



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

***Thursday, 23 July 2015 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 31 July 2015 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

A handwritten signature in black ink that reads "Peter G. Clark." with a horizontal line underneath.

Peter G. Clark
County Solicitor

July 2015

Contact Officer: **Graham Warrington**
Tel: (01865) 815321; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: *Date of next meeting: 3 September 2015*

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

1. Declarations of Interest

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

4. Proposed Zebra Crossing London Road, Bicester (Pages 1 - 10)

Forward Plan Ref: 2015/050

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by the Deputy Director for Environment & Economy (Commercial) (**CMDE4**).

The report considers objections to formal consultations on proposals to provide a new Zebra Crossing in London Road, Bicester.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed zebra crossing outside Regal Court in London Road as advertised but without the raised side road entry treatment across Priory Road.

5. Proposed Amendments to Parking Restrictions - Henley Town Centre (Pages 11 - 32)

Forward Plan Ref: 2014/169

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste –Tel: (01865) 323304

Report by the Deputy Director for Environment & Economy (Commercial) (**CMDE5**).

The report presents objections received from a consultation to amend existing parking restrictions and introduce new restrictions in various locations in Henley Town Centre.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised and amended as set out in paragraph 13 of the report.

6. Proposed Revised Speed Limit B4020 Carterton to Shilton (Pages 33 - 36)

Forward Plan Ref: 2015/046

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by the Deputy Director for Environment & Economy (Commercial) (**CMDE6**).

The proposals comprise the extension of the existing 30mph speed limit on the B4020 Carterton to Burford Road to reflect new development adjacent to this road at the north end of Carterton to a point approximately 140m north of the new junction and, north of that point, the introduction of a 40mph speed limit to meet the existing 40mph speed limit in the vicinity of the B4020 Shilton Dip crossroads, a distance of 570m.

The report sets out an objection received from Thames Valley Police to the 40 mph element of the proposals.

The Cabinet Member for the Environment is RECOMMENDED to:

- a) approve the extension of the 30mph speed limit on B4020 as advertised;***
 - b) defer implementation of the proposed 40mph limit on B4020 pending a further evaluation of need, including changed usage of the road arising from the adjacent development.***
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Division: Bicester Town

CABINET MEMBER FOR ENVIRONMENT– 23 JULY 2015

PROPOSED ZEBRA CROSSING LONDON ROAD, BICESTER

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to formal consultations on proposals to provide a new Zebra Crossing in London Road, Bicester.

Background

2. In connection with the expected increase in passengers to the redeveloped Bicester Town Railway Station (now renamed Bicester Village Station), new pedestrian facilities are required to provide safe provision for those travelling to and from the station. For pedestrians accessing the station from the London Road north of the level crossing, it is proposed to provide a zebra crossing north of the junction with the Station Approach.

First Consultation

3. A formal consultation on a proposal to site the zebra crossing adjacent to 27 London Road was carried out in April 2015, in conjunction with a consultation on proposed waiting restrictions associated with the station redevelopment. In addition to the statutory site and press notices, the Council sent letters to over 200 local residents and businesses. While there were no objections to the waiting restrictions, three objections to the proposed zebra crossing were received (these are summarised at Annex 2. Copies of all consultation responses are available for inspection in the Members' Resource Centre).
4. The grounds for the objections included that the footway here is less than two metres wide and would not provide adequate width for people to pass those waiting at the crossing. It was also noted the proximity of the access to the Bowls Club and that a crossing at this location would encourage pedestrians to use this narrow, poorly surfaced track with consequent risk of conflict with vehicles (during times when Garth Park is open).
5. Additionally, concerns were raised that kerbside bin collection would be directly affected at the site outside No. 27 and there is no obvious alternative location for bin placement and collection for seven properties. Similarly concerns were raised that a crossing here would prevent them from having parcels delivered easily and parking by furniture removal vehicles or tradesmen working on their property would also be affected. There were no responses in favour of this crossing but Bicester Town Council have since indicated their support for this site.

6. An internal review was carried out on the merits of the original crossing location and the proposed alternative outside Regal Court, between Priory Road and Garth Court and it was agreed that a formal consultation on the latter should be progressed, to also include a consultation on a proposed raised side road entry treatment across Priory Road (see Annex 1 for a plan showing both sites).

