

Highways & Road Safety, 11/11/99, Agenda

Committee	Environmental	Day	THURSDAY
Sub-Committee	HIGHWAYS & ROAD SAFETY	Date	11 NOVEMBER 1999
Place of Meeting	County Hall, Oxford	Time	10.00 am

A G E N D A

Please address any general enquiries on this agenda to Aislinn Cox, County Hall, Oxford OX1 1ND (Tel: Oxford 810169). Press enquiries should be directed to the Media & Communications Manager on Oxford 815266.

1. **Election to Chair** (Conservative Group)
2. **Apologies for Absence and Temporary Appointments**
3. **Declarations of Pecuniary and Non-Pecuniary Interests**
4. **Minutes**

Minutes of the meeting held on 26 August 1999 (HW4).
5. **Matters arising from the Minutes**
6. **Petitions and Public Address**

OPERATIONAL ITEMS

7. **PROMOTING CYCLING TO SCHOOL AND CYCLE SAFETY**

Report by the Director of Environmental Services (HW7).

Oxfordshire County Council is committed to encouraging cycling to school and children's cycle safety as part of its provisional Local Transport Plan and its Cycling Strategy. However, a survey recently carried out by the TravelWise Officer shows that some schools actively discourage children from cycling to school. Concerns about children's safety on the journey to school, and practical problems such as a lack of cycle parking and storage for cycling equipment, were cited by many head teachers as a reason for not allowing cycling to school.

The Sub-Committee are RECOMMENDED to:

- (a) **note the results of the Cycle to School survey;**
 - (b) **Recommend the Education Management Sub-Committee to note the survey results and consider:**
 - (i) **reminding head teachers and governors of the County Council's policies to promote cycling, cycle helmet wearing and cycle training; and**
 - (ii) **bringing the survey results to their attention, asking them to promote and encourage safe cycling by the provision of cycle accessory storage facilities and cycle parking as part of a School Travel Plan.**
8. **30 MPH SPEED LIMITS – SOUTH OXFORDSHIRE**

Report by the Director of Environmental Services (HW8).

This report concludes the reporting of responses to previously approved public consultations for South Oxfordshire and makes recommendations for their implementation. The report also presents the outcome of further consultations for the parishes of Goring Heath, Sonning Common and

Whitchurch with recommendations to recommence public consultation on the revised proposals or (for Whitchurch) to implement the draft Order previously reported to the Sub-Committee on 12 March.

The Sub-Committee are RECOMMENDED to:

- (a) **approve the making of Orders listed in Annex 1 and Annex 2 as published in draft, subject to minor modifications as recommended in those Annexes;**
- (b) **approve the making of the Order for Whitchurch Parish; and**
- (c) **approve the proposals for speed limit Orders for Goring Heath Parish and for B481 Sonning Common (40 mph), subject to any objection or other representations received in response to published draft orders being referred to the Urgency Sub-Committee for consideration and decision in the usual way.**

9. **30 MPH SPEED LIMITS – VALE OF WHITE HORSE**

Report by the Director of Environmental Services (HW9).

To consider the outcome of preliminary consultations on Phase 2 of the Vale part of the project – for the electoral division of Marcham. The report will propose that formal public consultation should now be undertaken for the parishes in that division, with any objections and representations reported for decision at a future meeting.

REPORT TO FOLLOW

No recommendation appears under this item because the report was not received in time for it to be processed by the Corporate Services Unit in the usual way. If the report is received, efforts will be made to have it processed and circulated to members before the meeting, but this cannot be guaranteed.

10. **ARNCOTT, MURCOTT ROAD TRAFFIC CALMING**

Report by the Director of Environmental Services (HW10).

Public consultation has been carried out on the road hump proposals. One objection has been received, from Stagecoach Oxford. The basis for their objection is that road humps cause damage to buses. The proposals have incorporated a reduced level of hump, as is now normal practice, to minimise potential damage to buses.

The Sub-Committee are RECOMMENDED to authorise construction of the traffic calming scheme shown on drawing 1281/F1.

11. **TRIAL PEDESTRIANISATION OF MARKET PLACE, HENLEY**

Report by Director of Environmental Services (HW11).

The experimental traffic scheme in Henley was modified in September to restore two way traffic through the Greys Road Car Park and reopen the southern side of the Market Place to westbound traffic.

The short time that the changes have been in place and emergency Thames Water Works which resulted in Greys Road being closed for 2 weeks in October, have precluded adequate monitoring of the effects of the new arrangements. However, the general impression is that the new arrangements are working quite well. It is therefore suggested that there is a strong case for allowing the experiment to continue so that the results can be properly considered at a future meeting when adequate data is available and there has been sufficient time for conditions to have settled down and for clear trends to have emerged.

The Sub-Committee are **RECOMMENDED**:

- (a) to defer a decision on the future of the modified experimental traffic arrangements at Henley to a future meeting on the basis that full monitoring information will then be available;
- (b) in the meantime to ask officers to continue to review the operation of traffic signals, in particular those at the Duke Street/Greys Road junction, with a view to improving their operation;
- (c) to advise the Town & District Councils of (a) above, explaining to them the basis for the decision, in particular the reasons for the lack of retail and traffic information.

12. **ROUTE ACTION SCHEMES – A4074 40MPH SPEED LIMIT**

Report by the Director of Environmental Services (HW12).

This report considers the possibility of extending the proposed 40 mph speed limit from Cane End to Chazey Heath. The report also details possible physical measures that could be introduced to treat continuing concerns about road safety in the Chazey Heath area.

This report details the issues raised at the meeting resulting from the proposed speed limit extension and examines alternative speed reduction measures that could be introduced to treat the continuing concerns about road safety along this section of road.

The Sub-Committee are Recommended to confirm the authorisation of the promotion of the 40mph speed limit in Cane End without additional extension to Chazey Heath subject to reference to the Sub-Committee of any objections or representations in response to the draft orders in the usual way.

13. **COVERED MARKET TRADERS – IMPACT OF CENTRAL AREA CHANGES ON JOURNEY TIMES**

Report by Director of Environmental Services (HW13).

The Sub-Committee on 26 August 1999 considered a request for certain of the Covered Market Traders to be permitted to pass through the Oriel Square barrier. The Sub-Committee resolved to reaffirm the decision taken at their previous meeting not to agree such a concession, but asked officers to make an interim monitoring report via the Oxford Transport Strategy Working Party to this meeting on the impact of the High Street restriction introduced in June on the delivery journeys undertaken by the Covered Market Traders and, in particular, the journey to East Oxford.

The Working Party on 15 October considered a report on before and after surveys undertaken so far, but accepted that further survey work would need to be carried out to create a fuller picture. The Working Party accordingly resolved to:

- advise the Sub-Committee that they were unable to come to a view due to the need for additional survey information and
- accept that the Sub-Committee would need to make a decision based on that further information.

The report will give details of the survey work and the results obtained, including that undertaken since the Working Party meeting. However, at the time of preparation of this agenda, some of the results are not yet to hand.

REPORT TO FOLLOW

No recommendation appears under this item because the report was not received in time for it to be processed by the Corporate Services Unit in the usual way. If the report is received, efforts will be made to have it processed and circulated to members before the meeting, but this cannot be guaranteed.

14. **ABINGDON ROAD, OXFORD: FOLLY BRIDGE FOOTBRIDGE**

Report by the Director of Environmental Services (HW14).

Preparatory work on a scheme to provide better facilities for cyclists on the Abingdon Road corridor has been delayed. However, any such scheme would need to have regard to the constraints imposed by the existing Folly Bridge.

To test the concept of providing a new bridge alongside the existing, a public exhibition of proposals was held in September this year. In the light of comments from English Heritage, the footbridge was shown on the west side of the existing bridge. However, while the majority of respondents supported the principle of the proposals, a significant number considered that the footbridge should be on the east side.

The Sub-Committee are RECOMMENDED to:

- (a) **note the results of the preliminary consultation exercise; and**
- (b) **approve further consultation with English Heritage, Environment Agency, Oxford City Council and other interested groups, to consider again which would be the more appropriate side of the existing Folly Bridge on which to locate the proposed footbridge, having regard to views of the local residents, the environmental impact of the bridge and the further study of the Abingdon Road corridor.**

15. **OXFORD RAIL STATION AREA ("STATION SQUARE") - LANDSCAPING**

The Director of Environmental Services reports as follows:

Detailed design for paving and tree planting at Station Square has been completed and plans will be on display at the meeting. The proposals include the planting of a small group of semi-mature trees on the central island and (in large planters) on the widened footway on the south side of the area. The design has been strongly influenced by the large amount of public utility apparatus within the highway in this area, and the need to allow for visibility at the junctions and for a possible future additional pedestrian crossing. Local people have been involved in producing the design.

The estimated cost of the works is approximately £25,000. Subject to the agreement of the Sub-Committee, arrangements will be made for the work to proceed, with a programme for commencement in mid-January 2000 to avoid disruption for shoppers during the Christmas and early New Year period.

Commissioning and seeking funding of the planned associated artwork has been delayed, but another public meeting is proposed to explain the scheme to interested parties and progress the sculpture.

The landscaping proposals were considered by the Oxford Transport Strategy Working Party on 15 October 1999. They resolved to commend the details to the Sub-Committee.

The Sub-Committee are RECOMMENDED to approve the details of the landscaping scheme for Station Square (to be displayed at the meeting).

16. **CONSULTATIONS BY OTHER AUTHORITIES ON TRAFFIC AND HIGHWAY SCHEMES**

Report by Director of Environmental Services (HW16).

This report deals with consultations on proposals by West Oxfordshire District Council and Cherwell District Council.

A. Chipping Norton – Parking Alterations

West Oxfordshire District Council have requested agency arrangements to enable them to introduce

2 hour parking restrictions on Bottomside in Chipping Norton Town Centre, following on the Topside Scheme introduced earlier this year.

B. Waiting Restrictions, Bodicote

This section of the report considers representations received in respect of Cherwell District Council's proposals for waiting restrictions in High Street, White Post Road and Church Street in Bodicote.

REPORT TO FOLLOW

No recommendation appears under this item because the report was not received in time for it to be processed by the Corporate Services Unit in the usual way. If the report is received, efforts will be made to have it processed and circulated to members before the meeting, but this cannot be guaranteed.

17. REQUESTS FROM PARISH COUNCILS, TRAFFIC ADVISORY COMMITTEES, ETC.

Report by Director of Environmental Services (HW17).

This report details requests received during the last quarter for various traffic management measures and assesses their relative priorities for investigation. Oxford City requests and bids are mainly dealt with separately through the traffic management agency arrangements and are included for assessment in annual programmes. Measures requested are listed in an annex. A subjective indication of priority for investigation has been given as follows:-

High (H) 11	Medium (M) 26	Low (L) 26
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The high priority items will be investigated to enable schemes to be prepared and, if appropriate, implemented following the normal consultation processes and providing that resources are available. Schemes not having an accident reduction potential are unlikely to receive a high priority. Medium priority items will be kept under review and incorporated with high priority items where possible. Low priority items will have no further action taken.

The report includes an item raised by Councillor Sandra Mold under Standing Order 19(4) that the priority rating for waiting restrictions in Hightown Road, Banbury be raised to high. Funding raised by residents and businesses could be used to introduce measures previously given a medium priority by this Sub-Committee.

REPORT TO FOLLOW

No recommendation appears under this item because the report was not received in time for it to be processed by the Corporate Services Unit in the usual way. If the report is received, efforts will be made to have it processed and circulated to members before the meeting, but this cannot be guaranteed.

18. FOOTWAY SURFACING, banbury

This item has been raised under Standing Order 19(4) by Cllr Sandra Mold. She asks that "the officers explain the reasons for using the new pavement surfacing that has been used on pavements within Banbury. Though the surface has only been laid for a couple of months, large puddles are appearing even with small amounts of rain and grass and weeds are already showing through".

The Director of Environmental Services reports as follows:-

A considerable amount of footway slurry seal work has been carried out in Banbury on old surfaces which were worn out and porous, allowing the water to percolate through and damage them. Slurry sealing involves laying a thin surface of finely graded aggregate in a bitumen emulsion, spread evenly using a mechanical spreader or by hand. It is a low cost way of prolonging the life of footpaths by waterproofing them and improving their appearance. Most of the work in Banbury has been successful and carried out to a satisfactory standard.

