> <p><u>Calming - Object</u> - They are not environmentally friendly as they increase pollution & noise. They do not stop lorries , buses or motorbikes from speeding. They degrade & become unsightly. They are an archaic attempt to slow traffic & not fit for purpose. They are dangerous & potentially damaging to owners vehicles / caravans /trailers for residents accessing their own driveways where these hideous humps are close to their existing entrances.</p> <p><u>Crossing - Object</u> - The signalised crossing will be very dangerous unless the A40 speed limit is reduced to 30mph & the A40 carriageway is realigned so that there is a full 2 metre wide footpath from the B4020 junction to the crossing. Pedestrian safety & the safety of parents with prams / pushchairs & youngsters will be seriously compromised unless there is a full 2m wide footpath & a reduction in the A40 speed limit.</p> <p>The same safety issues apply to people using mobility scooters, wheelchairs or anyone that is using a walking aid or needing assistance which entails 2 people walking side by side.</p> <p>I would only support a signalised crossing with the 2m footpath & the reduced speed limit.</p>
<p>(21) Local Resident, (Burford)</p>	<p><u>Speed Limit - Support</u> - No comment</p> <p><u>Calming - Neither</u> - The case for some form of traffic calming is very clear with surveyed speeds along Shilton Road well in excess of the 30mph limit (50% of vehicles today would be subject to prosecution i.e. >36mph and 15% travel at over 45mph) and no police enforcement of the limit. There has been a community led demand for some form of traffic calming for well over 15 years. With the population of Shilton Road about to increase from about 50 to around 430 and with s106 funding available, it is the very opportunity we have long waited for to solve the speed problem. There are specific reasons why we object to speed cushions and an alternative way of calming traffic would be much preferred. For example, a combination of radar speed signs to show drivers their actual speed and some improved visibility of 30mph signs might be a part solution.</p> <p>On a more specific note, the second pair of speed cushions, south of A40, would be located next to my 2-metre-high dry-stone wall. I am concerned that vibrations from traffic passing over the speed cushions would de-stabilise the wall</p>

	<p>in time and I shall suffer a significant personal loss to repair it. Traffic Calming - STRONGLY SUPPORTED. Speed Cushions - NOT SUPPORTED</p> <p><u>Crossing</u> - Support - This would be a long awaited, much needed improvement for those walking into town. The current crossing has a tiny central refuge and is hazardous when large lorries thunder past. The A40 is a very busy road and frequently two HGVs will pass by simultaneously. The refuge is too narrow to accommodate parents with buggies and infants, dog owners and wheel-chair users. There have been instances in the past when vehicles have driven straight over the refuge, knocking down the signage - it is an accident waiting to happen.</p> <p>It seems somewhat anomalous, however, that the footpath from the development to the signalised crossing no longer follows what was approved by OCC Highways. A footpath along the western edge of Shilton Road has been replaced by a requirement to cross over Shilton Road and to then cross back again in order to reach the A40. The new development will have an estimated population of 380 and the developer has emphasised throughout the planning process the importance of the new footpath and signalised crossing to encourage people to walk into town rather than use their car. This obligation seems to no longer suit their purpose for reasons we do not understand. Similarly, other highway improvements previously committed to have disappeared from their s278 submission. Surely these should be reinstated and implemented at the same time as the three measures under consultation.</p>
<p>(22) Local Resident, (Burford)</p>	<p><u>Speed Limit</u> - Support - It would be much safer if the 30mph limit started on the A40, ideally from both the east and west points where the existing 40mph limits start, which would reduce the speed that traffic enters the B4020 coming off the A40.</p> <p><u>Calming</u> - Object - They are not environmentally friendly as they increase pollution and noise. They do not stop lorries, buses or motorbikes from speeding. They degrade and become unsightly They are an archaic attempt to slow traffic and not fit for purpose They are dangerous and potentially damaging to owners vehicles/caravans/trailers for residents accessing their own driveways where these hideous humps are close to their existing entrances There are much more effective means of controlling speeds such as "average speed monitoring cameras" and such a system should be considered for safety reasons.</p> <p><u>Crossing</u> - Object - The signalised crossing will be dangerous unless the A40 speed limit is reduced to 30mph and the A40 carriageway is realigned so that there is a full 2 metre wide footpath from the B4020 junction to the crossing. Pedestrian safety and the safety of parents with prams/pushchairs and youngsters will be seriously compromised</p>

CMDE6

	<p>unless there is a full 2m wide footpath and a reduction in the A40 speed limit.</p> <p>The same safety issues apply to people using mobility scooters, wheelchairs or anyone that is using a walking aid or needing assistance which entails 2 people walking side by side.</p> <p>I would only support a signalised crossing with the 2m footpath and the reduced A40 speed limit.</p>
--	--

EMAIL RESPONSES

<p>(23) Local Business, (Burford)</p>	<p><u>Speed Limit</u> – No objection – (see below for comments)</p> <p><u>Calming</u> - Object – (see below for comments)</p> <p><u>Crossing</u> - Object – (see below for comments)</p> <p>Burford Garden Company own and manage Burford Garden Centre. As Burford’s largest business, the Garden Centre attracts in the region of 1.2m visitors a year, thereby contributing significantly to the local and regional economy.</p> <p>All of the Garden Centre’s car borne visitors achieve access and egress from Shilton Road, with the vast majority coming via the A40; so too all delivery traffic. As such, you will appreciate that the works subject of this current consultation would directly and materially affect the day to day operation of the Garden Centre. It is imperative therefore that the interests of the Garden Centre and its operations are appropriately safeguarded, so as to avoid any detriment to their business activities.</p> <p>To this end, although Burford Garden Company fully endorse any aspiration to improve road safety and further, while it is accepted that development to the west of Shilton Road (herein referred to as ‘the development’) has now secured a planning consent, for the reasons that are set out herein, it is considered that the works proposed as part of the current consultation exercise will give rise to a disproportionately detrimental impact upon the business and should therefore be rethought so as to preserve the future prosperity of the Centre and in turn, the local and regional economy.</p> <p>The ‘Statement of Reasons’ which accompanies the current consultation states clearly that: ‘The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger to road users including pedestrians is minimised</p>
---	---

whilst facilitating the effective and safe passage of traffic.’ [my emphasis]

The scheme upon which comments are currently being invited is in effect threefold; an extension of the existing 30mph limit south along Shilton Road, the provision of six sets of speed cushions along Shilton Road and the introduction of a new controlled crossing on A40, just to the west of the Shilton Road junction.

Looking initially at the proposed extension to the 30mph limit and associated traffic calming, it is the case that the existing access to Burford Garden Centre has happily resided just within the existing 30mph speed limit for many years, without any material accident record and with customers satisfactorily achieving access and egress without the need for any traffic calming measures along the Shilton Road.

The development to which these works relate relies upon two points of access, one closer to the centre of Burford than that which serves the Garden Centre and one further south and therefore just beyond the current limit of the 30mph zone.

For the purposes of regularising conditions along Shilton Road, there is evidently logic in extending the 30mph speed limit such that the more southerly access to the development is located within the 30mph zone and so to the Garden Centre’s delivery access.

It is noted however that the two access junctions intended to serve the development are proposed to provide 2.4 x 70m visibility splays – I enclose drawing (S278_100) which demonstrates such. In accordance with TD9/93 of the Design Manual for Roads and Bridges, 2.4 x 70m represents a one step below desirable minimum ‘y’ distance splay for a design speed of 30mph.