Second Consultation

7. Formal consultation on the revised proposal for a zebra crossing outside Regal Court was carried out from 21 May until 19 June 2015 and comprised over 130 letters being sent to local residents in addition to the statutory notices.
8. Four objections were received on the proposals for the zebra crossing by Regal Court (these are summarised at Annex 3. Copies of all consultation responses are available for inspection in the Members' Resource Centre). The grounds for the objections included concerns over the proximity of the proposal to junctions, limited visibility of the crossing due to the bend on London Road, and that the location is not on the desire line for pedestrians.
9. In response, the location of the crossing in respect of nearby junctions and the bend has been assessed and found to fully comply with national guidance on the siting of zebra crossings. In relation to the concerns that the location is not on the desire line for pedestrians, whilst this location is further from the station it is on the route from Launton Road and there is an egress from Garth Park via Garth Court.
10. Other grounds for objection included concerns that the crossing would make access and egress from adjacent accesses more difficult because of queuing traffic and adversely affect refuse collections, access to manhole covers and to an adjacent Royal Mail post box, and that the crossing would result in additional noise, fumes and light pollution. Officers consider that the presence of the crossing would in practice have no material adverse effect, noting that pedestrian crossings are routinely provided in similar settings elsewhere in the county. In particular, at this location, all of the nearby properties have alternative accesses, not on London Road. Specifically on the issue of light pollution, a shield can be provided on the beacons should this prove in practice to be an issue.
11. The response of Bicester Town Council cited some of the above concerns but did not explicitly express objections to the proposals.
12. There was one response in favour of the crossing sited at Regal Court.
13. Thames Valley Police have not objected to the proposals for a crossing in either location.
14. One objection was received in respect of the proposed raised side road entry treatment across Priory Road on the grounds that it may encourage pedestrians to step out without looking. Such treatments have been widely used in the county,

particularly in Oxford, and have been found to operate with very good levels of safety. However, subsequent detailed design work has concluded that the cost of a raised facility would be prohibitive and an alternative design is now being progressed which will avoid these costs. As a consequence the raised treatment will not now proceed.

Conclusions

15. A pedestrian crossing in London Road is included in the approved proposals for the railway station redevelopment. The table at Annex 4 summarises the issues raised about both crossings and compares the advantages and disadvantages of each. Of the two locations considered the site at Regal Court appears to be preferable, particularly in view of the wider footways at this location. Both are equally on the desire line between the station and Launton Road area and although the Regal Court site would not be as attractive to pedestrians accessing the London Road from Garth Park via the Bowls Club access, although the latter is in any case not open at the times the majority of pedestrians using the station for commuting to London would be travelling.

How the Project supports LTP3 Objectives

16. The proposals would help reduce the risk of accidents and improve road safety.

Financial and Staff Implications (including Revenue)

17. The cost of the proposed work described in this report will be met by funding from the rail improvement project.

RECOMMENDATION

18. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed zebra crossing outside Regal Court in London Road as advertised but without the raised side road entry treatment across Priory Road.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Owen Jenkins 01865 323304

July 2015

RESPONSES TO CONSULTATION FOR SITE OUTSIDE 27 LONDON ROAD

	From	Response	OCC Comment
1	Thames Valley Police	No objection	Noted
2	A resident of London Road	Objects because 1. footway too narrow 2. too close to bowls club access track 3. Would affect collection of domestic refuse 4. Will prohibit kerbside deliveries	Agreed Noted Agreed Agreed
3	Resident, London Road	Objects because 1. footway too narrow 2. too close to bowls club access track Proposes alternative crossing at Regal Court. Suggests an additional crossing south of railway.	Agreed Noted A refuge is already proposed here
4	Resident, London Road	Objects because 1. footway too narrow 2. too close to bowls club access track Proposes alternative crossing nearer town centre.	Agreed Noted Footways are wider here.

RESPONSES TO CONSULTATION FOR SITE OUTSIDE REGAL COURT

	From	Response	OCC Comment
1	Two residents of Priory Road	Objection to zebra because: In wrong place Too close to junctions Difficult to see Proposes alternative location closer to Launton Road	On desire line for pedestrians from Launton Road area. Crossing approx. 20m from junction which is well over normal minimum of 5 m Crossing exceeds desirable visibility criteria This would have restricted visibility due to the left hand bend on the approach for northbound traffic
2	Two residents of Priory Road	Objection to raised entry treatment at Priory Road because it will make it easier for pedestrians to step out without looking.	Junction treatment will make crossing point more obvious to motorists.
3	Two residents of Garth Court	Objection to zebra because In wrong place for pedestrians going to station On a bend Turning traffic will obstruct visibility Access to Garth Court will be impeded Access to BT box and MH will be affected Difficulty for refuse collections Difficulty for collections from post box Crossing is next to pedestrian gate to Garth Court	On desire line for pedestrians from Launton Road area Visibility criteria are met Marginal. Likely to be more of a problem at alternative location. Crossing may create gaps in traffic making exit easier More PU plant at alternative location Alternative areas available Consideration will be given to removing some zig-zags from south side to assist Gate only used in emergencies.