Problems can arise with this work where footpaths are slightly out of shape and do not have much of a gradient, as the process means that water tends to pool rather than soak into the footway. Some minor puddles have been found to form in Gatteridge Street, Britannia Road and Amos Court following rain, but they are very shallow and soon evaporate. They are no worse than would normally be expected on most footpaths, and re-profiling work to eliminate the problem would be expensive. Larger pools tend to form in front of flats 22-27 and 16-21 George Street, outside Jubilee Court. Slurry seal was applied up to the wall of these buildings, although a strip at the back of the footpath - where the pools form - does not form part of the public highway. Surfacing up to the buildings has improved the appearance of the footpath and also ensured that there is no difference in level which could cause trips. Again, work to correct the problem would be expensive, and also would be on a private footpath.

With new, black surfaces the sun's heat is absorbed more, and this can temporarily encourage growth of weeds. Contractors are instructed to treat footpaths with weedkiller before surfacing work is carried out to prevent this. No particularly serious problems have been identified, although there are some patches in Old Parr Close, which have been brought to the attention of our contractor to spray.

The Committee are RECOMMENDED to note the report.

19. **benson to ewelme – provision of footway**

Report by the Director of Environmental Services (HW19).

Developer funding has been obtained to construct a footway between Benson and Ewelme and approval to the scheme is sought together with the acquisition of land required for it. The impact will be limited with suitable accommodation works to integrate the proposals into the landscape by replacement of existing boundary features. The purpose of the scheme is to improve safety for highway users and to encourage more walking.

The Sub-Committee are RECOMMENDED to approve the scheme for the Benson to Ewelme Footway, as shown on drawing no. BPN 530/B3203, and the acquisition of the land shown on drawings SK1 and SK2.

20. **CASSINGTON ROAD, YARNTON – CONVERSION OF FOOTWAY TO CYCLE TRACK**

Report by the Director of Environmental Services (HW20).

This report is concerned with the proposed conversion of a 60 metres length of the footway on the east side of Cassington Road, from the existing A44 cycle track where it crosses Cassington Road (adjacent to The Grapes roundabout) to the first access to the Southern Electricity depot. Part of the Southern Electricity depot is now being redeveloped as an Industrial Park. The developer has widened this length of the Cassington Road footway to 2.5 metres. The Industrial Park will generate additional traffic on Cassington Road between its access and the A44 (The Grapes) roundabout.

Responses to consultation have shown that the Police and the occupiers of adjacent properties have no objection to the proposed conversion. Yarnton Parish Council are against the proposed conversion because of concern about excessive speed by cyclists where visibility is restricted. However, the overall benefits seem to be sufficient to justify the conversion, subject to a review if necessary.

It is RECOMMENDED that approval be given for the conversion of the length of footway in Cassington Road, shown on drawing no. 1296/G1, to shared use footway/cycle track, under Sections 66(4) and 65(1) of the Highways Act 1980, subject to a review by the Sub-Committee if the speed of cyclists proves to be a problem.

JOHN HARWOOD
Chief Executive
November 1999

NOTE FOR SPOKESPERSONS/GROUP LEADERS AND RELEVANT OFFICERS ONLY

The pre-meeting briefing will be held at County Hall on Tuesday 9 November 1999 at 2.00 pm

Highways & Road Safety, 11/11/99, HW04

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW4

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 26 AUGUST 1999

MINUTES of the meeting commencing at 10.00 am and finishing at 3.40 pm

Present:

Voting Members:

Councillors Nils R Bartleet (in place of Councillor Ted Cooper), Dickie Dawes, John Dennis, John Farrow, Brian L. Hook, Tim Horton, Terry Joslin, Brian Law (in place of Councillor Jerry Dempsey), Kieron Mallon, Richard Marchant, Sandra Mold and Tony Stockford (in place of Councillor Tom Richardson).

Ex Officio:

Councillors Neville F Harris (in place of Councillor Brian Hodgson), Colin Lamont (in place of Councillor Keith Mitchell) and Dermot Roaf.

Under Standing Order 5:

Councillors Dhall (Agenda Item 8) and Barry Wood (Agenda Item 9).

Officers:

Whole of meeting: J. Leverton and A. Cox (Chief Executive's Office); Director of Environmental Services, E. Luck and K. P. Welham.

Part of meeting: S. Bates, J. Disley, R. Kingshott and A. Nellist (Environmental Services)

By Invitation:

P. C. Tony Currell (Thames Valley Police).

The Sub-Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting together with a schedule of addenda tabled at the meeting, copies of which agenda, reports and addenda are attached to the signed Minutes, and in relation thereto determined as follows:

51/99 ELECTION TO CHAIR

RESOLVED: that Councillor Dennis (Liberal Democrat) be elected to chair the meeting.

52/99 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS

Apologies for absence, temporary appointments and Group Leader substitutions were reported as follows:

Apology from

Councillor Cooper
Councillor Dempsey
Councillor Hodgson
Councillor Mitchell
Councillor Richardson

Temporary Appointment/Substitute

Councillor Bartleet
Councillor Law
Councillor Harris
Councillor Lamont
Councillor Stockford

53/99 MINUTES

The Minutes of the meeting of the Sub-Committee held on 13 May 1999 were approved and signed.

54/99 MATTERS ARISING FROM THE MINUTES

Minute 29/99 – (Minute 4/99) Taxis in Bus Lanes

Mr. Welham reported that discussions were continuing with the City Council, but that officers were still not in a position to report.

Minute 29/99 – (Minute 8/99) Cycle Facilities at Didcot Station

Councillor Joslin reported that productive discussions had been held between Sustrans and Railtrack and further meetings were planned in the near future.

Minute 34/99 – 30 mph Speed Limits – South Oxfordshire

In response to a question by Councillor Farrow, Mr. Welham reported that the position with regard to Whitchurch and Whitchurch Hill was still under investigation by the Area Engineer.

Minute 35/99 – A44 Peartree Park & Ride to Wolvercote Roundabout - Bus Lane

Mr. Welham reported that this scheme was in the hands of the Highways Agency's consultants, and a start was now expected early in the new year.

Minute 36/99 – Abingdon, Northcourt Lane Traffic Calming

Mr. Welham reported that in discussion with Councillor Janet Morgan, the local member, it had become clear that there were problems in closure to traffic of Northcourt Lane at any point, although the District Council had now formally requested such a closure, although no funds had been identified for the purpose. A further report would be made in due course following discussions with the District Council

Minute 37/99 – Wheatley, Littleworth Road Traffic Calming

Mr. Welham reported that preliminary consultation had identified the need for some small modifications to the scheme, which would now be the subject of public consultation. Any objections would be reported to the Sub-Committee at the November meeting.

Minute 42/99 – Oxford - Off-Street Car Park Charges Review

Mr. Welham reported that a reply was awaited from the City Council to the Sub-Committee's representations about Gloucester Green Bus Station.

55/99 PETITIONS AND PUBLIC ADDRESS

The following requests to address the meeting had been agreed:

<u>Request from</u>	<u>Agenda Item</u>
Miss B Chadwick, Oxford Vice-Chair, Disabled Drivers' Association, 18 Hartley Court, 84 Woodstock Road, Oxford	7. Disabled Persons' Parking
Cllr David Walden, on behalf of Henley Town Council	11. Trial Pedestrianisation of Market Place, Henley
Mr Paul Harrison, 25 Orchard Avenue, Sonning Common	
Mr. John Job, Judy Job Designs, 27 Duke Street, Henley	
Mr Brian Summers, Deputy Vice-Chancellor, Oxford Brookes University, Gypsy Lane	15. Consultations by Other Authorities on Traffic and Highway Schemes – Section A. Headington West – Proposed Controlled

Mr. Alan Lester, Delcoys, The Covered
Market, Oxford
Cllr Stephen Holborough, 78 Moorland Road,
Witney (a town and district councillor)

Parking Zone
16. Oxford Transport Strategy – Covered
Market Traders
18. Requests from Parish Councils, Traffic
Advisory Committees, etc. – Paragraph 18 –
B4022 Newland, Witney

Mr Lester reiterated the Market Traders' request for an exemption to allow a limited number of market traders to pass through the Oriel Square barrier during the daytime restriction in the High Street, and described the difficulties for businesses since the introduction of the Oxford Transport Strategy central area restrictions.

56/99 DISABLED PERSONS' PARKING
(Agenda Item 7)

The Sub-Committee considered a report (HW7) providing an overview of provisions made in Oxfordshire for Orange Badge users and describing the national scheme, including changes which were to be introduced to conform with a European wide "Blue Badge".

Miss Chadwick described how traffic management measures could damage the way of life of disabled people. She read to the Sub-Committee some views of the members of the Disabled Drivers Association showing the types of problems they experienced, such as steep cambers, poor location of disabled persons' parking and lack of space for removing wheelchairs from and returning them to vehicles.

Miss Chadwick distributed to members a leaflet from the Disabled Drivers Association and a Traffic Advisory Leaflet, published by the Department of the Environment, Transport & the Regions, on parking for disabled people which she urged the Sub-Committee to adopt.

RESOLVED : (nem con) that:

- (a) the Department of the Environment, Transport & the Regions Traffic Advisory Leaflet be confirmed as the basis on which provision of parking for disabled people was to be made;
- (b) the Director of Environmental Services be authorised to determine detailed changes to be made to the Oxford Transport Strategy provisions for Orange Badge holders to rectify faults and meet concerns raised by users as soon as possible;
- (c) a review of the Oxford Transport Strategy provision be undertaken, in consultation with interested bodies, when traffic conditions in Oxford had stabilised;
- (d) as part of that review, the advantages and disadvantages of individual marking of car spaces be considered in the light of information from the Disabled Drivers Association and the Disabled Persons Transport Advisory Committee;
- (e) in the meantime, the proposal of the City Council to mark some 6.6m parking spaces as and when appropriate be endorsed;
- (f) the attention of the Social Services Committee be drawn to concerns about the number of discretionary Orange Badges being issued and their views be sought on the suggestions of the Disabled Persons Transport Advisory Committee for a substantially reduction in the number issued and the transfer of responsibility to the Director of Environmental Services;
- (g) the attention of Department of Transport, Environment and the Regions be drawn to the need for better regulation of the use of Orange Badges and the possible need for new legislation to deter their misuse;
- (h) the Director of Environmental Services be asked to consider the introduction of a recording and withdrawal system for cases of misuse of Orange Badges.

58/99 SAFETY OF CHILD PEDESTRIANS

(Agenda Item 8)

The Council on 11 May 1999 had referred the following motion by Councillor Dhall to the Sub-Committee to consider and determine.

"that, in light of the fact that:

- (i) road safety figures are to be tackled across the County;
- (ii) this country has the worst child mortality rates on roads in Europe;
- (iii) Oxfordshire's strategy is to encourage parents to more rigorously teach road safety to young children;
- (iv) most parents already teach their children road safety rules as rigorously as possible, and children often get smacked or scolded for running ahead or off a kerb;
- (v) short of literally tying children to them, parents can only do so much;
- (vi) the body of research into this has shown that children under 8 years of age lack the developmental capacity to learn never to be impulsive; this is recognised in the term 'dartouts' used to describe children in official road planning jargon, and therefore
- (vii) emphasising parental responsibility again is unlikely to reduce child accident figures,

the Council resolved to redirect funding more effectively to achieve a reduction in child pedestrian accidents by:

- (1) erecting signs warning drivers to beware of children playing;
- (2) creating 'home zones' by road closures, traffic calming and other physical measures, creating places where children may play in safety;
- (3) implementing 20mph speed limits in built up areas; and
- (4) directing education campaigns to drivers under the age of 30, who are responsible for a disproportionate number of accidents. "

Councillor Dhall spoke to her motion emphasising the number of child deaths which resulted from road accidents.

Mr Luck reported on the steps already taken by this Council and the scope for further consideration and action which existed through the Local Transport Plan.

Councillor Horton proposed and Councillor Bartleet seconded an amendment:

- to substitute "continue with policies" for "redirect funding more effectively" and "including investigations of" for "by" in the resolution set out in the motion;
- to substitute "directing educational campaigns where appropriate" for sub-paragraph (4) of the motion;
- to add after sub-paragraph (4) "and to review a targeted programme in the context of the Local Transport Plan".

