

CABINET MEMBER FOR ENVIRONMENT – 14 JANUARY 2016

PROPOSED BUS LANE & PARKING/WAITING RESTRICTIONS – ORCHARD CENTRE (PHASE 2), DIDCOT

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents comments and objections received in the course of the statutory consultation on the proposals to introduce and amend various traffic restrictions in Station Road and The Broadway, Didcot, as part of the Orchard Centre (phase 2) development.

Background

2. In July 2015 South Oxfordshire District Council approved – following very extensive local consultation including the planned changes to local bus routes – a planning application for the expansion of the Orchard Centre which includes more retail units, restaurants, parking, open space and a new gym.
3. The principal effect in respect of traffic movement of the approved plans is the re-opening of the southern end of Station Road to buses and pedal cycles only, with access to the bus lane being controlled by rising bollards, in place of the existing bus provision in High Street (between Broadway and Hitchcock Way) which will be closed. Details of the proposed traffic regulation orders for Station Road, including the section not currently highway just north of Broadway, and on Broadway itself in the vicinity of the proposed new signalled junction with Station Road are shown at Annexes 1 – 4.

Consultation

4. The formal consultation on the proposals was carried out between 5 November and 4 December 2015. This comprised letters being sent to approximately 255 residential and business properties in the immediate area, street notices being placed at intervals along the roads affected, public notices being published in the Didcot Herald on 4 November and the Oxford Times on 5 November 2015. In addition information was sent by email to statutory consultees, including Thames Valley Police, the Fire and ambulance services, Didcot Town Council, Bus Operators and the local Members, while a dedicated page was added to the County's online consultation portal to allow people to view and respond to the proposals.
5. Eighteen responses were received, comprising 9 objections, 8 responses raising one or more areas of concern, and 1 response in support; the

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responses are summarised at Annex 5. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.

6. Thames Valley Police had no objection in principle to the proposals but did raise a concern that pedestrians crossing the bus lane had no specific crossing provision, and that while the rising bollards should effectively control access by cars and other larger vehicles, motorcycles would be able to bypass the bollards in contravention of the proposed restriction. The police also raised queries about possible obstruction of the bus route as a result of loading during permitted loading hours.
7. County Councillor Hards raised a number of specific concerns relating to the suitability of Station Road for use by buses, the provision for loading and deliveries, and parking issues including the proposed loss of three disabled bays and some spaces used by residents of Station Road.
8. The response from a local bus company raised a number of concerns regarding the viability and technical details of the scheme; these, together with the response supplied by the developer's consultant, are detailed at Annex 7.
9. A local taxi operator challenged the exclusion of taxis from the bus lane, citing that almost all the bus lanes in operation in other parts of the county permit use by taxis, as does the current bus only link in the High Street at the eastern side of the existing Orchard Centre.
10. Harwell Parish Council objected to the proposals to allow buses to use the pedestrian area of Station Road adjacent to The Cornerstone arts centre building.
11. Didcot First, a local organisation promoting Didcot, raise similar concerns on the safety of buses using the pedestrian area and queries on the wider management of buses in the vicinity, including the existing bus stops nearby.
12. The manager of The Broadway public house raised concerns over loading provision under the proposed new layout and traffic restrictions.
13. The remaining objections and concerns were largely from residents of Station Road; these included concerns over the suitability of Station Road as a bus route, and concerns over road safety, noise and emissions, and the loss of parking.

Response to objections and concerns

14. The concern of the police over the safety of pedestrians crossing the bus lane is noted; however experience of roads with similar restrictions (principally Queen Street in Oxford) is that these operate with good levels of safety and that bus drivers exercise high levels of care when travelling through such areas. Their concern that motorcyclists may contravene the proposed restriction (given that the proposed rising bollards would not stop motorcycles from travelling within the bus lane) is also noted; again experience of other

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bus lanes has been that abuse by motorcyclists is in practice very rare. The concern relating to potential obstruction by loading vehicles is noted and the operation of the scheme if approved will be monitored to determine if this is an issue requiring further investigation. The proposals have been the subject of an independent road safety audit at both the preliminary and detailed design stages.