CMDE4

	From	Response	OCC Comment
4	Bicester Town Council	<p>Observations only (not objection): Too far from station</p> <p>Not on route through Garth Park Junctions close by</p> <p>Refuse collection from Garth Court compromised Access to BT plant and post box affected</p> <p>Deliveries to Garth Court difficult</p>	<p>On desire line for pedestrians from Launton Road area.</p> <p>Route through Garth Park not available for most commuters as closed early am and winter evenings.</p> <p>Alternative areas available. More PU plant at alternative location. outside no.27.</p> <p>Alternative areas available.</p>
5	Two residents of Garth Court	<p>Objection to zebra because On sharp bend Will create noise and disruption Difficulty exiting Garth Court</p> <p>Too far from station In wrong place</p>	<p>Not on bend. Visibility criteria satisfied. Noted, but unlikely to be significant. Crossing may create gaps in traffic making exit easier</p> <p>On desire line for Launton Road area.</p>
6	A resident of Garth Court	<p>Very much in favour of zebra. Possible issues with access to BT plant and Garth Court</p>	<p>Noted Keep clear marking</p>
7	Two residents of Garth Court	<p>Objection to zebra on grounds of Pollution from noise and fumes and light Congestion – (delays to traffic) Refuse collection affected Not of use to pedestrians using Garth Park</p> <p>Nuisance from rubbish thrown into garden</p>	<p>Noted. Not likely to be significant. Noted. Not likely to be significant. Alternative areas available. Route through Garth Park not available for most commuters as closed early am and winter evenings. Provision of a zebra crossing unlikely to require pedestrians to have to wait very long to cross the road.</p>

CMDE4

	From	Response	OCC Comment
8	Thames Valley Police	No objection	Noted
9	A resident of Priory Road	No objection to zebra Also no objection to Priory Road Entry Treatment but would like Priory Road made Access Only (currently used by traffic avoiding Market Place congestion)	Noted. No plans to change at present.

COMPARISON OF THE TWO SITES

	CRITERIA	27 LONDON ROAD LOCATION	REGAL COURT LOCATION	COMMENT
1	Desire line for pedestrians	On route from Launton Road to station	On route from Launton Road to station.	Access via Garth Park is easier for the site at 27 London Road but is generally not available at commuting times
2	Pedestrian safety	Narrow footway on east side (less than 2 metres) No need to cross other roads Encourages use of narrow access track to bowls club car park with risk of conflict between vehicles and pedestrians	Both footways over 2.2 metres wide. Requires crossing of Priory Road. n/a	It may be possible to widen footway at no. 27 but Regal Court satisfactory Priory Road very lightly trafficked and visibility satisfactory Access v lightly trafficked but narrow and with poor visibility and no dedicated footway for pedestrians.
3	Vehicular safety	Meets visibility and location criteria	Meets visibility and location criteria	
4	Access to properties without rear access for deliveries	5 properties on west side of road affected. Possibly 2 properties on east side of road affected .	No properties.	
5	Potential light pollution	3 properties potentially affected	2 properties potentially affected	Globes can be shielded.

CMDE4

6	Use of Garth Park	Garth Park only open from 7.30 am and closes at 5.30pm in winter	Garth Park will not be used by pedestrians using this crossing	Objectors to Regal Court have commented that it is not on the desire line to Launton Road through Garth Park but Garth Park not available for many commuters.
8	Collection of refuse	Current kerbside collection outside property accesses would not be allowed. No obvious alternative identified.	Currently large 4 wheel bins from Garth Court collected by vehicle parked in what will be the controlled area. Alternative is to park in Garth Court or on north side of Garth Court. Neither would involve extra handling.	The crossing outside no. 27 would have a significant impact on refuse collection.
9	Obstruction by queuing traffic	Likely to be obstructed by traffic waiting to turn right into Station Approach.	Less likely to be obstructed as volumes of traffic turning right into Priory Road or Garth Court are very low.	Both crossings could be obstructed by turning traffic but greater risk at crossing near no. 27.
10	Emergency Access			Neither crossing location will obstruct access in cases of emergency

Division: Henley-on-Thames

CABINET MEMBER FOR ENVIRONMENT – 23 July 2015

PROPOSED AMENDMENTS TO PARKING RESTRICTIONS – HENLEY TOWN CENTRE

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections received from a consultation to amend existing parking restrictions and introduce new restrictions in various locations in Henley Town Centre.