However, it is evident from the drawings contained within the Transport Assessment which accompanied the development’s application, that it was originally proposed that 2.4 x 120m visibility splays be provided from the proposed site accesses. 2.4 x 120m provides adequate visibility for a design speed of 40mph, in accordance with TD9/93. A copy of the appropriate drawing is also enclosed herewith.

If, as is evidently the case, the applicant could achieve 120m of visibility, then it stands to reason that they could equally satisfactorily achieve 90m, which provides adequate visibility for a design speed of 30mph in accordance with TD9/93.

This being so, adequate vision can be achieved upon egress from accesses serving the development for a design speed of 30mph (which would be the appropriate speed to which to design following the introduction of the reduction

in speed limit upon which this current consultation is based).

Given then that adequate vision for the design speed can evidently be achieved upon egress from the development's two points of access, while there is also no existing accident record at the junction which serves the very much busier access into the Garden Centre, it is unclear what the rationale is behind the introduction of a scheme of traffic calming?

The introduction of traffic calming generally only accompanies proposals for new accesses where it is required to try and contain speeds in situations where visibility is otherwise compromised. This is clearly not the case in this instance as road speed and visibility are commensurate with one another and therefore one must conclude that for the purpose of achieving safe vehicular access into the development, traffic calming is unnecessary.

At this point, it is worth highlighting that the Burford Garden Company currently benefit from locational and directional signage within the verges of Shilton Road. One such sign is located immediately opposite the customer access / egress and would therefore be removed should the current Section 278 works be progressed as planned.

None of the submitted drawings indicate that this signage is proposed to be replaced. However, one questions whether the reduced visibility splays and thus the proposal for traffic calming stems from the need to reinstate the signage which would then be in the visibility splays upon egress from the development? Irrespective, Burford Garden Company would welcome the opportunity to engage with the developer's agent and if necessary, the County Council, to discuss the future of its signage, which you will appreciate, is considered critical to its business continuity.

Although not forming part of this current consultation, the wider Section 278 works associated with the development include provision of an uncontrolled crossing to the immediate north of the existing Burford Garden Centre access, while a further uncontrolled crossing is proposed a short distance to the south of the A40 / Shilton Road junction.

It is apparent that the provision of these uncontrolled crossings results from the inability to provide a continuous footway along the southwestern side of Shilton Road, which would otherwise present the obvious desire line between the development and Burford town centre. Consequently, anyone wishing to walk to / from the development site from the direction of Burford town centre, must cross the Shilton Road twice in order to do so.

One may reasonably assume then that the provision of the speed cushions is proposed in order to be commensurate with the consultation's Statement of Reasons, in so far as to ensure that 'danger to road users including pedestrians is minimised'.

CMDE6

In this instance, it is self-evident that requiring pedestrians to cross the road twice introduces an inherent danger to road users and is therefore completely contradictory to the responsibilities and aims of the County Council.

Given that it has been demonstrated that the provision of traffic calming is not warranted in the context of the vehicle access solution, one is led to conclude that it must be being proposed to slow traffic speeds to make the crossing of Shilton Road safer for pedestrians.

However, it is unquestionable that the retro-fitting of traffic calming to an existing highway, simply in order to help mitigate a substandard and inadequate pedestrian access solution, is completely inappropriate and rather in this instance, the pedestrian access solution should be revised to one which affords continuous passage along the western side of Shilton Road and therefore removes the need for unnecessary additional crossing movements, which it must be accepted introduces a danger, something which the County Council is obligated to ensure is minimised.

Irrespective of any technical justification for the provision of the proposed speed cushions, there are of course other matters which need to be considered.

Firstly, the installation of speed cushions would introduce, in perpetuity, a highway maintenance liability on behalf of the Council. Shilton Road carries a considerable proportion of HGV traffic, much of it destined for Carterton and Brize Norton. All of the Garden Centre's HGV traffic also uses Shilton Road.

It is inevitable that the constant trafficking of speed cushions by HGV traffic will lead them to deteriorate and therefore require regular maintenance by the County Council, the cost for which will need to be found in an ever-diminishing highway maintenance budget. The set of cushions immediately adjacent to the Garden Centre delivery access is particularly vulnerable to damage given the amount of HGV turning that will occur across the top of them.

Indeed, delivery vehicles will be subjected to additional lateral movement as they manoeuvre across the cushions adjacent to the delivery access, which itself raises safety concerns and concerns in respect to the damage of goods in transit. These issues should and could be avoided through the removal of this element of the scheme.

Whether well maintained or not, the significant majority of Garden Centre patrons will be forced to traverse across at least four sets of cushions. Given the demographic of those who visit the centre and the fragile nature of the good that they acquire, there is a very real concern that having to drive across a number of unnecessary traffic calming features will act as a significant deterrent to making return visits to the centre, thereby having a detrimental economic impact.

Turning to the provision of a controlled crossing on the A40, although Burford Garden Company fully endorse the

principle of providing safe passage for pedestrians across A40, there is nevertheless significant concern regarding the sighting of the crossing as proposed by this consultation.

Sited a short distance to the west of the Shilton Road junction, when called, the crossing will very quickly result in westbound traffic backing-up across the Shilton Road junction, rendering it impossible for traffic to turn right out of Shilton Road and onto A40.

Further still, even if drivers leave gaps in the queue on approach to the crossing, this will simply encourage drivers to emerge from Shilton Road without adequate vision to eastbound traffic travelling on A40, thereby giving rise to an increase in the propensity for side impact type accidents. As such and again returning to the County Council's responsibility for the safe movement of motor vehicles, it is difficult to see how the introduction of the controlled crossing contributes to such.

For the reasons given above, although Burford Garden Company offers no objection to the extension of the 30mph speed limit, it objects to both the introduction of the speed cushions and the controlled pedestrian crossing.

Notwithstanding, if the County Council feel that some form of traffic calming is necessary for the development to proceed, in order to safeguard the interests of the Burford Garden Company and its customers, it is considered that the same impact could be achieved through the introduction of a less draconian scheme of works which need not involve vertical deflection. The use of contrast surfacing or vehicle actuated signage for example would be as effective, without having such a profound effect upon the Garden Centre's customers, while also being cheaper to maintain and less intrusive to local residents.

Indeed, one also ought to consider the impact that the introduction of the ghost island right-turn lanes and additional active frontage along Shilton Road will have on traffic speeds. It is well known that such features result in greater 'edge friction', thereby reducing vehicle speeds. With this in mind, it rather begs the question as to whether any form of traffic calming is required at all?

In terms of the A40 crossing proposals, it is considered that the County Council should have due regard for the impact of such on the safety of drivers egressing from Shilton Road and whether the introduction of 'Keep Clear' markings and additional signage might prove to be beneficial to the operation of the network.

The County Council is therefore urged to consider alternative and / or supplementary proposals before making the order subject of this consultation.