Councillor Dhall having indicated that the amendments were acceptable to her, the motion as thus amended was put to the meeting and carried by 10 votes to 0.

59/99 SPEED LIMIT ON A44 THROUGH BEGBROKE AND YARNTON
(Agenda Item 9)

The Council on 20 July 1999 had referred the following motion by Councillor Barry Wood to the Sub-Committee to consider and determine:

"that this Council notes:

- (a) that the policy of encouraging additional traffic onto the A44 creates environmental and social problems by dissecting the communities of Begbroke and Yarnton;
- (b) the success of camera policing of speed limits;
- (c) the success of a 50 mph speed limit on a dualled section of the A34 at Tittensor in Staffordshire.

The Council therefore resolves to introduce, for a trial period, a 50 mph speed limit on the A44 in Oxfordshire through Begbroke and Yarnton, policed by cameras, on environmental as well as road safety criteria."

Councillor Wood spoke to his motion stating that traffic along the road often exceeded 70mph and that it had become difficult for residents to cross the road to the Post Office or shops and that this had led to a reduction in their quality of life.

Mr Welham stated that 50mph was not a realistic speed limit for this stretch of road in terms of County Council policy, in the absence of other physical measures to help enforce it. The cost of introducing such a restriction was estimated to be in the region of £40,000 and the police were unlikely in the circumstances to support deployment of a speed camera. Mr Welham confirmed however that officers would review the issue in the context of the Cherwell phase of the 30mph speed limits project in consultation with parish councils, the A44 Action Group and local members.

The motion by Councillor Wood was put to the vote and was lost by 7 votes to 6, on the casting vote of the Chair.

60/99 TRIAL PEDESTRIANISATION OF MARKET PLACE, HENLEY
(Agenda Item 11)

The Sub-Committee considered a report (HW11) reviewing the progress regarding the modified experiment in Market Place which was to be introduced in accordance with the instructions of the Urgency Sub-Committee.

Councillor Walden stated that the Town Council had expected the pedestrianisation to be abandoned by the Urgency Sub-Committee and were concerned that it had been retained, albeit modified. He said that this ignored the views of the Town Council and of the Henley people and the Sub-Committee's own intentions. Councillor Walden urged the Sub-Committee to review the modified experiment as early as possible.

Mr Harrison said that traffic coming through Greys Road had made it one of the busiest in Henley and he suggested that Market Place be reopened with a prohibition on right turns into Duke Street. Mr Job said that the decision in favour of continuation of the scheme was undemocratic. He requested that the whole area be opened to traffic again with additional parking allowed for a limited period, such as 20 minutes.

RESOLVED (on a motion by Councillor Law, seconded by Councillor Hook and carried by 7 votes to 0) to:

- (a) note that the Urgency Sub-Committee had approved a modified experimental traffic scheme in Market Place contrary to the wishes of Henley Town Council;
- (b) note progress on the implementation of the experimental traffic scheme but call for its review by this Sub-Committee in November 1999, such review to take full account of the views of Henley Town Council and of local members;
- (c) approve the expenditure necessary to implement the modified experiment insofar as the Henley Town Council are not prepared to contribute towards those costs; and
- (d) authorise the Director of Environmental Services, following consultation with the Group Spokespersons and local members, to take any action that might appear necessary or expedient in relation to the modified experiment, including any action for its modification or suspension if appearing to him essential within the terms of Section 10 of the Road Traffic Regulation Act 1984.

61/99 REQUESTS FROM PARISH COUNCILS, TRAFFIC ADVISORY COMMITTEES, ETC.
(Agenda Item 18)

The Sub-Committee considered a report (HW18) which detailed requests received during the last

quarter for various traffic management measures and assessed their relative priorities for investigation.

Mr Welham confirmed that the reported request for a pedestrian crossing in Foxhall Road, Didcot, related to a different location from that in respect of which a request for such a facility in that road had been reported to the previous meeting.

Councillor Holborough urged the Sub-Committee to agree the request for a pedestrian crossing at Newland, Witney, noting that it had been allotted a high priority for investigation in the report.

Councillor Turner drew attention to the outstanding request for a school crossing patrol on Main Road, Stadhampton. He considered the survey figures to be misleading in that there was a substantial latent demand, and asked that there be local discussions before a final decision was made.

RESOLVED: that:

- (a) the priorities for assessment of traffic management measures in Annex 1 to the report be endorsed, subject to the request for a pedestrian crossing in Foxhall Road, Didcot being retained as high priority, but with no commitment to a specific location;
- (b) the priorities for school crossing patrol requests in Annex 2 be endorsed subject (on a motion by Councillor Dawes, seconded by Councillor Horton and carried nem con) to the deferment of the Stadhampton site for discussion with the Parish Council and local member as to the potential usage and possible options for funding;
- (c) subject to the confirmation of the availability of external funds to cover the cost of promoting the respective measures as described in the report, authority be given for the promotion of waiting restrictions at Tramway Road, Banbury and Langdale Gate, Witney.

62/99 CONSULTATIONS BY OTHER AUTHORITIES ON TRAFFIC AND HIGHWAY SCHEMES (Agenda Item 15)

The Sub-Committee considered a report (HW15) which dealt with consultations on various matters by Oxford City Council, Eynsham Parish Council, Horspath Parish Council and Woodstock Town Council.

A. Headington West – Proposed Controlled Parking Zone

Councillor Hook declared a non-pecuniary interest. He left the room and took no part in the debate or voting.

The City Council sought approval to implement the proposed controlled parking zone for Headington West, following consideration by the City Highways & Traffic Committee on 19 August of the outcome of public consultation.

Mr Summers said that students for whom public transport was not a practicable option, were finding it difficult to attend the University as they could not use their cars due to the lack of parking facilities. He suggested the creation of a 'Brookes zone' and stressed the need to balance the needs of the University and the local community.

RESOLVED: that:

- (a) the City Council's '2 zone' proposals be agreed in principle subject to the final details of and any adjustments to the proposals being approved by the Director of Environmental Services; and
- (b) authority be given for the conversion of areas of footway in Bickerton Road and Stapleton Road to carriageway to allow for the pavement parking proposed by the City Council in those roads.

B. Cricket Road and Rymers Lane – Proposed Traffic Calming Scheme

The City Council sought approval to implement proposals to provide additional traffic calming features and modify existing features in Cricket Road and Rymers Lane, following consideration by the City Highways & Traffic Committee on 19 August of the outcome of public consultation.

RESOLVED: that the City Council proposals be agreed in principle subject to the final details of and any adjustments to the proposals being approved by the Director of Environmental Services.

C. Eynsham – Waiting Restrictions

The Eynsham Parish Council wished to introduce some waiting restrictions in the Oakfield Industrial Estate and, together with a partial one-way system, in the village centre.

RESOLVED: that the Environmental Committee be **RECOMMENDED** to authorise arrangements for the exercise by Eynsham Parish Council of the Council's powers as local traffic authority so far as necessary to enable them to promote and implement the measures summarised in the report to the Highways & Road Safety Sub-Committee at the Oakfield Industrial Estate and in the village centre, at no cost to the County Council, subject to the approval of the details of the proposals by the Director of Environmental Services, and reference of any objections or representations in response to consultation and publication of a draft Order to the Sub-Committee for consideration and determination.

D. Gidley Way, Horspath – Speed Cushions

In April 1998 this Sub-Committee had approved proposals for the introduction of traffic calming in Horspath. Public consultation had recently been undertaken on the proposals and the outcome was reported at the meeting.

RESOLVED: to authorise the implementation of the proposals on the basis that they were to be funded by the Parish Council.

63/99 OXFORD TRANSPORT STRATEGY – COVERED MARKET TRADERS (Agenda Item 16)

This item had been included in the agenda at the request of Councillor Dickie Dawes, in accordance with Standing Order 19(4). Councillor Dawes asked the Sub-Committee to review the decision made at their last meeting on 13 May 1999, not to agree the concession to Covered Market traders to enable them to pass through the Oriel Square barrier. The Sub-Committee considered the item in the light of a report (HW16) on the issues involved and the address by Mr Lester.

RESOLVED: (on a motion by Councillor Mold, seconded by Councillor Bartleet and carried by 7 votes to 5) to reaffirm their previous decisions (recorded in Minute 35/99):

- (a) not to agree a concession to enable Covered Market Traders to pass through the Oriel Square barrier;
- (b) to review the question after consideration of a monitoring report comparing the before and after journey times of deliveries to a selection of destinations east of Magdalen Bridge, such report to cover the period of the first 6 months after the High Street restriction has been introduced

but to ask officers to make an interim monitoring report via the Oxford Transport Strategy Working Party to the November meeting of the Sub-Committee.

64/99 ROUTE ACTION SCHEMES – REVIEW OF PROGRESS (Agenda Item 10)

The Sub-Committee considered a report (HW10) which reviewed the progress so far on the Route Action Programme schemes for B4009, A4074, A417, B4044, A4155 and B4012.

RESOLVED: (nem con) to:

- (a) authorise the promotion of the left turn ban into Allins Lane at East Hendred, subject to reference to the Sub-Committee of any objections or representations in response to the draft orders in the usual way;
- (b) authorise the promotion of the 40 mph speed limit at Cane End over the length shown on drg no. A4074/RA/4/1, subject to reference to the Sub-Committee of any objections or representations in response to the draft orders in the usual way, and subject to discussions with local members, police and parish councils on the possibility of extending the 40mph limit from Cane End to Chazey Heath and report to the November Sub-Committee;
- (c) authorise the use of funds from the Traffic Calming and Other Safety Measures part of the Local Safety Schemes budget for 1999/00 in order that all the Route Action Schemes could be completed within the current financial year; and
- (d) agree in principle the promotion at the earliest possible date of the further 50mph speed limits identified in the report as a first call on 2000/01 funds.

65/99 NATIONAL CYCLE NETWORK – WOODSTOCK

(Agenda Item 12)

The Sub-Committee considered a report (HW12) which set out the background to the evolution of the National Cycle Network route through Woodstock and explained the recent developments which suggested that a change in the previously approved route might be required.

RESOLVED:

- (a) whilst confirming the Green Lane route (shown as Option 1 in Annex 1 to the report), as the Council's preferred route, nevertheless to approve the Shipton Road/Sansoms Lane route (shown as Option 2 in Annex 1 to the report) as the revised National Cycle Network alignment through Woodstock, subject (if relevant) to (b) below;
- (b) authorise the Director of Environmental Services, following consultation with the Group Spokespersons and local member, to agree any further action that might appear necessary following the public meeting on 31 August 1999;
- (c) instruct officers to report to Cultural Services Committee on 27 September in the light of (a) and (b) above and the public meeting on 31 August.

66/99 B4017 ABINGDON - DRAYTON ROAD/PRESTON ROAD JUNCTION IMPROVEMENT

(Agenda Item 13)

The Sub-Committee considered a report (HW13) which proposed a minor extension of the 30 mph speed limit in Drayton Road, Abingdon, to cover the site of and approach to a new mini roundabout to be constructed at the junction with Preston Road.

RESOLVED: that an Order be promoted providing for the extension of the existing 30 mph speed limit in Drayton Road, Abingdon for 110 metres southwards, subject to the reference of any objections to the Sub-Committee for consideration in the usual way.

67/99 WAITING RESTRICTIONS, PULLING CLOSE, FARINGDON

(Agenda Item 14)

The Sub-Committee considered a report (HW14) detailing the results of the consultations undertaken for an order to impose waiting restrictions in Pulling Close in Faringdon. One objection had been

received.

RESOLVED: that the Order be made as published.

68/99 HIGHWAY AGENCY LIAISON ARRANGEMENTS IN OXFORD
(Agenda Item 17)

The Sub-Committee considered a report (HW17) which proposed the winding up of the existing Highway Agency Joint Working Party.

The City Council had decided that they did not wish to continue with the Working Party, and were suggesting that in future, *ad hoc* meetings of member representatives should be used to deal with funding bids and highway agency issues generally.