15. Many of Cllr Hards concerns were the subject of consideration by South Oxfordshire District Council at their Planning Committee meeting on 29 July 2015 at which approval for the Orchard Centre phase 2 development was granted. Annex 6 shows the developers' consultants responses to detailed concerns raised in that consultation, and the paragraphs within this Annex particularly relevant to these concerns include paras 1,2, 7 and 13.
16. The proposal to remove the 3 disabled parking bays that are currently at the southern end of Station Road adjacent to the cinema also raised concerns. Although not on the public highway a total of 9 new disabled parking spaces are proposed as part of the development, 4 of which are proposed to be located in the new Station Road car park, which will be in an equivalent location to the spaces to be removed from Station Road.
17. A clause has been included within the draft Section 106 agreement for the developers to pay for the monitoring of on-street parking on Station Road and White Leys Close and to fund the implementation of a Controlled Parking Zone (CPZ) , which would restrict parking to residents only, if this is judged to be required. This provision is considered to adequately address concerns were raised by local residents over the proposed amendments to waiting restrictions in Station Road.
18. The concerns of the local taxi operator that taxis are not proposed to be allowed to use the proposed bus lane are noted. A taxi rank is currently located on High Street, which is approximately 30m in length. Taxis are able to arrive and depart the rank from both Broadway and Hitchcock Way. The re-provision of a taxi rank at a new location opposite the petrol filling station (26m in length) ensures that taxis continue to benefit from a waiting facility. The pick-up / drop-off layby outside Sainsbury's will be maintained. A further taxi facility is proposed within the Broadway car park (17m in length), since this is closer to the retail units and it ensures that customers have a choice. It is anticipated that this would accommodate the level of demand for taxi use, and that when considering the wider interests of pedestrians and road safety in minimising the use of the proposed bus lane, the current proposal to limit the use of the bus lane to buses and pedal cycles only is appropriate.
19. Harwell Parish Council's concerns over the proposed bus lane through the current pedestrian area do not cite any specific issues, but are presumed to relate to road safety and pedestrian amenity. The comments given above on the Thames Valley Police response on road safety apply; it is accepted that the proposal may result in some loss of pedestrian amenity but this needs to be balanced against the wider benefits of the development.
20. The concerns of Didcot First relating to the use of the bus stops are noted.

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High St is not officially a bus terminus and no bus stands are provided there. Therefore, Station Rd has been designed with bus stops but it will not be a terminus. It is proposed to provide 3 bus stops on Station Road; 2 boarding and alighting stops and 1 alight-only bus stop. The 2 boarding and alighting bus stops are proposed to have a bus shelter with seating. However, it is not proposed to provide a bus shelter for the alight only stop as there will be no bus passengers waiting at the bus stop. The design of the bus stops has been agreed by the County Council with the developer.

21. The issue of loading for The Broadway public house is being investigated by the developer's consultants, who will be liaising with the manager on this matter.
22. The concerns of residents responding to the consultation primarily related to the use of the road by buses and also the proposed changes to parking provision; Annex 6 provides a detailed response to these issues. Additionally some concerns were raised by residents over potential structural damage to properties on Station Road caused by vibration from the bus traffic. Station Road has previously operated as the main town centre bus route up until 2002. There is no reason to suggest that reopening it as a bus route would cause any structural damage to buildings.
23. As part of the development scheme Station Road is to be widened on the east side to assist two-way bus operation. As part of this work the eastern half of the road will be resurfaced and tests have been undertaken recently on to determine the current condition of the rest of the road; the results are currently being analysed to determine how much resurfacing of the remainder of Station Road is required.
24. Pedestrian safety on Station Road (particular children and other vulnerable groups) was cited as a concern from a number of respondents. The pedestrian facilities on Station Road will be maintained and there will continue to be footways on both sides of the carriageway, ensuring sufficient provision of segregation from other road-users.
25. Some respondents also expressed concerns about the impact of the bus route on those businesses with outdoor seating, and whether they would be able to continue to provide this in the shared space. The proposals do not include any physical changes to the existing seating areas and the businesses will be able to continue providing outdoor seating for customers.
26. Concerns were raised about the proposed management and control of bus flows to prevent more than one bus at a time through shared surface part of Station Road. It is planned that the proposed rising bollards will restrict access to the shared space area for permitted vehicles only, and as such will not 'gate' buses. Given the relatively low frequency of buses that are anticipated to use Station Road, it is not considered necessary to 'gate' bus traffic at this time but this will be kept under review as bus services in Didcot respond to local growth.

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27. The concern that the removal of the High Street bus route will add additional traffic to Jubilee roundabout is not correct; the proposed Station Road bus route was selected instead of routing buses via the Jubilee roundabout.
28. The potential impact of traffic generation from the car rental business on the Station Road bus route and vehicle traffic was cited as concern. However as this is an existing operation it is not considered relevant in relation to the proposed changes to the traffic restrictions on Station Road.
29. A minor concern was raised that the proposed rising bollards to manage the bus flows will make it difficult for service vehicle access to the telephone exchange. However a detailed design swept path analysis has been undertaken for all movements that will be required to be made, and this is not considered to be an issue.

How the Project supports LTP3 Objectives

30. The proposals would help facilitate the flow of motor traffic in the area.

Financial and Staff Implications (including Revenue)

31. Funding for the proposal is being delivered by the developers of the Orchard Centre (Phase 2); the appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

32. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised.**

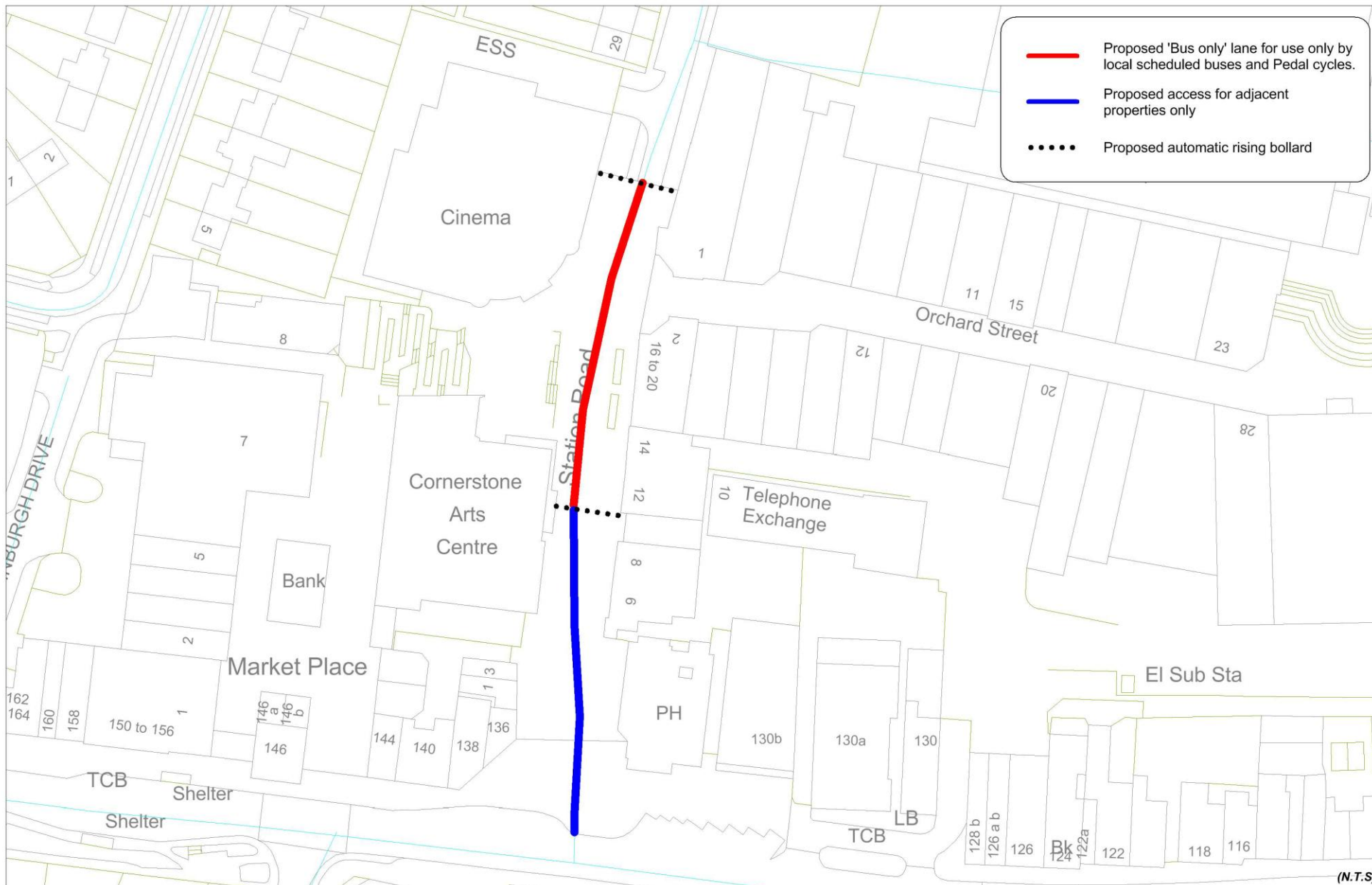
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation responses

Contact Officers: Owen Jenkins 01865 323304

January 2016



- Proposed 'Bus only' lane for use only by local scheduled buses and Pedal cycles.
- Proposed access for adjacent properties only
- Proposed automatic rising bollard