CMDE6

	<p>Finally, although we accept that it goes beyond the remit of this consultation, Burford Garden Company urge the County Council to reconsider the principles of the Section 278 works that underpin the delivery of the development. Aside of course from the provision of the traffic calming which it is hoped this letter demonstrates is unnecessary, it is considered that the following ought to be reviewed:</p> <ul style="list-style-type: none"> - The need for the development to be served by ghost island right-turn lanes; - The adequacy of the pedestrian access route; - The location of the uncontrolled crossing immediately adjacent to the Garden Centre access, its interaction with the Garden Centre access and adjacent proposed bus stops, which when combined is considered to give rise to significant potential for conflict; - The location of Burford Garden Company's existing locational and directional signage within the verge of Shilton Road which will be removed should the Section 278 works be implemented as proposed, without seemingly any proposal for its reinstatement; and - The impact upon network flows of the provision of the controlled crossing on A40. <p>In summary, although Burford Garden Company fully endorses the aspiration of enhanced highway safety, it considers that the scheme of works currently proposed is contrary to the responsibilities of the County Council and therefore fails to both provide for the provision of convenient and safe movement of motor vehicles and minimise danger to pedestrians.</p> <p>For these reasons, it is respectfully requested that the proposed order should not be made and the scheme should be reviewed and revised accordingly.</p>
(24) Local Residents Association, (Burford)	(See full response in Annex 5 & 6)
(25) Local Group, (Burford)	<p>Our key comments go somewhat beyond the scope of that consultation however and we would be grateful therefore if the whole range of our concerns as set out in the jointly presented report, be considered by all relevant departments, officers and elected members.</p> <p>(See full response in Annex 5)</p>

CMDE6

<p>(26) Local Resident, (Burford)</p>	<p>I would like to lend support to the response given by the Burford Shilton Road Residents Association.</p> <p><u>Speed Limit</u> - Support - No comment</p> <p><u>Calming</u> - Object - the proposed speed bumps along the road is surely not the best or most modern deterrent to speeding. The slip road being proposed, and removal of the suggested bumps should surely be able to fund a more robust method of speed restriction.</p> <p>Outline planning permission was quite specific with what should be in place and not the cheapest option. With the proposed profit from the sale of these properties the developers can well afford proper measures.</p> <p><u>Crossing</u> – No comment</p>
<p>(27) Local Resident, (Burford)</p>	<p>I wish to support the comments submitted by the Burford Shilton Road Residents' Association in connection with the above proposed road changes</p>
<p>(28) Local Resident, (Burford)</p>	<p>This is to inform you that I fully support the comments submitted by the Burford Road Residents Association under the above reference.</p>
<p>(29) Local Resident, (Burford)</p>	<p>Express my full support for everything the Shilton Road Residents Association are doing on behalf of us remaining residents in Shilton Road to minimise the aggressive onslaught of yet more houses, disruption, noise, mess, disturbance and overwhelming influx of traffic congestion that the intended appalling new development will bring.</p>
<p>(30) Local Resident, (Burford)</p>	<p>In the interests of brevity, we confirm that we fully support the representations submitted by Richard Shute on behalf of the Burford Shilton Road Residents Association (BSRRA) and commend the Association for the detailed analysis that they have undertaken in respect of the proposals.</p> <p>In addition, we have the following comments:</p> <ul style="list-style-type: none"> Any additional traffic arising from the proposed development will undoubtedly aggravate the current situation

CMDE6

	<p>along Shilton Road. We are aware from our own experience and discussions with Thames Valley Police Officers in recent years that the current 30 mph speed limit is regularly exceeded by drivers and some form of traffic calming (along with the extension of the 30 mph limit) is therefore necessary.</p> <ul style="list-style-type: none"> • However, the current Consultation does not relate to all the highway works proposed. We have already expressed our concerns on other highway works proposed in the vicinity of our house and are in correspondence with John Exley (most recent correspondence attached). We trust that OCC will take a holistic approach in considering the safety and appropriateness of all these works. • The S78 Appeal Planning Inspector undertook very little scrutiny of the technical highway details and yet it is now contended that he approved these. • The proposed highway works introduce some significant changes including the removal of a significant section of the proposed western footpath along Shilton Road. This introduces a requirement for the new residents (including school children and the elderly) to cross the B4020 twice. These revisions require detailed scrutiny and a full safety assessment by OCC. In addition, the proposed northern access to the development on the draft S278 plans no longer reflects the planning permission that was granted. • The proposed introduction of speed bumps seems an old fashioned and unimaginative approach to traffic calming with adverse implications for noise and pollution. As the BSRRA analysis identifies, there are far more appropriate modern solutions which OCC should fully appraise. <p>The proposed highway works (in their entirety - see above) give rise to potentially significant safety concerns and we request that these be fully assessed by OCC.</p>
(31) Local Resident, (Burford)	<p>I would like to register my support for the comments submitted by Burford Shilton Road Residents Association (BSSRA), in connection with the proposed road changes.</p>
(32) Local Resident, (Burford)	<p><u>Speed Limit - Support</u> - We fully support this proposal.</p> <p><u>Calming - Object</u> - However, we are concerned about access to our property, and the overall safety of the new proposals.</p> <p>We have reviewed the comments (dated 22 May) submitted to you by the Burford Shilton Road Residents Association</p>

(BSRRA), of which we are members. We echo those comments.

In addition to the comments submitted by BSRRA, we wish to underline the following as being of especial concern to us. These relate to the broader package of traffic-calming proposals, not just to the speed cushions:

a) Access (widened road/reservation): Approaching our house from the south-east turning right into our driveway AND turning right out of our driveway to travel northbound: we require clear and full access across any new central reservation/area shown in hatching on the plan.

b) Access (proposed pedestrian refuge): The placement of any pedestrian refuge must not hinder access from either direction, either by cars or delivery vehicles. Please note in particular that properties on Shilton Road are NOT connected to mains services, and we therefore require large fuel tankers and sewerage lorries to access our driveway on a regular basis.

c) Access (speed cushions): The proposed position of the pair of speed bumps right outside our house will make the mechanical action of turning into and out of our driveway very difficult, and a road safety concern. We ask that this be reviewed.

d) Safety (feeder lane): Traffic from the south waiting in the feeder lane to turn right into the Garden Centre will block the line of sight as we look to turn right out of our drive – cars won't be able to see us pulling out, and we won't be able to see them approaching. We request that this be reviewed.

e) Safety (bus stops): We are concerned about the adverse safety impact of the proposed new bus stops opposite to one another, given the likelihood of cars pulling out to pass buses at these stops. Are these bus stops even in fact needed, since we now already have two existing bus stops only a little further along the road? (These stops, which serve the 233 route, were introduced subsequent to the original planning application.)

In summary, the Garden Centre junction is a busy one. In our position as a resident family who knows this section of the road and that junction extremely well, we are firmly of the view that the addition of a pedestrian crossing, refuge, central reservation, filter lane and two new bus stops makes these few hundred yards look like an accident just waiting to happen. This requires careful review to ensure that access and safety concerns are addressed properly.