RESOLVED: to:

- (a) **RECOMMEND the Environmental Committee to RECOMMEND Council to agree the winding up of the Highway Agency Joint Working Party, as having served its purpose and for the other reasons set out in the report to the Highways & Road Safety Sub-Committee, and in view of alternative arrangements now to be put in place to ensure co-ordination on agency matters;**
- (b) authorise the Highways & Road Safety Group Spokespersons (or their nominees) to participate in meetings with City Council representatives to be arranged as necessary to discuss any matters arising under or in connection with the highway agency arrangements, and to report through the officers as appropriate as to any action required as a result of such discussion, attendance at such meetings to be an approved duty for the purpose of allowances.

69/99 LAND SURPLUS TO HIGHWAY NEEDS: MIDDLETON ROAD, BANBURY
(Agenda Item 19)

The Sub-Committee considered a report (HW19) giving details regarding a section of Middleton Road in Banbury, which included an area of land owned by the County Council and which had been identified as being surplus to highway needs.

RESOLVED: to declare surplus to the Council's requirements as Local Highway Authority the areas of land at Middleton Road, Banbury shown hatched and cross-hatched on drawing no. 93408/922/104 1099 subject to:-

- (a) an order extinguishing highway rights over the whole width of the highway as shown hatched on drawing no 786/G146 being first obtained;
- (b) the boundary between the stopped up area and the remaining highway being permanently marked on the ground;
- (c) satisfactory arrangements for the termination of the Council's responsibility for the existing street lighting and supply cables; and
- (d) all the above requirements being at the expense of the adjoining land owners.

70/99 EXCHANGE OF LAND TO ADJUST HIGHWAY BOUNDARY
(Agenda Item 20)

The Sub-Committee considered a report (HW20) which detailed a proposed exchange of land for the adjustment of the highway boundary on London Road (B4100) at Bicester, near and at its junction with Talisman Road, a private site access road.

RESOLVED: that authority be given for the execution of an agreement and the carrying out of all other necessary steps, under Section 256 of the Highways Act 1980, to effect an exchange of land

for the adjustment of highway boundaries as shown on drawing no. 936/G111.

71/99 URGENCY SUB-COMMITTEE*
(Agenda Item 21)

RESOLVED: that the Urgency Sub-Committee Minutes of 5 July 1999 and 4 August 1999 be received.

in the Chair

Date of signing

1999

Highways & Road Safety, 11/11/99, HW07

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW7

PROMOTING CYCLING TO SCHOOL

Report by the Director of Environmental Services

Introduction

1. Oxfordshire County Council is committed to encouraging cycling to school as part of its Provisional Local Transport Plan and its Cycling Strategy, and at the same time to improving the safety of cyclists. However, a survey recently carried out by the TravelWise Officer shows that some schools actively discourage children from cycling to school. A report on "The Cycle to School Survey Results" is available in the Members' Resource Centre. A synopsis of the survey results and the original questionnaire form the annex to this report.
2. Recent surveys have shown that one in four primary school children in Oxfordshire now regularly travel to school by car. Many of these journeys could be made by bicycle. The County Council's Cycling Strategy aims to solve some of the problems that discourage parents and children from cycling to school, but it is clear that schools and other agencies also have potential to influence both the numbers of children cycling to school and children's cycle safety. This report asks the Sub-Committee to consider measures that could be taken to promote cycling and improve cycle safety on the journey to school.

The Cycle to School Survey - Results

3. The Cycle to School Survey carried out in April 1999 shows that, whilst the majority of schools in the County allow some or all of their pupils to cycle to school, 20% do not allow any of their pupils to cycle. It has also revealed a notable reluctance in some schools to promote cycling, with 70% of schools that currently ban cycling altogether saying that they do not wish to encourage it. Schools' reservations about children cycling to school stem from a number of factors including concerns about children's safety and practical problems such as a lack of adequate storage for cycles and cycling equipment. In order to encourage schools to be more 'cycle friendly', the County Council needs to address these concerns.

What the County Council is Already Doing

4. The County Council's Cycling Strategy aims to increase the proportion of journeys in Oxfordshire made by bicycle. By providing a cycle friendly infrastructure and reducing traffic dangers to cyclists, the strategy aims to reduce the number of journeys made by car and encourage more people to cycle. The Council's TravelWise initiative campaigns for changes in travel behaviour on journeys currently made by car, including the journey to school. The campaign is promoting the development of School Travel Plans to tackle the problems caused by the school run, and cycling is an important part of this. All schools in the County were sent packs at the start of the autumn term to help them to develop their own School Travel Plans. The Council's Road Safety team also offers free cycle training courses in schools and leisure centres to help children to develop cycle safety skills.
5. As part of its provisional Local Transport Plan a bid for £300,000 has been submitted for the Better Ways to School project for 2000 and beyond. An important part of this project is cycle skills training and cycling facilities in and on routes to and from schools in Oxfordshire.

Helping Schools to be 'Cycle Friendly'

Schools' Policies on Cycling and School Travel Plans

6. Schools are not in a position to select for a pupil how he/she travels to school although in effect a school may influence this by not providing adequate storage facilities for cycles or cycling equipment. One of the first things that could be done is to ensure that all head teachers and

governing bodies are made aware of both the limits and the potential of their powers to influence children's travel habits on the journey to school and in later life.

7. The Cycle to School Survey results demonstrate that schools have considerable influence over pupils' and parents' travel choices. Removing cycle racks or allowing them to fall into disrepair, or banning cycles from school premises, directly affects the travel choices available to children and their parents. By the same token, there is much that schools can do to encourage cycling and the use of other sustainable modes of travel.
8. County Council Officers were involved in the production of a recently published guide to School Travel Plans. "A Safer Journey to School" is published by transport charity, Transport 2000, and has been sponsored by the DETR (Department of the Environment, Transport and the Regions), DOH (Department of Health) and the DfEE (Department of Education and Employment). It provides information, ideas and advice to help schools to develop their own plans, and encourage sustainable travel. All schools in the County were sent information about how to obtain free copies of the publication in September. Officers in Environmental Services were also involved in the production of a free guide to developing school travel strategies and plans, which is published by the DETR, with support from the DfEE and DOH. This guide provides useful advice for all local authority staff who are in a position to influence how children travel to school.

Cycle Safety

9. Among schools that do not currently allow cycling to school, nor wish to, children's safety on the route to and from school and safety at school entrances are important concerns. One way in which schools could address this would be through involvement in the free cycle training courses offered to all schools in Oxfordshire (both LEA and independent) by the County Council's Road Safety Team. These courses help children to learn about the importance of road safety, and to develop practical safety skills. However, results of the survey show that some schools currently participating in cycle training do not allow pupils to cycle to school. Similarly, schools do not always avail themselves of this free service.
10. In November 1998 this Sub-Committee resolved that the Council's cycle training programme be maintained and expanded wherever possible. Given the survey results referred to above, the Sub-Committee may wish to consider what else could be done to ensure that children participate in cycle training courses and gain practical cycling experience by cycling to school.
11. The Sub-Committee also instructed the Director of Environmental Services and the Chief Education Officer to press the DfEE to include road safety in the National Curriculum as a matter of urgency. As reported in an information item to members of the Sub-Committee in August 1999, the government has since indicated that it is not planning to make road safety a compulsory subject in the foreseeable future.
12. Some Oxfordshire schools recommend cycle helmet wearing. However, this is usually due to the personal commitment or interest of the head teacher, governors or staff. Good quality helmets are now widely available at much lower costs than when they were first introduced, and the Road Safety/TravelWise group is actively promoting among schools a scheme by the Child Accident Prevention Trust that offers cycle helmets for children and adults at discounted prices. However, it would appear that the availability of helmets is less of a problem than the resistance to wearing them by both adults and children.
13. This Sub-Committee has resolved that cycle helmet wearing school continue to be promoted, and the promotion of safer journeys to and from schools forms part of the Council's Provisional Local Transport Plan. If schools help to promote cycle helmet wearing, this will help it to become the acceptable 'norm'. Cycle training promotes safety and positive attitudes to cycling, and may also help to promote awareness of cycle safety as children become car drivers in later life. Promoting cycle helmet wearing may also present some schools with the chance to do something positive about children's safety on the journey to schools, especially given the concerns expressed by many in the Cycle to School Survey. However, it should also be noted that many schools that responded to the survey said that they currently lacked adequate storage for cycles and cycling equipment.

Responsibility for Encouraging Cycling

14. Cycling has much to offer children, schools and the wider community. It offers children the chance to exercise, allows them control over their own mobility, and helps to reduce the congestion and pollution caused by travelling to school by car. At the very least, then, encouraging cycling should be of interest to transport, education and health professionals. The Local Transport Plan offers the opportunity to involve all these in developing policies and programmes to promote cycling and cycle safety on journeys to school in Oxfordshire.
15. This process will also be complemented by the existing Safer Cycling Group, a joint working group that incorporates officers from Oxfordshire County Council, Oxfordshire Health Authority, Oxford Brookes University and Oxford City Council, which is looking at ways to further promote cycling and the development of safe cycling initiatives. The membership would benefit from the attendance of an Education Officer on the group.

Financial and Staff Implications

16. There are financial implications for the provision of cycle accessory storage. A Chief Education Officer representative on the Safer Cycling Group has implications for that department.

Environmental Implications

17. The "school run" accounts for at least twenty per cent of peak hour traffic. Reducing the proportion of journeys to school made by car should help to reduce pollution and congestion around schools.

Implications for People Living in Poverty

18. Promoting cycling and other sustainable modes of travel should improve travelling conditions and benefit those on lower incomes.

Conclusion

19. There is much that could be done to encourage more children to cycle to school and to promote cycle safety on such journeys. Responsibility for this does not lie with any single organisation. Environmental Services, the Education Department and schools, Oxfordshire Health Authority and others all have a role to play. It is desirable that all now work together to achieve the aims expressed, and endorsed by the Education Department and the health Authority, in Oxfordshire's Provisional Local Transport Plan.

RECOMMENDATIONS

20. **The Sub-Committee are RECOMMENDED to:**
 - (a) **note the results of the Cycle to School survey;**
 - (b) **Recommend the Education Management Sub-Committee to note the survey results and consider:**
 - (i) **reminding head teachers and governors of the County Council's policies to promote cycling, cycle helmet wearing and cycle training; and**
 - (ii) **bringing the survey results to their attention, asking them to promote and encourage safe cycling by the provision of cycle accessory storage facilities and cycle parking as part of a School Travel Plan.**

DAVID YOUNG
Director of Environmental Services

Background papers: Report on the "Cycle to School Survey"

Contact Officer: I

an Harris
Rachel Gover

Tel: Oxford 815717
Tel: Oxford 815496

October 1999

Highways & Road Safety, 11/11/99, HW08

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW8

30MPH SPEED LIMITS – SOUTH OXFORDSHIRE

Report by the Director of Environmental Services

Introduction

1. This report gives details of further progress on the South Oxfordshire draft Orders and makes recommendations for their implementation. Authority also is sought to commence formal consultations for 4 and 5 limits in the parishes of Goring Heath and Sonning Common.

Public Consultation Process

2. Draft Orders have been written to take account of the outcomes of meetings between Thames Valley Police, Parish councils, the local County Council Member and my Southern Area staff.
3. Following formal public consultation, a small number of discrepancies were discovered and revised draft Orders were advertised on 22 July for the Parishes in [Annex 1](#). The period to 26 August was allowed for objections and representations. The Order documents were available for public inspection either at a local library or Town Council office and copies were sent to individual Parish councils, Thames Valley Police and South Oxfordshire District Council. Full details of the draft Orders are in the Members' Resource Centre.
4. At Milton Common, the Parish councils (Great Haseley and Great Milton) pressed for inclusion of a length of A329 within the 30 mph proposals. Whilst the A40 junctions could legitimately be included within the 30 mph project, an examination of the high incidence of reported injury accidents indicated that the speed limit needed to be extended to cover the adjacent A329/M40 junctions. In view of the likely controversial nature of this proposal it was separated from the 30 mph proposals on the adjoining lengths of A40 when put out for public consultation. This commenced on 26 February 1999 with the period to 26 March allowed for objections and representations. The Order documents were available for public inspection at Thame Town Hall and were sent to the Parish councils, Thames Valley Police and South Oxfordshire District Council. Full details of the draft Order are in the Members' Resource Centre.