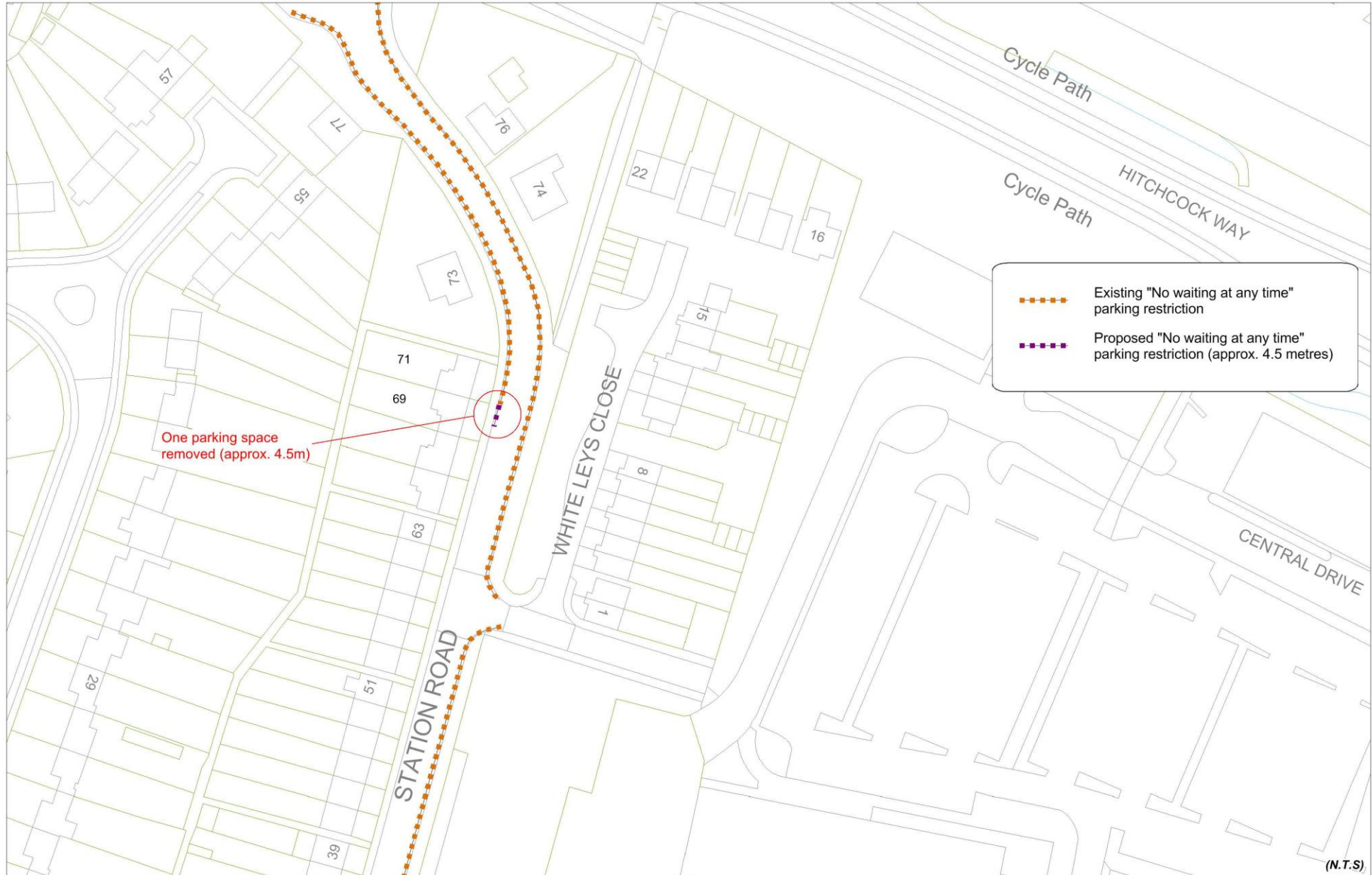
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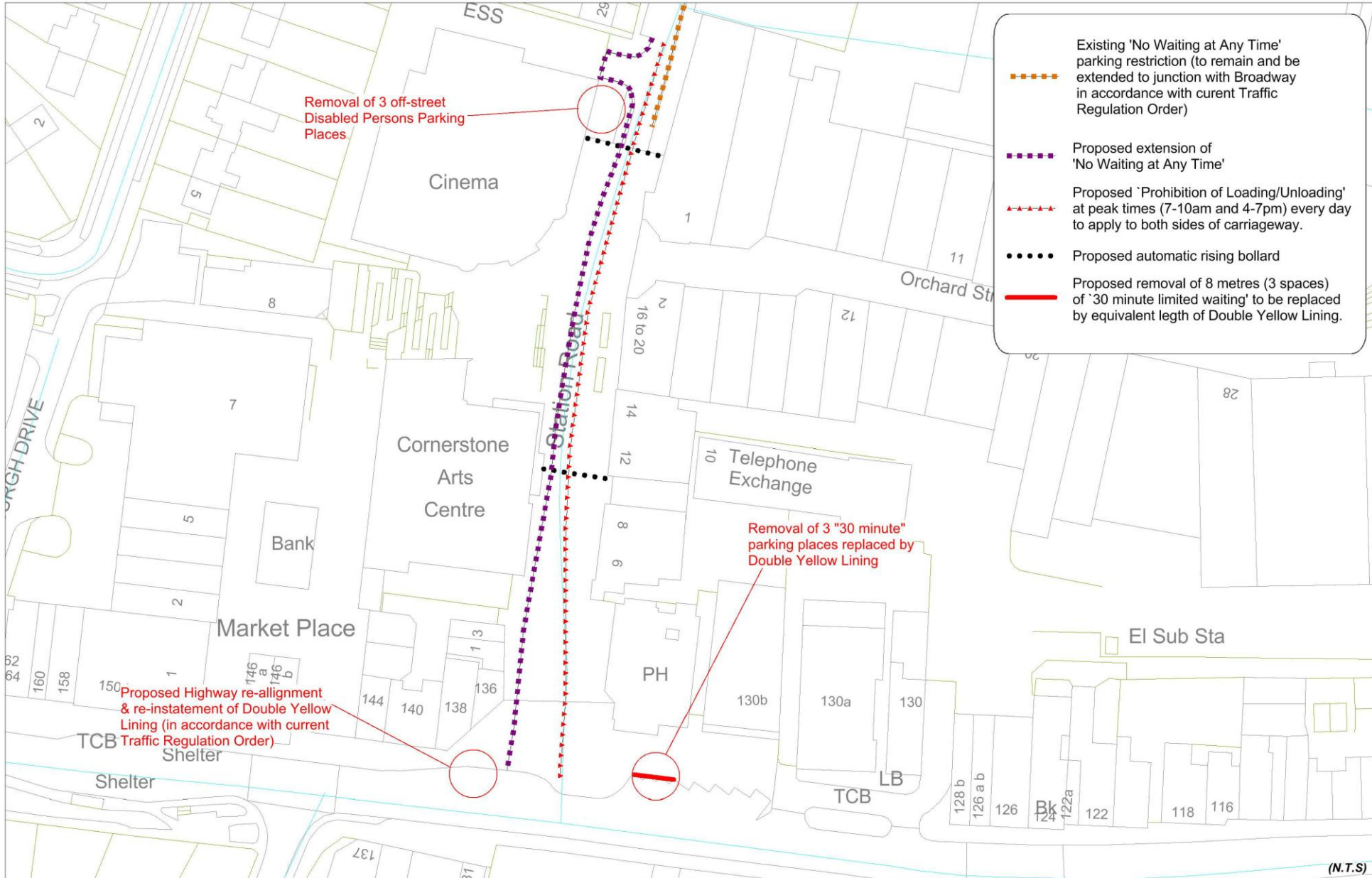
(N.T.S)