Crossing – Support (with concerns) - We support the proposal for a signalised crossing on the A40 BUT echo fully all the comments of BSRRA regarding the s278 submission and proposed road changes as set out on pages 4-6 of the BSRRA document of 22 May. We therefore ask that approval be withheld until all these concerns have been

	<p>addressed.</p>
<p>(33) Local Resident, (Burford)</p>	<p><u>Calming - Object</u> - I realise they're intended to reduce traffic speed from the new estate that's being built, but I think there are some significant problems with the scheme. I realise too that residents will probably be heavily in favour of it, but I suspect the reality will be very different from what they believe will happen.</p> <p>Safety: The clear, straight alignment of the road doesn't encourage a 30 limit (the road 'feels' faster than 30 at the BGC end) and it is perfectly safe – although frustrating and irritating for residents - for vehicles to drive faster than the limit. I think the road was originally a 40mph limit before OCC imposed blanket 30mph limits in the 1990s.</p> <p>Drivers should obey the limits, but they don't – they drive to the road alignment and conditions. The level of non-compliance has only increased with the setting of limits artificially low using mean speeds (rather than 85th percentile speeds). And there's a tension between the residents of a particular road who'll curse 'those damned speeding drivers' whilst speeding through the next village themselves.</p> <p>Even Circular Roads 1/03 (that introduced mean speed setting states) "Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance." This 30 limit really doesn't do this, hence the calls for calming.</p> <p>Drivers who stick to the limit or even drive c.20mph will be penalised by the jarring of the humps (as is the case in Brize and particularly Yarnton), yet they will have little impact on those who choose to rag over them at speed. In fact, most bumps encourage drivers to take them at c.40mph, 'surfing' them to minimise impact.</p> <p>Humps also cause drivers' observation to close in, forcing them to concentrate on getting their vehicles over the obstacles - rather than observing ahead for pedestrian and cyclist hazards. I'd rather see drivers running at 35mph observing, anticipating and planning than at 20mph, focusing barely further than the ends of their bonnets.</p> <p>I ride a motorcycle rather more than I drive a car, and 'cushions' like these are extremely dangerous to motorcyclists, particularly in the wet. A rider is forced either to ride over the cushion, destabilising the bike or attempt to avoid it and risk clipping the edge with the machine's front wheel.</p> <p>Rather than improving compliance, extending the limit further will result in even greater non-compliance, something</p>

	<p>humps will do little to improve. I suspect residents will quickly realise how much the extended limit will be ignored, even with bumps, leading to further pressure on you and your colleagues to have it enforced.</p> <p>Vehicles already aggressively tailgate as one enters and leaves the existing limit at 30mph (something that's extremely unpleasant on a motorcycle in the wet). Extending the limit will simply make it worse.</p> <p>The character of the road: This is a rural, lightly-built area, even with the new estate. The bumps, humps and associated street furniture will be ugly and urban in style, spoiling the appearance of a currently attractive road.</p> <p>Noise: Bumps generate significant noise, particularly from the delivery and agricultural vehicles that use the B4020. This is likely to be unpleasant for residents of the houses lining the road and, I suspect, lead to more calls to you for action.</p> <p>I also feel for elderly residents of the care complex, being bumped up and down on every trip to and from their home. The future and problems for OCC Humps degrade over time, and OCC has insufficient budget to maintain them (you'll know Brize Norton village where the humps are very badly degraded and regularly damage vehicles). These humps will likewise degrade and become particularly dangerous, again, to two-wheeled road users.</p> <p>The environment: Transport Road Laboratory studies show that 'traffic calming measures can cause an increase in harmful tail pipe emissions and CO2, with speed humps tending to have the largest increases.'</p> <p>I realise that there has probably been pressure for some time for calming along the Burford stretch of the B4020, but I believe the current proposals will harm, rather than improve, safety, the appearance of the road and the environment. I believe the road would be safer – and less of a drain now and in the future on budgets – if it was simply left as it is. The ugly, urbanising effect of the bumps, the noise and pollution increases, the on-costs and the minimal effect on safety makes them poor value.</p>
--	---

Proposed Highway Improvements, B4020 Shilton Road & A40 (Burford)

(OCC Reference CM/12.6.149)

Comments by Joint Consultees*:

1. Burford Shilton Road Residents' Association (BSRRA),
2. Responsible Planning in Burford (RPiB), and
3. Burford Garden Company (BGC)

These comments should be read in conjunction with the highway drawings:

S278 Works Traffic Signs and Road Markings, Revision B, Sheet 1

S278 Works Traffic Signs and Road Markings, Revision B, Sheet 2

* This report is without prejudice to any further individual or collective representations by any of the named three parties

7th May 2019

Summary

- The Draft s278 drawings make no reference to a number of alterations to those contained in the OCC approved road scheme (July 2015), the s106 Agreement and OCC summary and the Unilateral Undertakings between parties. Elements no longer feature include:
 - An extended footway on the west side of Shilton Road between the southern access to the development and the pedestrian crossing on the A40
 - A contribution of £2000 to provide a dropped kerb on Barns Lane
 - Creation of a pedestrian refuge on A361, south of Burford roundabout
 - A contribution of £20,000 to construct bus shelters on Shilton Road
- The new footpath on the western side of Shilton Road, giving direct pedestrian access to the puffin crossing on the A40 should be reinstated on grounds of pedestrian safety and to promote the sustainability of the location.
- The speed cushions are strongly objected to by the existing local community – residents and business. They are a means of speed control, which is out-dated and discredited on well-established environmental grounds. A less intrusive, more effective method of traffic calming such as the Siemens' 'SafeZone' system, would cost no more and have the advantage of eliminating much of the street furniture currently proposed, making the setting more pleasant for both the new incoming community and the existing residents.
- Widening Shilton Road with a ghost lane near the entrance to the new development appears over specified and unjustified when access to a larger housing development off the same B4020 has gone ahead with no ghost lane. Fewer C2 units and the absence of a coach park that was originally considered, as part of the development, reduce the need for a ghost lane further.

Widening would encourage rather than discourage speeding; necessitate the triple speed cushions and a pedestrian refuge on the approaches; make it difficult for residents on Shilton Road to access their properties; lead to an excess of street clutter on what is an attractive rural road and, add unnecessary cost for the developer.

- We argue that a full Road Safety Audit should be conducted now and that the above proposals for leaving the road unchanged at its current width be properly considered.
- Specific concerns also relate to the negative impact of the road changes for the business located on Shilton Road. In particular the level of disruption caused by road works, associated services and construction work; the proposal for the use of speed bumps and the locations of these and the impact they would have on the mature customer base for the business and its deliveries, and the lack of information about the implications for business signage.
- It should be noted that the comments in this paper are limited at this stage due to the lack of a Key on the available proposed plans. It is possible that we may raise further concerns once this Key is provided.
- The lack of engagement and communication with both the business and residents affected by the development during this planning phase ignores the opportunity to include valuable local knowledge in the final plans and to more effectively meet the needs of the new and existing community in Shilton Road (business and residential).

1.0 Westside Footpath

OCC Highway approved (July 2015) a new footpath running the length of Shilton Road to give safe, unfettered access for pedestrian and mobility scooter users to the new puffin crossing on the A40 and to Burford secondary school. The new development is remote from the town's facilities and the applicants argued at the Planning Inquiry that it was sustainable given a new footpath would encourage residents to walk into town rather than use cars – Burford already has a parking problem.

Having committed to build a new footpath, we are puzzled that this important amenity no longer appears in the applicant's draft s278 agreement. We ask that OCC hold the applicant to this obligation, something they readily agreed to in front of the Planning Inspector who clearly considered necessary prior to the granting of outline planning.