Objections and Representations

5. Copies of all objections and representations received in relation to the draft Orders covered by this report have been circulated to members of the Sub-Committee (and are on public deposit). A summary for each draft order is attached at [Annex 1](#) or (for A329, Milton Common) [Annex 2](#) along with my comments. For ease of reference the criteria adopted for the project by the Highways & Road Safety Sub-Committee on 3 September 1998 (and re-affirmed by the Sub-Committee on 18 February 1999) are reproduced as [Annex 3](#).
6. The draft Order for A329 (Great Haseley and Great Milton) (i.e. Milton Common) has received an objection from Thames Valley Police (see [Annex 2](#)). Whilst there is only one business activity along the proposed length of 30 mph there are two junctions with M40 and a staggered crossroads junction with A40. Within this length there have been 17 personal injury accidents in the previous 3 years. There are a number of differing accident patterns, however, in the main being confined to the junction areas. A plot of the accident locations will be displayed at the meeting. A study of the accident causes has shown that on two occasions foreign HGV drivers have driven from the M40 slip road junction along A329 towards Thame on the wrong side of the carriageway resulting in one fatality. Accident remedial measures are proposed and together with a 30 mph speed limit should lead to a significant reduction in the number of accidents.

Revised Proposals – Goring Heath, Whitchurch and Sonning Common

7. The Sub-Committee on 12 March 1999 instructed the collection of speed survey data and a further report on speed limits for the Parishes of Goring Heath and Whitchurch. Traffic speed surveys were carried out and indicated 85%ile speeds of 50mph to 59 mph on B4526 and 42 mph to 68 mph on B471. My Southern Area staff subsequently met with Goring Heath Parish council, Thames Valley Police and the local County Member. They were able to agree revised draft Orders for Goring Heath Parish shown on drawings 12.9.228 A, B and C to be displayed at the meeting. This proposal would introduce a 40 mph speed limit in the Crays Pond settlement, with 50mph speed limit along B471 between Crays Pond and Whitchurch Hill. A 40 mph speed limit is proposed for B471 through Whitchurch Hill to Whitchurch with the remainder of these settlements being subject to a 30 mph speed limit. There are no changes proposed to the previous proposals for Whitchurch Parish. The Police objection to the Whitchurch Parish 30 mph draft Order dated 17 February 1999 and reported to the Sub-Committee on 12 March is therefore overcome; there were no other objections to this draft Order.
8. The Sub-Committee on 12 March 1999 agreed the 30 mph proposal for Sonning Common, subject to the omission of the length of B481 from the Herb Centre to the Bird-in-Hand Public House. Traffic speed surveys subsequently were carried out for this length and a meeting between my Southern Area staff, Parish council and Thames Valley Police agreed a 40 mph speed limit as being the most appropriate here (as shown on drawing 12.9.350).

Implementation Progress

9. Implementation of speed limits in settlements commenced on 26 April 1999 with further speed limits introduced on 17 May, 24 June, 6 August, 24 September and 22 October. To date 47 new or extended speed limits (30 mph, 40 mph and 50mph) have been introduced in settlements in South Oxfordshire and 2 in Buckinghamshire. Further speed limits are planned for implementation in November and December and, if approved, the Orders listed in [Annex 1](#) and [Annex 2](#) to this report are expected to be implemented in January 2000.

Environmental, Financial and Staff Implications and Implications for People Living in Poverty

10. No additional implications have been identified as arising from this report.

RECOMMENDATIONS

11. **The Sub-Committee are RECOMMENDED to:**
 - (a) **approve the making of Orders listed in [Annex 1](#) and [Annex 2](#) as published in draft, subject to minor modifications as recommended in those Annexes;**
 - (b) **approve the making of the Order for Whitchurch Parish; and**
 - (c) **approve the proposals for speed limit Orders for Goring Heath Parish and for B481 Sonning Common (40 mph), subject to any objection or other representations received in response to published draft orders being referred to the Urgency Sub-Committee for consideration and decision in the usual way.**

DAVID YOUNG
Director of Environmental Services

Background papers: Letters and Draft Orders referred to in Annexes 1 and 2

Contact Officer: Brian Short Tel : 01235 531331

October 1999

Highways & Road Safety, 11/11/99, HW08, Annex 1

ANNEX 1

Parish	Date	Respondent	Objection/Comment/ Observation	Director's Comments and Recommendations
Chinnor (Henton)	30.07.99	Thames Valley Police	No objection.	
	06.08.99	Buckinghamshire County Council	No observations.	
Marston (30 mph)	28.07.99	Thames Valley Police	No objection.	Extend Marsh Lane 30 mph to include junction with South Croft.
Marston and Elsfield (40 mph)	24.03.99	Thames Valley Police	No objection.	Agreed 30 mph draft Order prepared as above.
	23.04.99	Councillor David Yeoward, Oxford City Council	Requests extension of Marsh Lane 30 limit to include junction with South Croft.	Reduce length of 40 mph and replace with 30 mph to include junction with South Croft.
Old Road in the Parishes of Forest Hill with Shotover and Wheatley.	28.07.99	Thames Valley Police	No objection.	
North Moreton	27.09.99	Thames Valley Police	No objection.	Previously approved by Sub-Committee on 4 August 1999. The originally documentation omitted Wallingford Road from the schedules in error. Re-consultation commenced on 9 September 1999 and no other comments or objections have been received.

Highways & Road Safety, 11/11/99, HW08, Annex 2

ANNEX 2

Parish	Date	Respondent	Objection/Comment/ Observation	Director's Comments and Recommendations
A329 (Thame to Stadhampton) in the parishes of Great Haseley, Great Milton and Tiddington with Albury	30.03.99	Thames Valley Police	Objection. A329 Rycote Lane has street lighting, is wide and fairly straight. The speed limit will not appear realistic to drivers and is unlikely to be effective without other measures to reinforce it.	See main body of report. 14 of 17 accidents involve turning manoeuvres at junctions. Combination of accident remedial measures and speed limit should reduce the number of accidents and their severity Amend title of draft Order to remove reference to Tiddington with Albury parish.

ANNEX 3

**SPEED LIMIT CRITERIA AGREED BY HIGHWAYS & ROAD SAFETY SUB-COMMITTEE
ON 3 SEPTEMBER 1998 AND REAFFIRMED ON 18 FEBRUARY 1999**

- (a) Settlements - A settlement is defined as the presence of 20 or more houses (or other buildings likely to generate pedestrian or vehicular traffic).
- (b) New 30 mph Limits - Where new 30 mph limits are proposed a degree of common sense should be applied, so that reasonable decisions are reached and that similar standards are maintained throughout the whole project.

As well as considering the start and finish of the speed limit itself, the location of the 30 mph limits must also take account of the presence of vulnerable users (footpaths, bridleways immediately adjacent to the settlement), and future development, the proximity of junctions, available sight lines, the vertical and horizontal alignment of the road approaches and the distance to the next nearest settlement (see g).

- (c) New speed limits will normally commence 50 metres from the nearest house or building unless site conditions dictate otherwise.
- (d) Extensions to Existing 30 mph limits - For consistency the whole of each settlement should be subject to the same 30 mph speed limit, and therefore any extensions to current 30 mph limits should be included in the project.
- (e) Existing 40/50 mph limits - When there are settlements currently with 40 or 50 mph limits these should be converted to 30 mph (see f).
- (f) Exceptions to 30 mph Limits in Settlements - Departures from the introduction of 30 mph limits should be minimal. Some town councils may request the introduction of a lower limit. It is proposed not to consider lower limits as part of this project but any requests should be included in the report on the consultation.

There may be locations where a 30 mph limit is not reasonable and a higher limit be proposed. A case in point would be on a dual carriageway adjacent to a settlement. In such cases the Consultant shall discuss possible exceptions with the Nominated Officer and the relevant Parish Council. County Council member guidance may be required as the project progresses. When agreed the Consultant shall undertake and process such exceptions alongside the new 30 mph limits.

- (g) Short Lengths of Road Between Settlements - short lengths of road between settlements with 30 mph limits (less than 800m) shall for consistency be subject to a 30 mph limit.

Highways & Road Safety, 11/11/99, HW10

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW10

ARNCOTT, MURCOTT ROAD TRAFFIC CALMING

Report by the Director of Environmental Services

Introduction

1. Public consultation on the road hump proposals has now been carried out on this scheme further to the Sub-Committee's decisions in May 1999. One objection has been received, from Stagecoach Oxford. The basis of their objection is that road humps could cause damage to suspensions and increase wear and tear to their vehicles. In addition, the proposed traffic calming measures would significantly slow down their buses.

Director's Comments

2. The bus company have restated their original objection, reported in May. I feel the hump feature is required to adequately calm vehicles through this section of road and the proposals have incorporated a reduced level of hump, as is now our practice, to minimise potential damage to buses. Bus Cushions have been considered as an option but they would be less successful in terms of speed reduction. Furthermore, the frequency of buses using the road is relatively low.

Environmental Implications

3. The introduction of a reduced speed limit and additional traffic calming features on the Murcott Road will improve road safety for pedestrians and cyclists generally, but particularly in the area of the public amenities where children are likely to be more prevalent.

Financial and Staff Implications

4. The scheme is included in the Local Safety Schemes programme for 1999/2000. The scheme is funded from Supplementary Credit Approval and the estimated cost is £17,500 (excluding fees).

Implications for People Living in Poverty

5. The traffic calming and speed limit reduction will improve conditions for vulnerable road users, particularly pedestrians and cyclists, rather than those who rely upon the use of the private car.

Recommendations

6. **The Sub-Committee are RECOMMENDED to authorise construction of the traffic calming scheme shown on drawing 1281/F1.**

DAVID YOUNG

Director of Environmental Services

Background papers: Nil

Contact Officer : Trevor Bristow Tel : Oxford 815816

October 1999

Highways & Road Safety, 11/11/99, HW11

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW11

Henley: Trial Pedestrianisation of Market Place

Report by the Director of Environmental Services

Introduction

1. The previous meeting of this Sub-Committee noted the decision of the Urgency Sub-Committee to approve modifications to the experimental traffic scheme that had been introduced in January, and asked for a review of the revised arrangements at this meeting.
2. Provision was made by the Sub-Committee for more urgent action in the event of serious problems arising from the new scheme. In the event this has not been considered necessary.

The Modified Scheme

3. In essence the changes restored the informal two way movement through the Greys Road Car Park and reopened the southern side of the Market Place to westbound traffic.
4. It had been anticipated that the changes would be introduced at the beginning of September. However they could not be brought into operation until the weekend of 11/12 September. Hence at the time of writing they have only been in place for six weeks.

The Effects of the Changes

5. The few weeks that the changes have been in place is long enough for any major operational problems to have been revealed but is not really adequate for conditions to have settled down or, in particular, for comprehensive monitoring to have taken place.
6. Indeed, due to emergency works for Thames Water which resulted in the closure of Greys Road on 11 October for 2 weeks, manual traffic and queue length surveys planned for the second week in October had to be called off. Because of school holidays the surveys needed to be postponed until the first week in November - regrettably too late for the results to be included in the report. Hence only traffic data obtained from automatic counters during the first weeks of the changed situation are available. These are shown in Figure 1 (together with previous traffic data) but are not considered a reliable or adequate basis for judging the overall effects of the modified scheme on traffic movements.
7. However, some limited data on car parking and shops is available, and air pollution monitoring information has been promised in time to be reported at the meeting.

Car Park Usage

8. South Oxfordshire District Council records weekly receipts from ticket machines in the Kings Road and Greys Road car parks. These show an increase of 1.78% in average weekly receipts for the three weeks after the modified scheme was introduced compared with the average of the previous six weeks. This overall increase was achieved despite a loss of space in the Greys Road car park during resurfacing works.
9. Whilst the modified scheme has reduced the pedestrianised area and introduced more vehicular conflicts for pedestrians, accessibility by car to the two main car parks has been improved. It is probably too soon to judge what the overall effects on local businesses have been. However, traders who have previously provided information on retail turnover of a range of Henley shops were asked for data on turnover since the introduction of the modified scheme. So far this has not been forthcoming.
10. More comprehensive Information on shopping should be available early next year from a retail study

of South Oxfordshire which has been commissioned by the District Council. In the meantime the Henley Partnership has made available a survey of empty retail units in Henley. This shows that the number of empty units has reduced significantly from 24 in May 1997, to 18 in November 1997, to 10 in Spring 1999 and finally to only 2 in September 1999.