One parking space removed (approx. 4.5m)

- Existing "No waiting at any time" parking restriction
- Proposed "No waiting at any time" parking restriction (approx. 4.5 metres)

(N.T.S)



(N.T.S)



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ANNEX 5

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Not against highway improvements providing all aspects of public safety have been addressed, and notes that the proposed rising bollards will ensure that the bus lane will be self-enforcing other than motorcycles. ▪ Raises query about the safety of a pedestrian area shared by buses and cycles ▪ Restrictions will feature extremely low in terms of enforcement activity by Thames Valley Police, and notes that disabled badge holders will be able to park within the road outside the proposed loading ban periods. ▪ All lines and signs need to be in accordance with The Traffic Signs and General Directions 2002 before any order comes into force.
County Councillor Hards	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Impact of bus route on local business in Station Road, ▪ Loss of residents parking, ▪ Delivery to business has been underestimated, and the proposed lining will not allow sufficient room for buses to pass at these times, ▪ ‘Proper’ bus shelters with seats are required at all stops, ▪ Removal of disabled bays is not acceptable, suitable replacements are required, ▪ Suitability of carriageway to accommodate two buses passing at bends on Station Road. ▪
Harwell Parish Council	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Effect on local business/community facilities with buses traffic.

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<p>Thames Travel</p>	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Need to ensure that delivery vehicles do not impede bus traffic during permitted loading times, ▪ Wishes to ensure that the dimensions of the carriageway and associated features are fit for purpose in so much that: <ul style="list-style-type: none"> ○ Two buses can pass on Station Road without parked vehicles impeding passage, ○ Carriageway width needs to be at minimum 6.2 metres (preferably 6.75 metres), ○ Safety concerns about rising bollards in terms of ‘fail-safe’ procedures, ○ Drivers vision should not be impeded by vegetation/planting, ○ Unsure about priority given to buses exiting Station Road onto Broadway.
<p>Local Business, (Taxi Company)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Lack of access for Taxi operators, unlike those other bus lanes in the County, the current bus lane is a key pick up/drop off point for many elderly and disabled taxi users, ▪ Safety concerns over vulnerable pedestrians through not allowing taxi access, ▪ Concerned about bus management i.e. buses remaining in place for extended periods, ▪ Would rather see the area adjacent to Station Road designated as new car park being used as a small bus terminus.
<p>Didcot First</p>	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Concerned about provision of bus stops and management of bus flow, as well as the lack of Bus Terminus facility, ▪ Concerned about loss of bus shelters and seating, ▪ Would rather see the area adjacent to Station Road designated as new car park being used as a small bus terminus, ▪ Feels that buses trying to pass in this confined area would be extremely hazardous to pedestrians, ▪ Bringing buses into the pedestrian area will also have a dramatic effect on emissions and air pollution.

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<p>Resident, (Lydalls Road)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels the bus lane through Station Road will have a negative impact on the currently well-used pedestrian area, ▪ Believes the removal of disabled bays discriminates against those with mobility issues, ▪ Use of pole & flag bus stops in place of sheltered seating as seen currently, ▪ Feels the loss of further residents parking will add to the already significant pressure on spaces, ▪ Concerned over safety of buses exiting onto Broadway, ▪ Concerned about safety of buses passing at bend on Station Road, ▪ Believes the extension of driving prohibition will be meaningless unless effectively enforced (unlike the current order), ▪ Concerned over the potential environmental effects, such as loss of established trees, ▪ Suitability of carriageway to accommodate two buses passing in terms of width.
<p>Resident, (Station Road)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of residents parking.
<p>Resident, (Station Road)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Loss of residents parking.
<p>Resident, (Station Road)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Safety of buses traveling along Station Road, ▪ Removal of disabled bays, ▪ Loss of residents parking.