1.1 The draft s278 drawing (Sheet 2) shows a westside footpath terminating part way along Shilton Road with a dropped kerb outside No. 10. Pedestrians, young and old, would have to cross Shilton Road multiple times each day, unaided, to reach their destinations:

- The 25 school children (planning inquiry estimate) from the new estate would cross Shilton Road four times each week day
- Parents with buggies would have to cross Shilton Road eight times a day to drop off and collect children from the infant school in Burford.
- School children and parents with infants would be crossing Shilton Road at the busiest times of the day and in poor light during winter months.
- The large contingent of elderly residents (59 assisted living units / 64-bed care home) would be discouraged from walking into town and made to feel isolated, by the absence of a direct footpath to the new Puffin crossing.

1.2 The draft s278 drawing (Sheet 2) proposes that the existing east side footpath be used for part of the walk. This footpath is in poor repair and does not meet standards in several respects.

- The east side footpath is narrow (1m wide) and pedestrians today have difficulty walking beside each other. It is an unsuitable alternative to a new footpath on the west side.

- The surface is uneven and has soft grass edges which are often muddy.
- The footpath regularly floods because it is below the level of the road in many places. The road level is elevated after multiple resurfacings and the kerb edge / road drainage is in poor condition and generally ineffective.
- Drawing Sheet 2 shows no intention by the applicant to upgrade any part of the east side footpath to resolve these issues. In any case, a proposal of this sort would result in a 'patch work' of repairs, degrading the appearance of Shilton Road.

1.3 We understand no approach has been made to the owners of Nos. 6 and No. 8 on the west side of the road, to purchase a sliver of frontage where a pinch point would exist, something OCC Highways was alerted to in April 2015.. The applicant's failure to make an approach suggests they are either seeking to cut cost or to avoid delay from an oversight on their part. Neither is an acceptable explanation for self-evidently putting the safety of pedestrians at greater risk than it need be.

2.0 Dropped Kerb on Barns Lane

The new puffin crossing on the A40 has associated with it improvements to the footpath north. To make this improvement useful to parents with buggies and mobility scooter users, the applicants signed a unilateral undertaking to install a dropped kerb on the far side of Barns Lane on the footpath leading directly to the town centre.

The s278 draft submission makes no reference to this improvement, which we believe should be incorporated in the final agreement to ensure timely implementation.

3.0 A361 Pedestrian Refuge

Concerns were raised at the outline planning stage about the risks to pedestrians, wishing to cross the A361 south of the Burford roundabout. This particularly applied to unaccompanied children making their way to and from the secondary school. No provision exists today to facilitate the crossing of a busy A-road. OCC Highways accepted our representations and a new pedestrian refuge was agreed to by the applicants.

The s278 draft submission makes no reference to this important road safety improvement, which we believe should be incorporated in the final agreement to ensure timely implementation.

4.0 Traffic Calming

Speed cushions are strongly opposed to by the local Burford community – business and residents alike - and are objected to on well-established environmental grounds. Moderating speed is an important deliverable, particularly as pedestrian footfall is set to increase markedly along Shilton Road.

Cushions are an out-dated and discredited means of moderating vehicle speed. A more modern approach using a miniaturised average speed system is suggested which has the potential of eliminating almost all of the other road changes in Shilton Road, offering a cost neutral solution for the applicant.

4.1 Speeding has been a problem on Shilton Road for over 15 years and no action has been taken to enforce the 30mph limit during this time. The road is straight and tree lined with distant views of open countryside. These encourage many drivers to accelerate from the A40 to over 45mph or fail to slow down on entering the 30mph zone from the Carterton direction.

Some statistics:

- 50% of vehicles exceed ACPO limit for prosecution (36mph)
- 15% of vehicles drive at over 45mph in the 30mph area

4.2 Speed cushions are undesirable from an environmental viewpoint, causing traffic to slow down and accelerate before and after. This would result in additional noise, vibration and extra exhaust emissions for neighbouring houses and pedestrians. Speed cushions are also:

- Ineffective at slowing HGVs and buses.
- Prone to corner damage, quickly becoming ugly eyesores
- Degrade surrounding tarmac when retro-fitted to an already fragile road surface like that on Shilton Road
- Expensive to repair and appear to be a low maintenance priority in our district (e.g. Brize Norton)
- Reduce the enjoyment and retail experience of a largely mature customer base for Burford Garden Company, which sells a wide range of delicate high value products, including fragile plants that would not take kindly to being jostled.

4.3. The location of speed cushions by the BGC's goods entrance is of specific concern. HGVs slow down to turn in, and on occasions have to queue. Other vehicles are often tempted to overtake at this point. The existence of speed cushions in such

close proximity would represent an obvious hazard. If speed cushions are insisted upon, then the first set needs to be relocated further south towards Carterton, and the 30mph limit extended likewise, for clear safety reasons of which BGC has first-hand knowledge.

4.4 Modern alternatives to urban traffic calming exist which are so effective that most of the road changes currently envisaged for Shilton Road could be dispensed with, leaving Shilton Road largely unchanged in appearance.

Siemens' 'SafeZone' is just one such system. The technology is well proven for residential roads using two miniaturised cameras, one at each end of the road, to monitor average speed. Much less intrusive than speed cushions, road markings, road-widening etc., the device is proven to keep 99.5% of vehicles to the speed limit.

Some of the advantages:

- Effective for all types of vehicle, including HGVs and buses
- Environmentally friendly, encouraging drivers to maintain a steady speed along the full length of the road with no bunching
- Consistent, predictable vehicle speed makes crossing safer for pedestrians and for vehicles entering the development or existing properties
- Thames Valley Police is supportive of the technology
- Experience shows annual maintenance is not required after a few years once driver awareness of the speed limit improves

We ask that OCC Highways encourage the applicant to consider SafeZone in place of the planned road changes. The savings would result in a cost neutral outcome for the applicant, less environmental impact for residents and business customers and improved pedestrian safety.

5.0 Road Widening and Lack of Road Safety Audit

The widening of the road in sections and the inclusion of ghost lanes, turning lanes, hatchings and bollards appears excessive, largely unnecessary and overly urban in design. It seems counter-intuitive to widen the road, presumably to keep traffic moving, and then to add speed bumps to deliberately have the opposite effect. These road features particularly affect Nos. 21 & 23 and the Burford Garden Company.

The close proximity of so many road features raises safety concerns and we ask that a full Road Safety Audit be undertaken before any further consideration is given to the submission.

5.1 Local Comparable – Access to the new Swinbrook Park Estate, which carries exactly the same traffic flow as Shilton Road (there are few turn offs between the two to dilute the traffic flow) required no ghost lane or road widening. Given the Shilton Road development is smaller than originally planned, we ask that road widening be dropped as a requirement and for the road to remain as it is now.

5.2 House No. 23 - The pair of speed cushions near to the entrance of this property would make oil deliveries and septic tank collections difficult.

Turning into and (in particular) turning right out of the property will be uncomfortable and potentially hazardous given the close proximity of the speed cushions and the extra distance taken to cross the ghost lane.

The close proximity of the bus stop will reduce visibility and introduce an additional hazard when the owners of No.23 wish to turn right when either bus stop is in use.

The new central lane brings the risk of traffic overtaking when the bus stop is in use.

The close proximity of the pedestrian refuge is yet another thing for the owners to consider when turning left out of their property.

5.3 House No. 21 - The egress from the new development is almost directly opposite No. 21 and this, together with the ghost lane, will making it difficult and hazardous for the owners to turn right out of their property when in use.