Traffic Changes, Overall Impressions

11. The initial traffic survey results shown in Figure 1, although incomplete, suggest that the total traffic in Henley has remained largely at the same level throughout the year. Within the town the main traffic changes resulting from the modifications are increases in Market Place and Gravel Hill with substantial decreases on Deanfield Avenue and Greys Road. Concern has been expressed about the effects on Kings Road. The results indicate an increase in traffic but not as much as the road was carrying prior to the experiment. Further information on traffic changes on other roads will be available from the deferred surveys. If they can be completed and analysed in time they will be reported at the meeting.
12. On the basis of these results, site inspections and local responses there do not appear to be any major new traffic problems arising from the modified scheme and two way operation through Greys Road Car Park seems to be operating satisfactorily.
13. The Henley Partnership, who represent some business interests in Henley, have welcomed the changes and said that their overall impression was that traffic flow had improved.
14. It is worth noting that fully reverting to the original two way traffic movements through Market Place would, in addition to removing a large area of pedestrianisation and thus the scope to carry out a comprehensive environmental improvement scheme, would be likely to increase traffic queues and delays within the town centre. This is because an additional phase would need to be introduced in the Duke Street/Hart Street/Bell Street/Market Place traffic signals to accommodate the eastbound traffic leaving the Market Place. It is estimated that this would result in a reduction in time for the other traffic movements of around 20% with consequential delays and extended traffic queues in Hart Street and Duke Street.
15. It is also worth noting that reverting to the pre January situation would not result in any additional car parking spaces. South Oxfordshire District Council is pursuing two long-stay park-and-walk sites in Henley – at the Station (176 spaces, 10 coach spaces), and at the Rugby Club (115 spaces). Planning applications have been submitted for these sites and are due to be determined by the District Council in November. Funding for the development of these sites has already been agreed by the District Council and it is planned to carry out the work early in the new year.
16. Long-stay parking will also form part of the Southfield site in Greys Road, which is allocated in the South Oxfordshire Local Plan for housing and car parking. A planning application has been submitted by a housing association for the development, including a 58 space long-stay car park, which will be reported to the District Council's Planning Committee in December.
17. In total it is expected that some additional 300 primarily long-stay car parking spaces will be made available over the next 12 months. This will represent a significant increase in car parking for the town and will enable the King's Road and Greys Road car parks to concentrate on short-stay parking for shopping and visitors to the town centre.
18. Inevitably with new traffic arrangements the need for follow up work is revealed and there are locations, such as the Duke Street/Friday Street junction, where there may be scope for improvement and more effective traffic signal operation. Data from the traffic surveys in November will help with such fine tuning processes.

Conclusions

19. Force of circumstances, in particular the emergency Thames Water works in Greys Road, together with the short time since the modified scheme was introduced, has precluded proper evaluation of the effects of the new arrangements. However, the level of local response (there has been surprisingly little adverse press comment), suggests that the new arrangements are at least generally considered

to be an improvement on the previous experimental scheme.

20. Additional traffic survey information will be available later this month but more comprehensive data on other indicators may not be available until the New Year. This and the general impressions that the new arrangements are working quite well suggest that it would be premature to terminate the experiment now and that there is a strong case for allowing it to continue so that the results can be properly considered at a future meeting, when there has been sufficient time for conditions to have properly settled down and for clear trends to have emerged.

Environmental Implications

21. The present modifications have resulted in some diminution in the environmental improvements that were achieved in the Market Place but there has been some improvements on roads that suffered additional traffic as a result of the original experimental changes. In the absence of reliable and adequate traffic survey information, the extent of these benefits is difficult to judge.

Financial and Staff Implications

22. Considerable staff resources were spent on the introduction of the original scheme, the implementation of which was funded by the Town Council. They were not prepared to fund the amendments, only the complete removal of the original scheme. The modifications were therefore funded from within the Environmental Committee budget.
23. Further monitoring and fine-tuning of the new system will have some staff resource implications but given that that new arrangements seem to be working quite well, this is not likely to be very onerous.

Implications for People Living in Poverty

24. There are no direct implications arising from this report.

Recommendations

25. **The Sub-Committee are RECOMMENDED:**
- (a) **to defer a decision on the future of the modified experimental traffic arrangements at Henley to a future meeting on the basis that full monitoring information will then be available;**
 - (b) **in the meantime to ask officers to continue to review the operation of traffic signals, in particular those at the Duke Street/Greys Road junction, with a view to improving their operation;**
 - (c) **to advise the Town & District Councils of (a) above, explaining to them the basis for the decision, in particular the reasons for the lack of retail and traffic information.**

DAVID YOUNG
Director of Environmental Services

Background papers: Nil

Contact Officer: Eddie Luck Tel: Oxford 815845
Roger O'Neill Tel: Oxford 815659

November 1999

Highways & Road Safety, 11/11/99, HW12

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW12

ROUTE ACTION SCHEME – A4074 40MPH SPEED LIMIT

Report by the Director of Environmental Services

Introduction

1. At their last meeting, the Sub-Committee authorised the promotion of a 40mph speed limit through Cane End with the proviso that discussions be held with local members, Police and the Parish Council regarding the possibility of extending it from Cane End to Chazey Heath. This report details the issues raised during those discussions and describes the recommended speed reduction measures.

A4074 Cane End/Chazey Heath Site Evaluation

2. The section of road considered was from the southern end of Cane End to the Mill Lane/Sheepways Lane Junction, Chazey Heath, as shown on the drawing attached. In order to address accident problems in the past the road has been subject to a 50mph speed limit since 1994. Route action measures introduced in July 1999 included the replacement of the chevrons on the outside of the bend at Green Dean Wood with new yellow backed chevrons and bend and junction warning signs have been replaced with yellow backed signs for greater visibility.
3. The meeting was held on 12 October and discussed the concern that if the 50mph limit remained intact south of Cane End, traffic leaving the proposed 40mph limit towards Reading would be encouraged to accelerate up to 50mph into the bends. Traffic might also be tempted to make up time and travel faster because of its slower progress through Cane End.
4. The Thames Valley Police and your officers share the view that there would be great difficulty in motorists accepting and adhering to a 40mph limit in a purely rural area and it could also bring the new speed limit through Cane End into disrepute. It could also give rise to an increase in the accident rate if drivers disregarded the speed limit. Although traffic may indeed accelerate from Cane End, the existing situation permits drivers to proceed through the bends at 50mph so there would be little difference in present driving patterns.
5. It was agreed that if lowering the overall speed limit was not appropriate other speed reduction measures must be found. Along this section of road there have been 11 injury accidents in the past 5 years, 6 of which have occurred in the vicinity of Green Dean Wood bend and its approaches.
6. Thames Valley Police have suggested asking the Transport Research Laboratory (TRL) to trial a speed activated fibre optic sign at the Green Dean Wood bend. The sign would only illuminate if triggered by traffic speeds above a given threshold. Installation costs would be approximately £6000. However, the TRL are not able to contribute to the costs, and I think we cannot justify the expenditure in this instance.
7. Advisory speed limit signs at the bends were considered as another option. However, experience of similar route action measures on the B4009 has shown that when there are speed limit repeater signs, lower advisory speed limit signs on bends can produce conflicting messages. I do not recommend such advisory signing in this instance.
8. I think the best way forward would be the use of "Reduce Speed Now" signs at the approach to Green Dean Wood bend with SLOW legends on a red background laid on the adjacent carriageway surface. Throughout the length of the bend, red or yellow banding at suitable intervals could be laid across the carriageway to remind motorists that they were still in the danger zone.

9. At the gateway of Cane End, when leaving the 40mph limit, a SLOW legend would be laid on the red surfacing instead of a 50 roundel. Similar treatment would be applied to the gateway of Chazey Heath. Other SLOW legends would be laid where appropriate at the approach to lesser bends or junctions. The existing 50mph roundels would be replaced with yellow backed 50mph roundels.

Financial and Staff Implications

10. Additional route action signing was held in abeyance until the final cost of the measures already implemented could be evaluated. It has now been determined that the new signing and road markings will cost approximately £1500 and can be financed from within the existing route action programme which is part of the 1999/2000 SCA allocation for Local Safety Schemes.

Environmental Implications

11. There will be increased visual intrusion from the additional signs and other speed reduction measures. This cannot be avoided as the purpose of the measures is to raise driver awareness.

Implications for People Living in Poverty

12. A reduction in speed as well as the enhanced road markings and signing will be of welcome benefit to vulnerable road users such as pedestrians and cyclists.

Recommendations

13. **The Sub-Committee are Recommended to confirm the authorisation of the promotion of the 40mph speed limit in Cane End without additional extension to Chazey Heath subject to reference to the Sub-Committee of any objections or representations in response to the draft orders in the usual way.**

DAVID YOUNG
Director of Environmental Services

Background papers: Nil

Contact Officer: Richard Kingshott Tel : Oxford 815716

October 1999

Highways & Road Safety, 11/11/99, HW14

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE - 11 NOVEMBER 1999

AGENDA ITEM HW14

Oxford Transport Strategy: Folly Bridge Footbridge

Report by the Director of Environmental Services

Introduction

1. Local workshops and public consultation on a scheme to improve Abingdon Road were held in 1998. Results of the consultation were inconclusive and the scheme is currently on hold. A requirement of the scheme was improvement to the pedestrian and cycle facilities on Folly Bridge. To test the concept of providing a new bridge alongside the existing, a public exhibition was held during September 1999.
2. Constructing a bridge over a navigable waterway such as the River Thames requires an order to be made by the Secretary of State, a process that can take around twelve months. The proposals for a bridge, therefore, have had to be looked at ahead of finalising details for the remainder of the Abingdon Road to avoid delays. Ultimately, the need for a bridge will be considered with the Oxford Transport Strategy (OTS) proposals for the remainder of Abingdon Road.
3. The Bridge is a listed structure and the Causeway an ancient monument. Discussions were held with English Heritage who expressed a preference for locating the bridge on the upstream side of the existing bridge so as not to spoil the long view of Folly Bridge from Christchurch Meadow. The outline proposal reflects their desire to see the bridge upstream and constructed in modern materials enhancing the area but not dominating it.

Abingdon Road Greenway Scheme

4. In 1998 a series of workshops was organised in order to consult local residents and representatives and other interested parties on options for cycle facilities along the Abingdon Road corridor. The main feature of the preferred option was an off-road cycle track on the eastern side of Abingdon Road (the Greenway Scheme). A public exhibition was also held at the end of this consultation process, and members of the public were asked to express their views regarding the proposals. However, it was not possible to draw any clear conclusions from their responses. An exhibition of an alternative scheme was held at the same time by representatives of Friends of the Earth. Their proposals did not meet the requirements specified by Environmental Committee.
5. Because of the lack of any consensus arising from the consultation and pressures on delivery of the major OTS projects, any further work on the scheme has been postponed. However, as reported to the October 1999 OTS Working Party, a further study is being undertaken of the Abingdon Road corridor, which will include on and off-carriageway alternatives, and will consider the proposals put forward by Friends of the Earth and, more recently, by CYCLOX. While an off-carriageway alternative would be some years away, mainly due to the need for land acquisition, an on-road option would be consistent with the Folly Bridge proposals and could be introduced much sooner.

Consultation on the Bridge Proposal

6. An exhibition was held on 8 September 1999 at St. Matthews Church Hall in Marlborough Road to show the County Council's preliminary designs for the footbridge alongside the west (upstream) side of Folly Bridge. This exhibition was then moved to the Central Library, where it remained until the end of the month. Response forms were available at both venues.
7. Attendance at the St. Matthews Church Hall was disappointing despite advertising in the Oxford Mail and with posters on the bridge. To promote more interest and ensure that people were aware of the exhibition, a press release was issued in mid-September. This created a lot of interest from the media with front-page coverage on the Oxford Times and a story in the Oxford Mail, and interviews on

BBC Thames Valley and Fox FM. Around 150 written responses were returned, with 61% approving of the concept and design of the bridge, 28% being against and 11% not expressing an opinion.