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<p>Resident, (White Leys Close)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Impact of buses on local residents, ▪ Access to properties & vehicles, ▪ Safety of residents, particularly children, ▪ Increased noise pollution & pedestrian activity.
<p>Resident, (Station Road)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Buses passing at bend on Station Road, ▪ Bus lane does nothing to alleviate traffic problems in local area.
<p>Resident, (Station Road)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Road Suitability: <ul style="list-style-type: none"> ○ Concerns about the bend at the northern end of Station Road, particularly potential damage to large Horse Chestnut tree within conservation area, ○ Concerned about potential structural damage to buildings on Station Road caused by heavy bus flow, ○ Concerned about damage to overhead wires across Station Road, have already been damaged by taller vehicles, ○ Concerned about noise & air pollution, especially as buses wait at the bollards, ○ Concerned about damage to road surface which is already heavily damaged, ○ Concerned about positioning of bus stop by White Leys Close, reducing visibility for vehicles trying to enter/exit, also the fact that the bus stop is being located in a conservation area, ○ Concerned about enforcement of prohibition of driving order for Station Road & White Leys Close, current order has only had limited success and would require effective enforcement, ○ Concerned about the negative impact that buses would have on the major pedestrian access into town, ○ Concerned that routing buses through Station Road not enhance or preserve an established

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	<p>Conservation area,</p> <ul style="list-style-type: none"> ○ Concerned that plans to alter the loading prohibitions would have a negative effect on the local businesses. <ul style="list-style-type: none"> ▪ Removal of pedestrianised zone: <ul style="list-style-type: none"> ○ Concerned that the introduction of buses to the Station Road area will have a detrimental effect on business, especially those with outside seating areas, ○ Concerned about increased danger in Station Road to children and other vulnerable pedestrians, ○ Concerned that the introduction of traffic along Station Road would create a split between 'Old' and 'New' Didcot, ○ Concerned that the area outside Cornerstone will be impacted by the introduction of regular traffic, especially impacting the various outdoor events. ▪ Changing Existing Bus Arrangements: <ul style="list-style-type: none"> ○ Concerned that the new bus stops would add an additional load to shoppers using them, as the locations are 250m apart on a 14m gradient, ○ Feels that bus stops should be located as close as possible to the amenities people using them require.
<p>Online Response, (unknown)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels that Station Road is not suitable for bus traffic, being too narrow to accommodate two buses passing each other, ▪ Concerned that enforcement has not been addressed properly, especially due to the removal of High Street as a rat-run may cause drivers to seek Station Road as an alternative, ▪ Feels that the use of signed only enforcement will not be sufficient, considering the current restrictions are not adhered to, ▪ Concerned that the re-alignment of the bend on Station Road will have an impact on the tress within the Conservation area, ▪ Concerned about the potential of conflict between vehicles at the northern bend on Station Road, especially between motor vehicles and pedal cycles,

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	<ul style="list-style-type: none"> ▪ Believes that by adding bus traffic to Station Road will compromise the safety of local residents on a currently quiet road, ▪ Concerned that the bus traffic on Station Road will have detrimental effects on residents, primarily visual and noise pollution, ▪ Concerned about the reduction in parking for local residents, ▪ Concerned that loading bays will further reduce the available space for pedestrians, having an adverse effect on the area as a whole, ▪ Concerned that the accessibility to the pedestrian zone for vulnerable pedestrians (i.e. disabled) will be impacted by the proposals, ▪ Feels that the proposed bus route will have an adverse effect on the character and environment of the area.
<p>Resident, (Station Road)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Suitability of carriageway to accommodate two buses passing, ▪ Safety of residents, particularly children & other vulnerable pedestrians, ▪ Increased noise & air pollution from bus traffic.
<p>Resident, (Brunstock Beck)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Effect on local business that provide outside seating/eating facilities, ▪ Increased noise & air pollution from bus traffic.
<p>Email Response, (unknown)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Safety of pedestrians due to possible conflict with buses on Station Road

Annex 6 - Responses by Developers' Consultants to concerns raised in consultation

The Developer's consultants' have supplied the further comments detailed below in relation to concerns raised in the consultation, although note that these have already been considered as part of the Planning Committee and/or as part of the Stage 1 & Stage 2 Safety Audits.

The references to Committee Report and Committee Addendum Report relate to the South Oxfordshire District Council Planning Committee Meeting on 29 July 2015; the full documents are available on the South Oxfordshire District Council web site: <http://democratic.southoxon.gov.uk/mgChooseDocPack.aspx?ID=1785>