Background

2. The proposals covered in this report have come forward for a number of different reasons. Firstly, following the clarification of the legal status of the road outside 92-102 Bell Street Council officers have been in discussion with Henley Town Council and others regarding the introduction of appropriate restrictions to manage parking at that location. There have also been concerns expressed about the use of the two sections of carriageway outside 11 Northfield End and 15-23 Northfield End. Separately, residents of Albert Road have approached the County Council seeking ways to provide more parking in that street for residents permit holders and finally there have been requests from local businesses to introduce restrictions on the use of the layby on Reading Road (near the Station Road junction).
3. To address the various issues described above the proposals comprise the following elements:-
 - a. rationalising the parking in Northfield End (north of King's Road) to create Resident Permit Holders only places and two 20-minute parking places in front of the shop;
 - b. provision of parking restrictions in the section of highway outside 11 Northfield End, which will allow some evening/Sunday parking;
 - c. creation of Resident Permit Holders only parking in the section of Bell Street outside Nos. 94-102, with associated double yellow lines (No Waiting at any time);
 - d. adjustment of the location of the Pay & Display bays outside Rupert House School and an adjacent length of No Waiting 8am-6pm Monday-Saturday for the school's use;
 - e. conversion of some double yellow lines to "No Waiting 8am-6pm Monday-Saturday" on Bell Street (near Adam Court) to allow evening/Sunday parking;
 - f. clarification the arrangements in the layby on Reading Road (south of Station Road) by creating a formal loading bay (10 mins max. stay);

- g. creation of additional Residents Permit Holders only parking in Albert Road by changing the existing Pay & Display parking and also by having 11 individual bays on the west side of the road partly on the footway.

These proposals are shown in the plans at Annex 1.

Consultation

4. Formal consultation on the proposals was carried out in April 2015. A public notice was advertised in the Henley Standard and displayed for public view (along with full consultation documents) at County Hall and Henley Library. Full details were posted on the Council's Consultation web pages and sent to Henley Town Council and the local County Councillor.
5. A total of 23 responses were received which are summarised in Annex 2 (copies of all consultation responses are available for inspection in the Members' Resource Centre).
6. Henley Town Council have welcomed the consultation but are concerned about the inconsistency between 20-minute parking bays and 10-minute loading bays; they also wish to see bollards installed in front of 92-102 Bell Street (to protect the footway), and the restoration of the Georgian paving here.
7. There have been 8 responses specifically relating to the proposals for Northfield End (north of King's Road). A number, including from the owner of the shop and a petition from customers, are concerned about the possible effect of the proposals on the Northfield End Stores. Others object to any change to the current parking layout in front of Nos. 15-17 Northfield End; the introduction of a one-way from King's Road and are concerned that the parking restrictions other than the residents parking bays (which are enforced by Henley Town Council) will not receive adequate enforcement from the Police.
8. The proposals for changes to parking on the east side of Bell Street have received 6 responses, including from the Chair of Governors of Rupert House School. These are generally in support of the proposals but raise a number of detailed matters including installation of bollards to protect the footway and adjustment of the existing disabled bay to allow more general parking. The proposal for a section of single yellow lines outside Rupert House School received some criticism from residents believing that this will be misused by the school staff.
9. The proposals for single yellow lines in part of the road outside 11 Northfield End received a number of comments with some suggesting that the width of the carriageway means that no parking should be allowed, with others suggesting that the parking should be allowed at all times (perhaps with the road being closed off to through traffic).

10. Two responses have been received regarding the proposal to allow some evening parking on Bell Street near Adam Court. The principle issue for respondents is that the area is already subject to a lot of illegal parking and this will only increase if the proposals proceed. This parking leads to congestion, pollution and access difficulties for off-street parking.
11. The proposals for regulating the use of the layby on Reading Road are supported by the two businesses that responded to the consultation.
12. One of the two respondents to the Albert Road proposals is objecting to the plan to formalise footway parking on the west side as they feel that this will impede emergency services, make access for residents more difficult when walking along the road, cause particular problems for the disabled and lead to an increase in traffic as permit holders from other areas search for space.