The southbound bus stop will reduce the visibility of traffic coming from the A40 when the owners are turning right out of their property.

5.4 Burford Garden Company

There is no reference to the legitimate and approved signage and permission for a brown Tourist sign for BGC on the plans. These signs will need to be retained in situ and BGC would not agree for them to be removed. The signs will need therefore to be accommodated in any visibility splay plans.

The signage issue plus the multiple speed cushions, would reduce the retail experience and enjoyment of customers visiting the garden company, the number one attraction in the local area.

6.0 Wide Loads

The pedestrian refuge near the BGC entrance would restrict the passage of wide loads (armoured tanks, Chinook helicopters etc.) to and from RAF Brize Norton, the strategic heavy lift centre for the UK, until such time as the B4477 is upgraded to an

A-class road and west facing slip roads built at the intersection with the A40 Witney by-pass.

7.0 BHS Stops and Shelters

The S106 agreement allocates £20,000 for the construction of two new bus shelters yet no bus shelters are shown on the plan and it is unclear how the funds will for these will be used. There could be an opportunity for these funds to part fund the SafeZone system of speed control.

The plans show bus stops close to the entrances of Nos. 21 and 23, replicating the existing bus stops just north of them. When the plans were initially prepared in 2015/16 no buses served Shilton Road. Leaving the existing bus stops where they are today or relocating them still further south than planned towards Carterton, to the other side of the garden centre entrance, would reduce clutter outside the two houses and position them where the verge is of sufficient depth for a bus shelter.

8.0 Construction Phase Management Plan

BGC has serious concerns about the level of disruption large amount of roadworks, associated services and construction work will have on its business. As the largest employer in Burford, and the largest business in Burford, and one that depends on free and easy access for its customers, the significant remapping of the road and laying of services is going to have a considerable, negative impact. BGC remains bemused as to why it has not been involved in any consultation to date, nor the opinions sought of a local, family business, much loved by its community and a regional asset for over 40 years.

Proposed Highway Improvements, B4020 Shilton Road & A40 (Burford)

(OCC Reference CM/12.6.149)

Comments from Burford Shilton Road Residents' Association (BSRRA)

These comments should be read in conjunction with the highway drawings:

S278 Works Traffic Signs and Road Markings, Revision B, Sheet 1

S278 Works Traffic Signs and Road Markings, Revision B, Sheet 2

22nd May 2019

Thank you for the opportunity to comment on the proposed highway improvements to the B4020 Shilton Road and the A40 Burford. We write on behalf of BSRRA with its total membership of about 50. Our intention is to also comment on behalf of the several hundred residents of the new housing development, our future neighbours.

Proposal A

Extending the existing 30mph speed limit southwards by approximately 170 Metres.

SUPPORTED

Proposal B

Introducing traffic calming features comprising of six sets of road cushions spaced approximately 100 metres apart to cover the extent of the 30 mph limit.

NOT SUPPORTED

- The speed cushions are but part of a package of measures intended to calm traffic on Shilton Road (B4020). Speeding is a long-standing issue in our neighbourhood and slowing traffic is an important deliverable of the s106.
- Speeding has been a problem for over 15 years and no sustained or effective action has been taken to enforce the 30mph limit during this time. The road is straight and tree lined with distant views of open countryside. These characteristics encourage many drivers to accelerate from the A40 to over 45mph or fail to slow down on entering the 30mph zone from the Carterton direction as this traffic speed data shows:
 - 50% of vehicles exceed ACPO limit for prosecution (36mph)
 - 15% of vehicles drive at over 45mph in the 30mph area
- The local community – residents and business - object to speed cushions as the proposed means of moderating speed and request a less intrusive and more effective means of doing so.
- Speed cushions are a method of speed control, which is out-dated and discredited on well-established environmental grounds. They are undesirable from an environmental viewpoint, causing traffic to slow down and accelerate before and after. This brings with it additional noise, vibration and extra exhaust emissions for neighbouring houses and pedestrians. Speed cushions are also:
 - Ineffective at slowing HGVs and buses.

- Prone to corner damage, quickly becoming ugly eyesores
- Degrade surrounding tarmac when retro-fitted to an already fragile road surface like that on Shilton Road
- Expensive to repair and appear to be a low maintenance priority in our district (e.g. Brize Norton)
- Widening Shilton Road with a ghost lane near the entrances to the new development appears to be an over specification and unjustified when access to a larger housing development off the same B4020 has gone ahead with no ghost lane. In addition, the fewer C2 units and the absence of a coach park featured in the original plan, reduce the need for a ghost lane still more.
- Widening Shilton Road would encourage rather than discourage speeding; necessitate the triple speed cushions and a pedestrian refuge on the approaches; make it difficult for residents on Shilton Road to access their properties; lead to an excess of street clutter on what is an attractive rural road and add unnecessary cost for the developer.
- Modern alternatives for urban traffic calming exist which are so effective that most of the road changes currently envisaged for Shilton Road could be dispensed with, leaving Shilton Road largely unchanged in appearance.
- Siemens' 'SafeZone' is just one such system. The technology is well proven for residential roads using two miniaturised cameras, one at each end of the road, to monitor average speed. Much less intrusive than speed cushions, road markings, road-widening etc., the device is a proven deterrent capable of keeping 99.5% of traffic within the limit.
- The 'SafeZone' system, would cost no more and have the advantage of eliminating much of the street furniture currently proposed, making the general environment more pleasant and safer for both the new incoming community and existing residents.

Some of the advantages:

- Effective for all types of vehicle, including HGVs and buses
- Environmentally friendly, encouraging drivers to maintain a steady speed along the full length of the road with no bunching
- Consistent, predictable vehicle speed makes crossing safer for pedestrians and for vehicles entering the development or existing properties
- Thames Valley Police is supportive of the technology

- Experience shows driver behaviour and habits are quickly improved

We ask that OCC Highways encourage the applicant to consider SafeZone as an alternative to the many planned road changes. The savings would result in a capital cost neutral outcome for them and much less environmental impact for residents and business customers.

Proposal C

Constructing a signalised crossing on the A40 west of the junction with the B4020, in order to facilitate the safe movement of pedestrian in the area

SUPPORTED IN PART

- The signalised crossing is part of an overall package of measures to encourage residents to walk to the shops and the infant school in Burford town centre and to the secondary school on the A40 towards Cheltenham. The new development is on the edge of the town and the highways approved scheme (see exhibits below) was intended to discourage the use of the car.
- As well as the signalised crossing on the A40, the package of measures included a number of associated improvements contained in a s106 agreement, of which the following have been overlooked in the s278 submission:
 - A new footpath on the west side of Shilton Road between the southern access to the development and the pedestrian crossing on the A40 (Exhibit 1 - Core Document 1.4 drawing reference: W14132/601 rev P2)
 - A dropped kerb north of the A40 on Barns Lane for which £2000 has been allocated in a unilateral undertaking (Exhibit 2 - Unilateral Undertaking, Part 2)
 - A pedestrian refuge on the A361, south of Burford roundabout to facilitate safe crossing to Burford Grammar School (Exhibit 3 - Core Document 1.4 drawing reference: W14132/603 rev P2)
 - Bus shelters on Shilton Road for which £20,000 has been set aside (Exhibit 4 – OCC s106 Summary para 2.2)

We ask that approval be withheld until these features are included in the s278 submission.