1. Removal of residential parking on Station Rd - The houses along Station Road do not have any parking due to the period in which they were constructed. The residents therefore have to park on the road. However, they do not have any right to park or allocated parking." The existing residential parking along Station Rd is 130.5m in length. It is proposed to reduce the length of the residential parking by 4.5m to 126m. Using the largest length of an on-street parking bay (6.6m), there would be 19.1 parking bays in 126m and 19.8 parking bays in 130.5m. Using the smallest length (4.5m), there would be 28 parking bays in 126m and 29 parking bays in 130.5m. Therefore, there residents on Station Rd would lose a maximum of 1 on-street parking bay. A clause has been included within the draft S106 for Hammerson to pay for monitoring of on-street parking on Station Rd and White Leys Close and implementation of a Controlled Parking Zone (CPZ) if required. *(see also: Committee Addendum Report paragraph 4.0 point 4)*
2. Station Rd not wide enough for two-way buses - OCC objection to Station Rd bus route subsequently removed. Committee Addendum Report paragraph 4.0 'Thames Travel' point 3 states that "OCC have removed their objection to the Station Road proposal and accepts this is a suitable alternative to the High St, they have not raised any technical objections in terms of highway safety and convenience, road width or visibility concerns." Station Road is to be widened under the proposals and the scheme has been designed to accommodate buses travelling in both directions at the same time. *(see also: Paragraph 7.12 of Committee report)*
3. Danger to pedestrians in Station Rd shared space (bus and pedestrian conflict) - This was not raised as an issue in the Stage 1 or 2 Road Safety Audits (RSAs). In relation to resident's concerns about safety, there are examples of other places such as Oxford City Centre and Newbury town centre where shared surface streets with bus routes through them work effectively and safely. A safety audit of Station Road has been undertaken and submitted as part of the amended plans to ensure that

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pedestrian safety is fundamental to the scheme through the design, layout and hard and soft landscaping. The Safety Audit demonstrates that the proposal will not adversely affect safety and can provide an appropriate and safe route.” (see also: *Paragraph 7.13 of the Committee Report*)

4. Conflict between delivery vehicles and buses in shared space on Station Rd - OCC have reviewed the scheme and have not raised any objection with regard to deliveries. The shared space has been designed to allow deliveries to take place and buses to route through the space. Street furniture has been located so as not to interfere with vehicular movements within the shared space. (see also: *Committee Addendum Report paragraph 4.0 point 7*)
5. Effect on trees, particularly the Horse Chestnut Tree on Station Rd - The developer is entering into a S278 Agreement to widen Station Road in order to allow for the two-way movement of buses. The tree is not subject to a Tree Protection Order and the Arboricultural Officer at South Oxfordshire District Council (SODC) has not raised any concerns about the impact of the proposals on the horse chestnut tree. There is also a planning condition (Condition 22 – Tree Protection Station Road) that relates to the protection of this tree.
6. Noise and air quality impact from buses in Station Rd - the proposal will not adversely affect air quality or noise levels. In addition, with regards to potential Noise and Air Quality, respectively, no objection was made by the Environmental Health Officer. (see also: *Paragraph 7.22 of the Committee Report*)
7. Road safety issues with buses, cars and cyclists travelling around the ‘blind bend’ on Station Rd - The safety audit undertaken on behalf of the applicant demonstrates that the proposal will not adversely affect safety and can provide an appropriate and safe [bus] route.” The scheme has been designed to accommodate buses travelling in both directions on Station Rd at the same time. (see also: *Paragraph 8.4 of the Committee Report*)
8. Insufficient clearance for buses to pass under the overhead cables - Station Road was previously used by vehicles and buses before the first phase of the Orchard Centre was constructed. There were no issues during this time that I have been made aware of in relation to the impact on overhead power cables.” It is proposed to widen Station Rd and provide new, higher utility poles on the eastern side of Station Rd in order to raise the cables. However, residents are concerned that on the western side of Station Rd the cables will continue to be attached to the houses and there will therefore not be sufficient clearance. The typical height of a double decker bus is 4.4m and a typical height of a 2 storey house is 5.7m to eaves. The bus will be over 8m from the house (e.g. width of house frontage, footway and on-street parking bay) and as such the cables will be higher at this point than at the house. Figure 1 below provides a cross section of Station Rd, which demonstrates that there will be sufficient

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clearance. The detailed proposals will be approved by the highway authority as part of the S278 Agreement. *(see also: Committee Addendum Report paragraph 4.0 point 5)*