8. Dislike of the scheme was marginally higher amongst the local residents at 34% and in addition a composite letter has been received from the local residents association and Folly Bridge Court Management Co Ltd expressing objection. The main concerns of local residents are loss of privacy and spoiling of existing views. They would prefer the bridge to be on the east (downstream side) of Folly Bridge.

Conclusions

9. The provision of a footbridge and its design was liked by the majority of the respondents. The use of glass and stainless steel was thought to complement the existing stone bridge.
10. Local residents would prefer the eastern (downstream) side. A number of responses indicated that a larger number of pedestrians use the east side, because there is no road crossing between St. Aldates and the bridge. Tourists stop on this side to admire the view. Access onto a new bridge would be simpler on the eastern side, but would mean a longer structure probably crossing the courtyard area of the Head of the River public house.
11. In view of the strength of local feeling, further discussion should be had with English Heritage and local residents to investigate the possibility of locating the proposed bridge on the eastern side. This needs to be carried out in the context of the further study of the Abingdon Road corridor.

Financial and Staff Implications

12. A working budget of £500,000 inclusive of all fees has been allocated to the footbridge. To reflect the sensitive location this is higher than would be allocated for similar sized rural footbridges to allow for the use of high quality design, materials and finishes. Funding will be as part of the OTS programme. There are no staffing implications at present.

Environmental Implications

13. The construction of the new bridge will improve road conditions on the existing bridge for all users. This has to be balanced against the visual intrusion of a new structure adjacent to the historic stone bridge. Careful design, and consultation with local residents and environmental groups, will help to minimise the impact of the new bridge.

Implications for People Living in Poverty

14. There are none arising from this report.

RECOMMENDATIONS

15. **The Sub-Committee are RECOMMENDED to:**
 - (a) **note the results of the preliminary consultation exercise; and**
 - (b) **approve further consultation with English Heritage, Environment Agency, Oxford City Council and other interested groups, to consider again which would be the more appropriate side of the existing Folly Bridge on which to locate the proposed footbridge, having regard to views of the local residents, the environmental impact of the bridge and the further study of the Abingdon Road corridor.**

DAVID YOUNG
Director of Environmental Services

Background papers: nil

Contact Officer: Peter Brown Tel: Oxford 815641

9 October 1999

Highways & Road Safety, 11/11/99, HW16

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW16

CONSULTATIONS BY OTHER AUTHORITIES ON TRAFFIC AND HIGHWAY SCHEMES

Report by the Director of Environmental Services

Introduction

1. This report deals with consultations on various matters by West Oxfordshire District Council. and Cherwell District Council.

WEST OXFORDSHIRE DISTRICT COUNCIL

A. Chipping Norton – Parking Alterations

2. West Oxfordshire District Council have now completed their environmental improvement scheme for Topside in Market Place, Chipping Norton. These improvements were carried out under agency powers approved by this Sub-Committee in September 1998.
3. Monitoring of the new arrangements will be undertaken by West Oxfordshire District Council. This will start shortly, with results reported to this Sub-Committee in February 2000.
4. In the meantime, the District Council have identified further measures that they think could help address some of the concerns that are currently being expressed locally. They state that they are under pressure to reinstate ½ hour parking alongside the Topside pavement, but feel that the conversion of the haphazard and unrestricted parking on Bottomside to more organised 2 hour parking would go a long way towards satisfying the need for more short term parking in the town centre, which is the core of the problem. A copy of their initial proposals has been put in the Members Resource room.
5. They therefore request that they be granted agency powers to promote a traffic regulation order to introduce new parking arrangements for Bottomside in Market Place.

Director of Environmental Services Comments

6. There were a number of strong objections raised regarding the new scheme in Topside, perhaps as could be expected for such a significant change in the Town Centre. These new proposals try and address some of the continuing concerns, and should help the vitality of the town centre by freeing up spaces for short-term car parking.
7. The District have discussed these concepts with local traders, Police representatives and my Area Engineering staff, and there does appear to be support for the changes. However, some objections are quite possible during the consultations needed for the new traffic order, and these will have to be considered by this Sub-Committee before the changes can be implemented.
8. The scheme for Topside placed a significant burden on my staff, even though promoted using agency arrangements. I am keen for this not to be repeated in this case and will recommend to the District that they make full use of our term consultants for the engineering and order making work.

RECOMMENDATION

9. **It is RECOMMENDED that the Environmental Committee be RECOMMENDED to authorise arrangements for the exercise by West Oxfordshire District Council of the Council's powers as local traffic authority so far as necessary to enable them to promote and implement new parking restrictions in Bottomside, Chipping Norton, at no cost to the County Council, subject to the approval of the details of the proposals by the Director of Environmental**

Services, and reference of any objections or representations in response to consultation and publication of a draft Order to the Sub-Committee for consideration and determination.

CHERWELL DISTRICT COUNCIL

B. Waiting Restrictions, Bodicote

10. In September 1995 this Sub-Committee recommended, and the Environmental Committee agreed, that Cherwell District Council be granted agency powers to promote and implement a traffic regulation order for waiting restrictions in High Street and White Post Road, Bodicote. The District Council's agency for this work was subsequently extended by this Sub-Committee in April 1998 to cover Church Street in response to additional local concerns.
11. The District have now completed the consultation process for the new traffic order. There was support for the proposals, but a number of objections were also received. These were considered by the Development Committee of Cherwell District Council on 26 July 1999, who recommended that the order be made as proposed, but that they also include informal 'h-bar' markings as part of their works to protect a number of private accesses in this area. A copy of the District Council's report has been placed in the Members Room.

Director of Environmental Services Comments

12. The proposals have been developed in consultation with my Area Engineering staff, and I am happy that they will help reduce the concerns about road safety in this area. I feel the objections raised during the statutory consultation process have been properly considered by the District Council, and their recommendation to proceed with making the order, while also adding informal protection to the private accesses that may be affected, is appropriate. The costs of this additional work would be met by the District Council. I therefore recommend that the District Council be allowed to make the order as proposed.

RECOMMENDATIONS

13. **It is RECOMMENDED that Cherwell District Council be authorised to make the Order as published.**

Environmental Implications

14. The externally funded measures in this report are aimed at improving environmental conditions. They should lead to a safer highway environment.

Financial and staff Implications

15. There should be no financial implications for the County Council. Staff resources will be required to check details of the schemes proposed, and for safety audits, order processes and further reports.

Implications for People Living in Poverty

16. None have been identified as arising directly from this report.

DAVID YOUNG
Director of Environmental Services

Background papers: Copies of correspondence etc in Members' Resource Room

Contact Officer : Andy Nellist Tel: Oxford 815789

2 November 1999

11. A petition of 142 signatures has also been received from residents from roads off Hightown Road requesting urgent action to alleviate the problems caused by drivers wishing to visit the Horton Hospital.
12. Residents and businesses affected by parking congestion in streets near the Horton Hospital, namely Hightown Road, Hightown Gardens, Foscothe Rise and Valley Road have offered to fund the promotion of a Traffic Regulation Order to enable the mitigation of the nuisance which was created in 1998, when the hospital administrators implemented a charge for parking in the hospital grounds. Thames Valley Police have indicated that they would welcome an opportunity to review existing waiting restrictions in Hightown Road. The streets particularly concerned are shown in Annex 3.
13. Dealing with complaints by residents in these roads has resulted in a considerable drain on staff time. On the premise that sufficient funding will be raised by residents and businesses, I suggest that the best way forward would be to approve the promotion of the necessary order by using external consultants for the necessary preparation work.
14. With this recommendation in mind I would also suggest the medium priority status for those restrictions remain, since the measures would not in themselves command high priority for County funding.

Wallingford Road, Goring

15. At the Highways and Road Safety Sub-Committee on 13 May 1999, a request for a speed camera along Wallingford Road was endorsed as a high priority for assessment.
16. On 14 October 1999 a meeting was held with Councillor John Farrow, District Councillor Anne Ducker, South Oxfordshire District Council and County Officers to discuss how traffic speed along the road at the outskirts of Goring could be reduced.
17. The meeting concluded that a speed camera was not appropriate as it was costly to erect. There was no site suitable along the section of road that could contain the camera and the maintenance hardstanding area.
18. Physical road narrowing was considered a cheaper and possibly more effective option especially if outbound traffic was given priority. Two locations along Wallingford Road have been identified to receive experimental road narrowing. The County Council will provide the experimental signing and kerbing. If the experiment is successful, the permanent implementation costs will be borne by Goring P.C.

Dunmore Road and Audlett Drive, Abingdon

19. A request has been received from Councillor Julie Mayhew-Archer for pelican crossings at Dunmore Road opposite Tilsley Park and Audlett Drive opposite the Adult Training Centre.
20. No personal injury accidents have been recorded in the vicinity of Tilsley Park over the last 5 years. Likewise no personal injury accidents have been recorded in the vicinity of the Adult Training Centre. Both items have been allocated a high priority for further investigation.

Common Road, Beckley

21. Three letters have been received from residents in Common Road requesting speed humps in order to slow down the traffic using the road. Common Road was not included within the 30mph Speed Limit Project for the village. The road is used by pedestrians, cyclists and horses. In order to construct speed humps the road must be subject to a maximum speed limit of 30mph.
22. There have been no personal injury accidents recorded over the past three years along this road and therefore it has been allocated a low priority.

Cassington to Yarnton Road

23. 102 letters have been received from residents from Cassington and Yarnton as well as the two Parish Councils requesting that the County Council fund a weight restriction on the road which is used as a rat-run when the A40 and A44 are congested. Many letters particularly object to the suggestion that they should fund these proposals.
24. The development of the SEB site in Yarnton and the possibility that car transporters from the old Shipton on Cherwell cement works development will lead to more congestion on the A44 adding to these traffic problems are also a local concern.
25. Nine personal injury accidents have been recorded along the road over the last 5 years. As only two of these accidents involved light goods vehicles this item has been allocated a medium priority. There are no recorded HGV accidents.

Southwold Lane, Caversfield

26. A petition containing 48 signatures from parents living in Caversfield has been received for a pedestrian refuge and footway extension at Southwold Lane. (Part of Bicester Ring Road).
27. This is so that children living in Caversfield can cross the road safely to attend schools in Bicester. The level of concern is such that many parents drive children to school rather than walk or cycle.
28. There have been four recorded injury accidents in this vicinity over the previous 5 years, but none have involved pedestrians. The refuge and footway extension have been allocated a medium priority. A request for a 30mph speed limit was accorded the same status by the Committee on 26 August 1999.

B4027 and Kidlington Road, Islip

29. Islip Parish Council have proposed the introduction of a traffic calming scheme in their village, using road humps and chicanes. The aim of this scheme is to reduce the level of rat-running traffic that cuts through the village.
30. The estimated cost of these works is £34,000. The parish council have reserved £12,000 towards the cost, and Cherwell District Council have pledged £10,000 providing a decision to proceed with the scheme is taken before 31 March 2000.
31. The Parish Council have requested that we contribute the remaining £12,000 so that the scheme can proceed. A copy of recent letters requesting this contribution have been placed in the Members' Resource Centre.
32. The proposals do have merit, and have been developed with the support of my Area Engineer. However, there are only two personal injury accidents on the roads to be treated. Since this is a relatively low accident rate, I could not recommend that we contribute the £12,000 as requested, and have included this on the list with a medium priority to allow further progress should full funding be achieved externally.
33. The parish have requested that they be given an agency to progress their proposals using our externally funded procedure. Since the outline proposals have already had significant input from my Area Engineer, I suggest that the Agency be granted subject to the final details being approved by my area staff before implementation. Concerns raised during any formal consultation process will need to be reported back to this Sub-Committee in due course.

The Holt, Abingdon

34. New waiting restrictions have been introduced in The Holt in Abingdon, as agreed by this Sub-Committee in February 1999. The consultations for these waiting restrictions revealed strong conflicting demands in this road, and the new arrangements were only determined after considerable officer time attempting to reach a reasonable compromise, with the full involvement of the Local Member. It was clear that a scheme to cater for everyone's needs was impossible.

35. However, we have since received a petition from 12 of the properties in the road, concerned at the adverse affects the new restrictions will have on residents and requesting we reconsider them.
36. The order introducing these new restrictions has been made, and amending them would require a completely new order. The request has been included on the list with a Medium priority, so it can be considered in the future if the resources become available.