- The draft s278 drawing (Sheet 2) shows a west side footpath terminating part way along Shilton Road with a dropped kerb outside No. 10. As a result, pedestrians including the young and old, would have to cross Shilton Road unassisted, multiple times to reach their destination:
 - The 25 school children (planning inquiry estimate) from the new estate would cross Shilton Road four times each week day
 - Parents with buggies would have to cross Shilton Road eight times a day to drop off and collect children from the infant school in Burford.
 - School children and parents with infants would cross Shilton Road at the busiest times of the day and in poor light during winter months.
 - The on site LEAP will not cater for the needs of youths who would need to cross Shilton Road in order to reach the recreation ground opposite Burford Grammar School.
 - The large contingent of elderly residents (59 assisted living units / 64-bed care home) would be discouraged from walking into town and made to feel isolated, by the absence of a direct footpath to the new signalised crossing on the A40.

- The draft s278 drawing (Sheet 2) shows the existing east side footpath being used for part of the way along Shilton Road. This footpath is in poor repair and does not meet standards in several respects.
 - The east side footpath is narrow (1m wide) and pedestrians today have difficulty walking beside each other. It is an unsuitable alternative to a new footpath on the west side
 - The surface is uneven and has soft grass edges, which are often muddy.
 - The footpath regularly floods because it is below the level of the road in many places. The road level is elevated after multiple resurfacings and the kerb edge / road drainage is in poor condition and generally ineffective.
 - Drawing (Sheet 2) shows no intention to upgrade the east side footpath. In any case, a proposal to improve just a short section of this footpath would result in a 'patch work' of repairs, degrading the appearance of Shilton Road. As a result, we would not support such a proposal.

- We understand no approach has been made to the owners of properties near a pinch point on the west side of the road, to purchase a sliver of frontage. We alerted all parties to the development to this issue as long ago as 2015. The applicant's failure to purchase the extra land suggests they are either seeking to cut costs by terminating the west side footpath half way along or to avoid delay due to a project management oversight on their part. Neither reason would be acceptable as an excuse for increasing the self-evident safety risks for pedestrians.
- The widening of the road to three lanes near the entrances to Nos. 21 and 23 and Burford Garden Company by including ghost lanes, turning lanes, hatchings and bollards appears excessive, largely unnecessary and overly urban in design. It seems counter-intuitive to widen the road, presumably to keep traffic moving, and then to add speed bumps to deliberately have the opposite effect.
 - Turning into and (in particular) turning right out of No. 23 would be uncomfortable and potentially hazardous given the close proximity of the speed cushions and the extra distance taken to cross the ghost lane.
 - The close proximity of the bus stop will reduce visibility and introduce an additional hazard when the owners of No.23 wish to turn right when either of the two bus stops is in use.
 - The new central lane brings the risk of traffic overtaking when a bus is stationary.
 - The close proximity of the pedestrian refuge is yet another consideration for the owners of No. 23 when turning left out of their properties.
 - The egress from the new development is almost directly opposite No. 21 and this, together with the ghost lane, will make it difficult and hazardous for the owners to turn right out of their property when traffic is entering or leaving the estate.
 - The southbound bus stop will reduce the visibility of traffic coming from the A40 when the owners are turning right out of their property.
- The close proximity of so many road features raises real safety concerns and we ask that a full Road Safety Audit be undertaken before any further consideration is given to the submission.
- The pedestrian refuge near the BGC entrance would restrict the passage of wide loads (armoured tanks, Chinook helicopters etc.) to and from RAF Brize Norton, the strategic heavy lift centre for the UK.

- The construction of a signalised crossing on the A40 is supported.

Submitted on behalf of:

Signature

Chair, Burford Shilton Road Residents' Association

Attachments: Exhibits 1 - 4

EXHIBIT 2

DATED 24 November 2016

(1) THE OFFICIAL CUSTODIAN FOR CHARITIES

and

(2) THE TRUSTEES OF THE BURFORD SCHOOL FOUNDATION

and

(3) THE TRUSTEES OF THE BURFORD RELIEF IN NEED CHARITY

and

(4) HALLAM LAND MANAGEMENT LIMITED

to

THE OXFORDSHIRE COUNTY COUNCIL

UNILATERAL UNDERTAKING

Under section 106 of the Town and Country Planning Act 1990
relating to land to land west of Shilton Road, Burford, Oxfordshire

Planning Application number 15/00166/OUT

Planning Appeal Reference No APP/D3125/W/15/3139687

 BICKLEY
MARTIN

THIS UNDERTAKING is given on

24 November

2016

BY:

- (1) THE OFFICIAL CUSTODIAN FOR CHARITIES ("Official Custodian")
- (2) ANDREW BEANEY, JOHN ALEXANDER COCHRANE, ~~RACHAEL CONLON~~, DEREK COTTERILL, NEIL OWEN, KATHRYN HAIG, RUTH REAVLEY, NICHOLAS MILLS, KENNETH SPARROWHAWK, ROBERT WAINWRIGHT, CAROLYN WALTON, REG MARSHALL and ROBERT WARNER being the Trustees ("Foundation Trustees") of the Burford School Foundation a charity registered with charity number 309235
- (3) THE REVEREND RICHARD COOMBS, JOHN WALTER HANNAH, JOHN MARKS, MICHAEL BROWN, PENNY BARRACLOUGH, JAMES ARTHUR MIDDLETON, CAROL HEMMING, JOHN KIMBERLEY, CHARLES GREVILLE WILLIAMS, DR ANGELA NETHERWOOD, DON GRIFFIN, GILLIAN SARAH HAMES and JANE TUNNELL-WESTMACOTT ("Charity Trustees") being the trustees of the charity known as The Burford Relief in Need Charity a charity registered with charity number 1036378
- (4) HALLAM LAND MANAGEMENT LIMITED (Company registration number 2456711) whose registered office is at Banner Cross Hall Eccelsall Road South Sheffield S11 9PD ("Hallam")

TO:

THE OXFORDSHIRE COUNTY COUNCIL of County Hall, New Road, Oxford OX1 1ND (the "Council")

BACKGROUND

- (A) For the purposes of the 1990 Act, the Council is the county planning authority for the area within which the Land is located
- (B) The Owners are the freehold owner of the Land whose title is registered on their behalf in the name of the Official Custodian with absolute title at the Land Registry under Title Numbers ON205127 and ON225998
- (C) The Owners entered into an agreement with Hallam dated 27 June 2014 in relation to the planning promotion and disposal of the Land
- (D) West Oxfordshire District Council has refused to grant planning permission for the Development and Hallam has lodged the Planning Appeal and with the intention of enabling planning permission to be granted on the Planning Appeal the Owners and Hallam are willing to enter into this Undertaking

The parties agree as follows:

THE SCHEDULE

PART 1

Off Site Extra Care Affordable Housing Contribution

1. The planning obligation set out in paragraph 2 of this Part 1 of the Schedule is conditional on the Secretary of State clearly stating in the decision letter granting the Planning Permission that the planning obligation set out in this Part 1 of the Schedule to this Undertaking is necessary and meets the tests set out in regulation 122 of the Community Infrastructure Regulations 2010
2. Subject to the conditionality in paragraph 1 of this Part 1 of the Schedule the Owners hereby undertake to the Council not to cause permit or allow the First Occupation of more than 50% of the Extra Care Units until they have paid to the Council the Off Site Extra Care Affordable Housing Contribution