9. Alternatives to Station Rd bus route have not been investigated - SODC also commissioned an independent study by Glanvilles to assess the potential bus options, which concluded that two-way buses on Station Road was the preferred option. This is not a matter to object to the proposed TRO changes for Station Rd as it has already been dealt with as part of the planning process. *(see also: Committee report paragraph 7.10)*
10. Station Rd is a conservation area and routing buses along it would not enhance or preserve the area - Paragraphs 7.26 to 7.30 of the Committee report deals with the impact on the conservation area.
11. Impact on privacy of houses adjacent to proposed Station Rd bus stops - In terms of the impact on neighbour's privacy from double decker buses, it is unlikely that these buses would be stationary for long periods of time that would create a sustained level of overlooking that would be detrimental to the amenity of neighbours. Station Road up until approximately 10 years ago was not pedestrianised and therefore vehicles including buses travelled along it. *(see also: Committee Addendum Report paragraph 4.0 point 6)*
12. Proposed bus stop at Station Rd/White Leys Close would reduce visibility to vehicles exiting onto Station Rd - OCC have removed their objection to the Station Road proposal and accepts this is a suitable alternative to the High St, they have not raised any technical objections in terms of highway safety and convenience, road width or visibility concerns." The proposed bus stop would be located on Station Road to the south of the junction with White Leys Close. Vehicles exiting from White Leys Close would be travelling north on Station Road (i.e. turning right out of White Leys Close) and so vehicles would have visibility to oncoming vehicles. *(see also: Committee Addendum Report paragraph 4.0 'Thames Travel' point 3)*
13. Reducing the permitted times for deliveries in shared space would impact on local businesses - OCC have reviewed the scheme and have not raised any objection with regard to deliveries. Businesses would be able to have deliveries any time during the day except for three hours in the morning (0700-1000) and evening (1600-1900) that coincide with the network peak periods. *(see also: Committee Addendum Report paragraph 4.0 point 7)*
14. Tight turn from Station Rd into Broadway and traffic impact of buses turning right from Broadway into Station Rd - OCC have removed their objection to the Station Road proposal and accepts this is a suitable alternative to the High St, they have not raised any technical objections in terms of highway safety and convenience, road width or visibility concerns." Swept path

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analysis of the proposed Station Road / Broadway junction has been undertaken to ensure that all vehicles that will use the junction will be able to turn safely into and out of it. *(see also: Committee Addendum Report paragraph 4.0 'Thames Travel' point 3)*

15. Impact of delivery vehicles on visibility splays at Station Rd/Broadway junction - OCC have reviewed the scheme and have not raised any objection with regard to deliveries. *(see also: Committee Addendum Report paragraph 4.0 point 7)*
16. Increased walking distances to Station Rd bus stops and also 'uphill' - The current bus stops are approximately 60m from the entrance to Sainsbury's the new ones along Station Road will be approximately double this distance. However, bus users will be closer to the shops to the west of Orchard Centre, the cinema and Cornerstone. *(see also: Committee Addendum Report paragraph 4.0 point 3)*

ANNEX 7

Summary of Bus Company Written Representation

Issue Ref	Summary of issue raised	Issue raised by which Objectors? (OCC Reference)	Considered as part of Planning Committee or Safety Audits	Further Clarification
1	Can we ensure that two 12m buses can pass each other the whole length of Station Road and that parking does not impede this.	Bus Operator	Committee Addendum Report paragraph 4.0 deals with the points raised by the bus operator.	The scheme has been designed to accommodate buses travelling in both directions on Station Rd at the same time.
2	The width of the road needs to be 6.75m to allow buses to pass easily. The minimum is 6.2m.	Bus Operator	Committee Addendum Report paragraph 4.0 deals with the points raised by the bus operator.	Station Road is over 6.2m along its entire length except a small section (16.5m) just north of the bend, where the width reduces to 6.0m. Drawing Number 110350/A/71 attached to this note illustrates the road widths and shows the small section where the road is less than 6.2m wide. Should there be an occasion where two buses meet at this point they may need to stop and let the other bus past. The stopping sight distance (SSD) along the entire length of Station Rd, including at the bend, is greater than the required 43m for a 30mph road and therefore buses will have adequate visibility of oncoming vehicles (Drawing Number 110350/AT/T01).
3	Deliveries will be permitted at the south end of Station Road outside the hours of 0700-1000	Bus Operator		Deliveries will not be permitted for the peak 6 hours of the day, when bus movements through the shared space will be at their highest. The

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Issue Ref	Summary of issue raised	Issue raised by which Objectors? (OCC Reference)	Considered as part of Planning Committee or Safety Audits	Further Clarification
	and 1600-1900. Would like to see a ban on deliveries between 0700-1900. Concern about delivery vehicles blocking buses.			shared space has been designed to allow deliveries to take place and buses to route through the space. Street furniture has been located so as not to interfere with vehicular movements within the shared space.
4	Rising bollards – what will happen if the transponder fails.	Bus Operator		Rising bollards generally use an electric or hydraulic mechanism installed under the carriageway to raise and lower the bollard, either manually or automatically in response to a trigger from the driver or vehicle. A cabinet is located nearby at the roadside, which contains all of the control and communication equipment needed to raise and lower the bollard and to enable remote monitoring of bollard operation by the local authority (or other delegated authority) as well as providing for remote lowering/raising of the bollard. Vectos is currently in discussion with OCC to understand what the course of action would be if the system failed and the likelihood of such an occurrence.
5	Landscaping on Station Road southern end needs to be low height so that drivers vision is not impeded.	Bus Operator		The landscaping will be designed so as not to impede visibility of pedestrians and drivers of vehicles. The landscaping will be maintained.
6	How will buses egress from	Bus Operator		It is proposed to provide a new signal controlled

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	Station Road onto Broadway? How will buses egress the northern end of Station Road to access the railway station?			junction at Station Road / Broadway. The existing signal controlled junction of Station Road / Cow Lane will be retained.
7	Timing of stopping up of High Street and opening of Station Road for buses.	Bus Operator		The stopping up of High Street will not be permitted until the Station Road works are complete and the road is operational for buses.