Environmental Implications

37. Requests are allocated a priority based on their estimated safety or financial benefits. Environmental benefits have also been taken into account in suggesting priorities for investigation.

Financial and Staff Implications

38. Schemes will be investigated according to the agreed priority and considered as bids for future programme allocations. Staff resources are severely stretched at present and are not available for the investigation of schemes other than those accorded high priority.

Implications for People Living in Poverty

39. Some of the measures requested would, if implemented, be of benefit for those for whom walking, cycling or public transport is a necessity.

40. RECOMMENDATIONS

It is RECOMMENDED that:

- (a) the priorities for assessment of traffic management measures in Annex 1 to the report be endorsed;**
- (b) the priorities for school crossing patrol requests in Annex 2 be endorsed.**
- (c) Subject to the confirmation of the availability of external funds, authority be given for the promotion of waiting restrictions in roads near The Horton Hospital, Banbury.**
- (d) The Environmental Committee be RECOMMENDED to authorise arrangements for the exercise by Islip Parish Council of the Council's powers as local traffic authority so far as necessary to enable them to promote and implement the measures summarised in the report to the Highways & Road Safety Sub-Committee in Islip village, at no cost to the County Council, subject to the approval of the details of the proposals by the Director of Environmental Services, and reference of any objections or representations in response to any formal consultations to the Sub-Committee for consideration and determination.**

DAVID YOUNG
Director of Environmental Services

Background papers: Correspondence from various bodies/individuals' particular requests
Environmental Services Correspondence files.

Contact Officer : Richard Kingshott Tel: Oxford 815716

2 November 1999

Highways & Road Safety, 11/11/99, HW19

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW19

BENSON TO EWELME – PROVISION OF FOOTWAY

Report by the Director of Environmental Services

The Proposed Scheme

1. A developer contribution of £100,000 has been secured by Development Control, as a one-off payment following major redevelopment of Royal Air Force Benson, to provide a footway between the villages of Benson and Ewelme. This sum includes an allocation for the survey work, design and supervision fees associated with the works. Construction is planned to commence later this year. The width of the footway will be 1.2m. The potential total length is 1246m. However, the actual length treated will depend on how far the sum available will cover the implementation costs.
2. The limited width of the existing highway means that part of the route must be located within what is currently private land. Negotiations to secure this land by agreement are nearing completion. The areas to be purchased are shown on drawings SK1 and SK2 attached. A plan (drawing no. BPN 530/B3203) showing the whole route will be on display at the meeting. The Sub-Committee's approval to the scheme and the acquisition of the land required is now sought.

Environmental Implications

3. Conversion of the existing verge to footway and taking some private land into the highway for footway construction will have some impact on the environment. The impact will be limited with suitable accommodation works to integrate the proposals into the landscape by replacement of existing boundary features. The purpose of the scheme is to improve safety for highway users and to encourage more walking.

Financial and Staff Implications

4. As described above, external funding has been secured in respect of the works and the preparation and supervision costs. The Council's consultants are being used for design work and supervision of construction.

Implications for People Living in Poverty

5. The scheme will be of benefit to those who have to rely upon walking rather than other forms of transport.

Recommendation

6. **The Sub-Committee are RECOMMENDED to approve the scheme for the Benson to Ewelme Footway, as shown on drawing no. BPN 530/B3203, and the acquisition of the land shown on drawings SK1 and SK2.**

DAVID YOUNG

Director of Environmental Services

Background papers: Nil

Contact Officer: Trevor Bristow Tel : Oxford 815816

October 1999

Highways & Road Safety, 11/11/99, HW20

Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW20

CASSINGTON ROAD, YARNTON – CONVERSION OF FOOTWAY TO CYCLE TRACK

Report by the Director of Environmental Services

Introduction

1. This report is concerned with the proposed conversion of a 60 metre length of the footway on the east side of Cassington Road, from the existing A44 cycle track where it crosses Cassington Road to the first access to the Southern Electricity depot. Drawing No. 1296/G1 attached shows the location and extent of the footway proposed for conversion.

Background

2. The former footway on the south-west side of the A44 was converted to a cycle track in the early 1980's by the Department of Transport (when the A44 was the A34 Trunk Road).
3. Part of the Southern Electricity depot is now being redeveloped as an Industrial Park. The developer has constructed a mini-roundabout junction on Cassington Road at the access to the development. The developer has also widened the A44 cycle track opposite The Grapes Inn and round the corner to where it crosses Cassington Road, and has widened the Cassington Road footway from that point southwards to the first access to the Southern Electricity depot. The width of this length of footway is now 2.5 metres.
4. The Industrial Park will generate additional traffic on Cassington Road between its access and the A44 (The Grapes) roundabout. Already, some cyclists from Yarnton bound for the A44 cycle track leading towards Peartree and Oxford avoid crossing Cassington Road at The Grapes roundabout. Instead, they either use the length of footway now proposed for conversion, or they cut through the narrow footpath between 1 and 3 Cassington Road.

Scheme Details

5. The proposal is to convert the widened length of the Cassington Road footway to shared use footway/cycle track. The surface of this length is in good condition. At the north end the proposed cycle track would lead into the existing A44 cycle track, and only one minor change to the existing signing would be necessary. At the southern end signing and surface marking would indicate the start/end of the cycle track. Where the footpath cutting through from the A44 meets the proposed cycle track, signing and marking would warn pedestrians joining or crossing the cycle track.
6. For drivers leaving the access to No 1 Cassington Road the visibility to the right along the proposed cycle track is sub-standard. On each side of the access the inner half of the cycle track surface would be marked with hatching to encourage cyclists to reduce speed and use the outer half where they will be seen more easily. Also a cycle logo marking would remind drivers that they are crossing a cycle track. Provided cyclists ride in a responsible manner the access will not be a hazard for them.
7. No cycle accidents have been recorded during the past 5 years on this section of Cassington Road. However the justification for this scheme is the actual use of the footway by cyclists that is already being made, and is likely to increase, and the practical benefits that the scheme will bring in terms of safety and of encouraging cycling as a means of travel.

Consultation

8. As the length of the proposed conversion is only 60 metres, consultation has been restricted to the Police, the Parish Council, Southern Electricity, The Grapes Inn, and the occupiers of the four properties which front onto either the proposed conversion or the footpath cutting through from the

A44. Responses received in time for inclusion in this report are summarised below. Copies of the responses can be seen in the Members' Resource Centre; responses received later will be reported at the Sub-Committee meeting...

Thames Valley Police - No objections

Yarnton Parish Council - Against the proposals: concerned that cyclists will go round the corner into Cassington Road too fast and be a danger to pedestrians.

Others (Southern Electric and 1 Cassington Road) - No objections.

Conclusion

9. The conversion of this footway to a cycle track can be authorised by the Sub-Committee under the Highways Act 1980 (Sections 66(4) and 65(1)). The conversion would allow cyclists bound for Peartree and Oxford entering the A44 cycle track from Yarnton to cross Cassington Road away from The Grapes roundabout. It might also reduce the temptation for cyclists to take an illegal short cut using the narrow footpath between Nos 1 and 3 Cassington Road. Yarnton Parish Council are concerned that it will result in excessive speed by cyclists and endanger pedestrians. However, the overall benefits seem to be sufficient to justify the conversion, subject to a review in the event of problems being reported in practice.

Environmental Implications

10. The conversion of this length of footway to shared use will permit its use by cyclists, enabling them to leave or join the Cassington Road carriageway well away from The Grapes roundabout. This complies with the County Council's policy of encouraging cycling as an environmentally-friendly form of transport.

Financial and Staff Implications

11. The widening of the footway has already been carried out by the developer of the Industrial Park at no cost to the County Council. The works required for conversion (surface markings, three small signs, and minor trimming of vegetation) will cost less than £1,000 altogether. Negotiations are in progress for the developer to bear this cost. There are no material staff implications.

Implications for People Living in Poverty

12. The conversion benefit those who rely on cycling as a low-cost means of travel.

RECOMMENDATIONS

13. **It is RECOMMENDED that approval be given for the conversion of the length of footway in Cassington Road, shown on drawing no. 1296/G1, to shared use footway/cycle track, under Sections 66(4) and 65(1) of the Highways Act 1980, subject to a review by the Sub-Committee if the speed of cyclists proves to be a problem.**

DAVID YOUNG

Director of Environmental Services

Background papers: Nil

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13 October 1999

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Environmental Committee

HIGHWAYS & ROAD SAFETY SUB-COMMITTEE – 11 NOVEMBER 1999

AGENDA ITEM HW13

OXFORD TRANSPORT STRATEGY WORKING PARTY – 15 OCTOBER 1999

COVERED MARKET TRADERS – IMPACT OF CENTRAL AREA CHANGES ON JOURNEY TIMES

Report by the Director of Environmental Services

Introduction

1. The Highways & Road Safety Sub-Committee on 26 August 1999 considered a report about the Covered Market Traders' request for certain of the Traders to be permitted to pass through the Oriel Square barrier. The purpose of the request was to enable the Traders to travel eastbound only to gain access to East Oxford and beyond via Magdalen Bridge rather than alternative less direct routes.
2. The Sub-Committee resolved to reaffirm the decision taken at their previous meeting, on 13 May 1999 -
 - "(a) not to agree a concession to enable Covered Market Traders to pass through the Oriel Square barrier; and
 - (b) to review the question after consideration of a monitoring report comparing the before and after journey times of deliveries to a selection of destinations east of Magdalen Bridge, such report to cover the period of the first 6 months after the High Street restriction had been introduced;but to ask officers to make an interim monitoring report via the Oxford Transport Strategy Working Party to the November meeting of the Sub-Committee."
3. A copy of the report to the August Sub-Committee meeting is circulated herewith to Working Party members, together with the text of an address by Mr Alan Lester on behalf of the Traders to that meeting. These documents are also available for public inspection.

Survey Work

4. In an effort to obtain a comprehensive picture of journey times and delivery patterns prior to the introduction of the High Street restriction, a number of the Covered Market Traders kept travel diaries over a two to three week period at the beginning of this year. The process was discussed and agreed with County and City officers. Copies of the diaries were supplied to officers and this allowed a sample of "before" journeys to be replicated by officers with the journey times recorded. The destinations/origins for which journey times to/from the Covered Market were recorded included Gypsy Lane, Greyfriars (Iffley Road), Oxford Bus Company offices and Thornhill Park & Ride. There was also a series of journeys to other parts of Oxford including the Lemon Tree (Woodstock Road) and Lady Margaret Hall (off Banbury Road) to reflect the dispersed nature of the Covered Market's delivery patterns.
5. The Highways & Road Safety Sub-Committee request for an interim report via this meeting of the Working Party means that the planned autumn journey time surveys have had to be brought forward. The earliest reasonably valid period for the "after" journey times to be undertaken is during the later part of September after the return of the school related traffic. The deadline for the printing and circulation of this report means that it has not been possible to undertake the surveys and present the data in time for inclusion with the report. The results of the journey time surveys will be available at the meeting and if possible circulated beforehand.

Conclusions

6. There are a number of problems associated with allowing the Market Traders through the Oriel

Square barrier. These problems have been discussed on several occasions over the last 12 months, most recently in the report to the August Highways & Road Safety Sub-Committee. In brief, the concerns relate to ensuring that there is no deterioration of conditions in Merton Street and the precedent issue - whether an exemption can be granted to one group of traders and denied to others. Members will need to come to a view about whether the differences in journey times, if any, are so significant that they offset the other problems that could be caused by granting the Covered Market Traders an exemption.

Environmental Implications

7. To authorise an increase in the number of vehicles allowed to travel along Merton Street would have a negative impact in this environmentally sensitive area that would be exacerbated if this led to a series of further exemptions.

Financial and Staff Implications

8. The journey time surveys were programmed for the Autumn as part of the general OTS monitoring work. The need for these surveys to be brought forward will have additional cost and staff resource implications if it is decided that they need to be repeated later in the year.

Implications for People Living in Poverty

9. No specific implications have been identified as arising from this report.

RECOMMENDATIONS

10. **The Working Party are asked to consider their advice to the Highways & Road Safety Sub-Committee in light of the Covered Market journey time surveys, the results of which will be available at or shortly before the meeting.**

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Background papers: Nil
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