PART 2

Barns Lane Contribution

1. The Owners hereby undertake to the Council not to cause permit or allow the First Occupation of the Development until they have either:
 - 1.1 agreed with the Council details for the installation of a dropped kerb on the north western kerb line of Barns Lane Burford and carried out and completed the installation of such works in accordance with the agreed details; or
 - 1.2 paid to the Council the Barns Lane Contribution

EXHIBIT 3

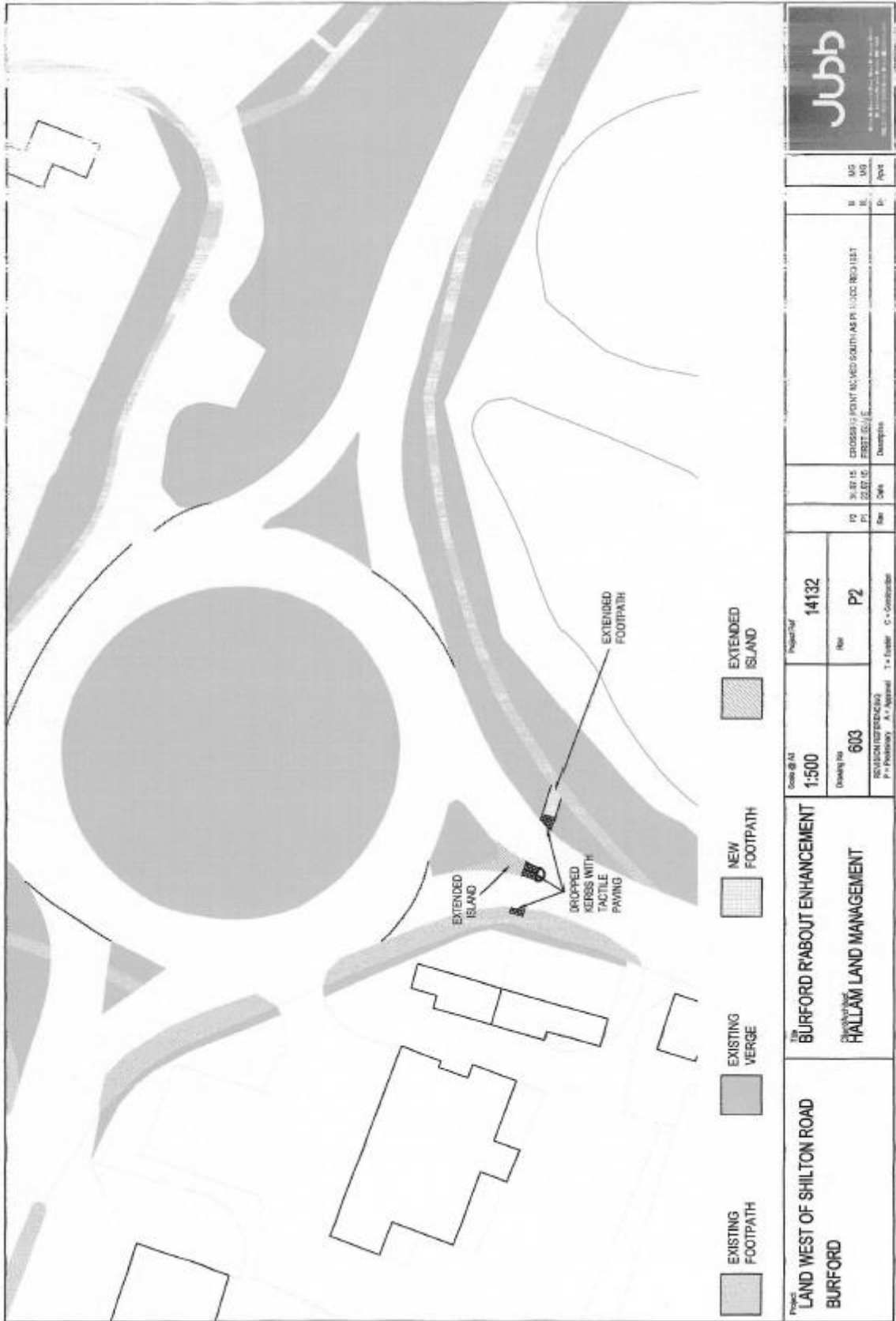


EXHIBIT 4

56

LAND WEST OF SHILTON ROAD BURFORD

S106 SUMMARY

OXFORDSHIRE COUNTY COUNCIL MATTERS

1. Education

1.1 Payment of a financial contribution towards expansion of Burford County Primary School to be calculated on the basis of the following formula:

		2-Bed	3-Bed	4-Bed
Primary Contribution Dwelling	per	£2,771.87	£5,266.56	£7,622.65

Index linked using PUBSEC Tender Price Index from the base of 3Q 2015.

Such contribution to be paid in accordance with the following arrangements

- One third prior to or on Commencement of Development;
- One third prior to or on first Occupation of the 30th Dwelling; and
- The remaining third prior to or on first Occupation of the 60th Dwelling

2. Transport

2.1 Payment of a financial contribution in the sum of **£169,000** towards sustaining or enhancing the new bus service 233 between Burford and Witney (via Carterton) which will pass and stop at the development site such contribution to be paid in accordance with the following arrangements:

- 50% prior to or on first Occupation of the 1st Dwelling
- The remaining 50% prior to or on first Occupation of the 45th Dwelling or first Occupation of the care home

Index linked using RPIX Price Index from base of January 2015.

2.2 Payment of a financial contribution in the sum of **£20,000** towards provision of bus stop infrastructure on Shilton Road serving the development site such contribution to be paid prior to or on Commencement of Development

Index linked using RPIX Price Index from base of January 2015.

2.3 Payment of a financial contribution in the sum of **£4,000** towards the administrative cost of implementing TROs for the crossing on the A40 and traffic calming on Shilton Road such contribution to be paid prior to or on Commencement of Development

Index linked using RPIX Price Index from base of January 2015.

- 2.4 Payment of a financial contribution in the sum of **£2,480** towards the cost of monitoring the travel plan for the development for a period of 5 years after the occupation of the site such contribution to be paid prior to or on Commencement of Development.

Index linked using RPIX Price Index from base of January 2015.

3. Highways Works

- 3.1 Provisions relating to delivery of highways works associated with the development being:

- (i) Traffic calming and pedestrian refuge on Shilton Road, B4020 in the vicinity of the Site comprising gateway features as shown indicatively on drawing W14132-601-P6;
- (ii) Signal controlled pedestrian crossing on the A40, widening of Shilton Road, B4020 at its junction with the A40 and an extended footway between the southern access to the Site and the pedestrian crossing on the A40 as shown indicatively on drawing W14132-601-P6 and W14132-600-P4; and
- (iii) Improvements to the informal crossing arrangements on the southern arm of the roundabout junction of the A40 and A361 as shown indicatively on drawing W14132-603-P2

4. Miscellaneous

- 4.1 Payment of a financial contribution in the sum of **£2,250** towards the cost of administration and monitoring of the S106 agreement such contribution to be paid prior to or on Commencement of Development.

Bickley Martin
6th November 2016

This page is intentionally left blank