Response

13. Detailed responses to the individual points raised by objectors and commenters are set out in Annex 2. It is suggested that the proposals should proceed as advertised with the following amendments
 - a. that the proposed one-way along 15-17 Northfield End should not be introduced at this time but the situation be kept under review;
 - b. that if, during implementation, there is opportunity to extend the length of the parking bay outside 92-102 Bell Street this will be done;
 - c. that the parking layout on Bell Street near Rupert House School be adjusted to relocate the Disabled bay and thus increase the amount of Pay & Display parking

How the Project supports LTP3 Objectives

14. The proposals would help reduce the risk of accidents and improve road safety

Financial and Staff Implications (including Revenue)

15. The costs of the changes described in this report will be met from the highways maintenance budget.

RECOMMENDATION

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised and amended as set out in paragraph 13 of the report.

MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers:

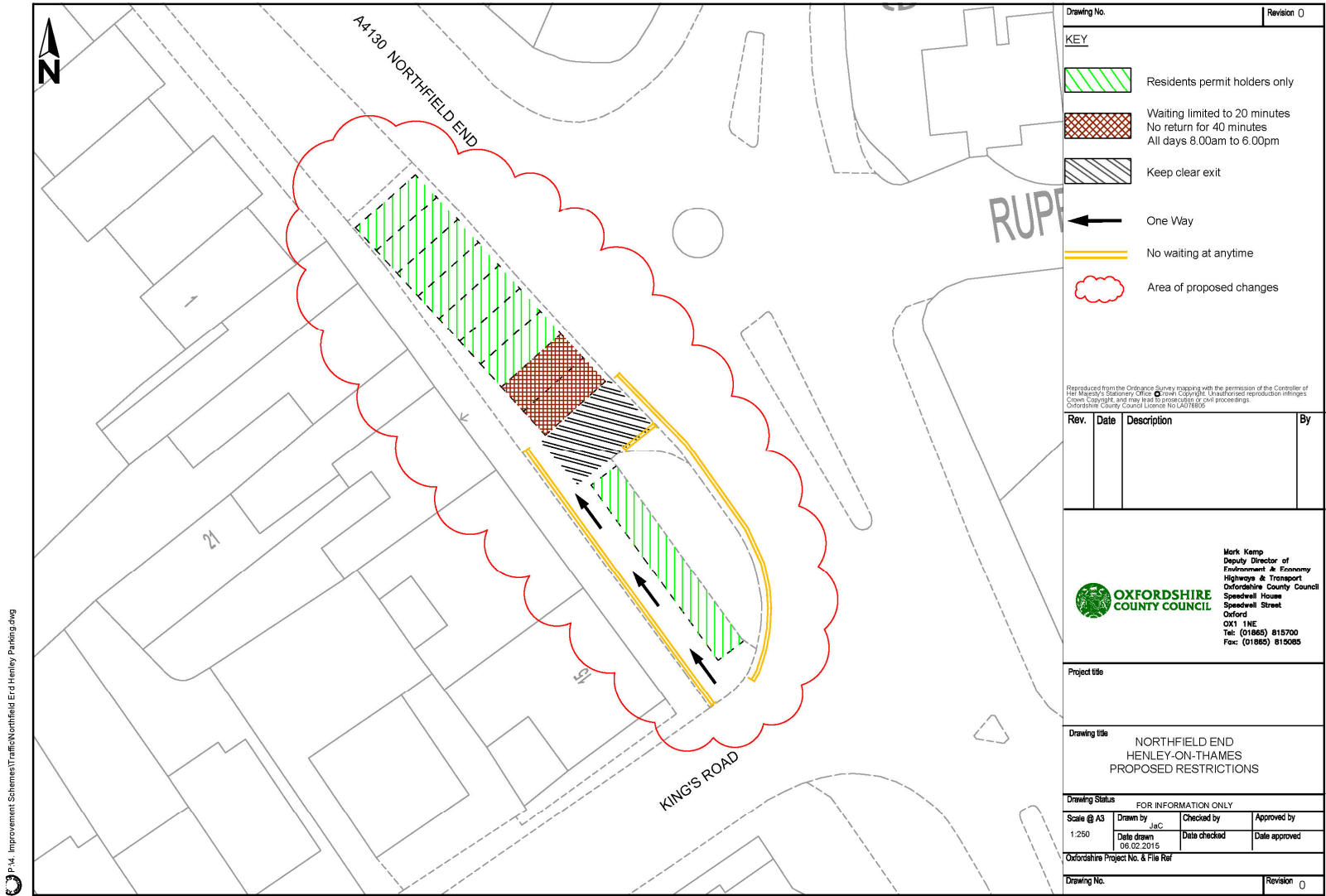
Letters of objection

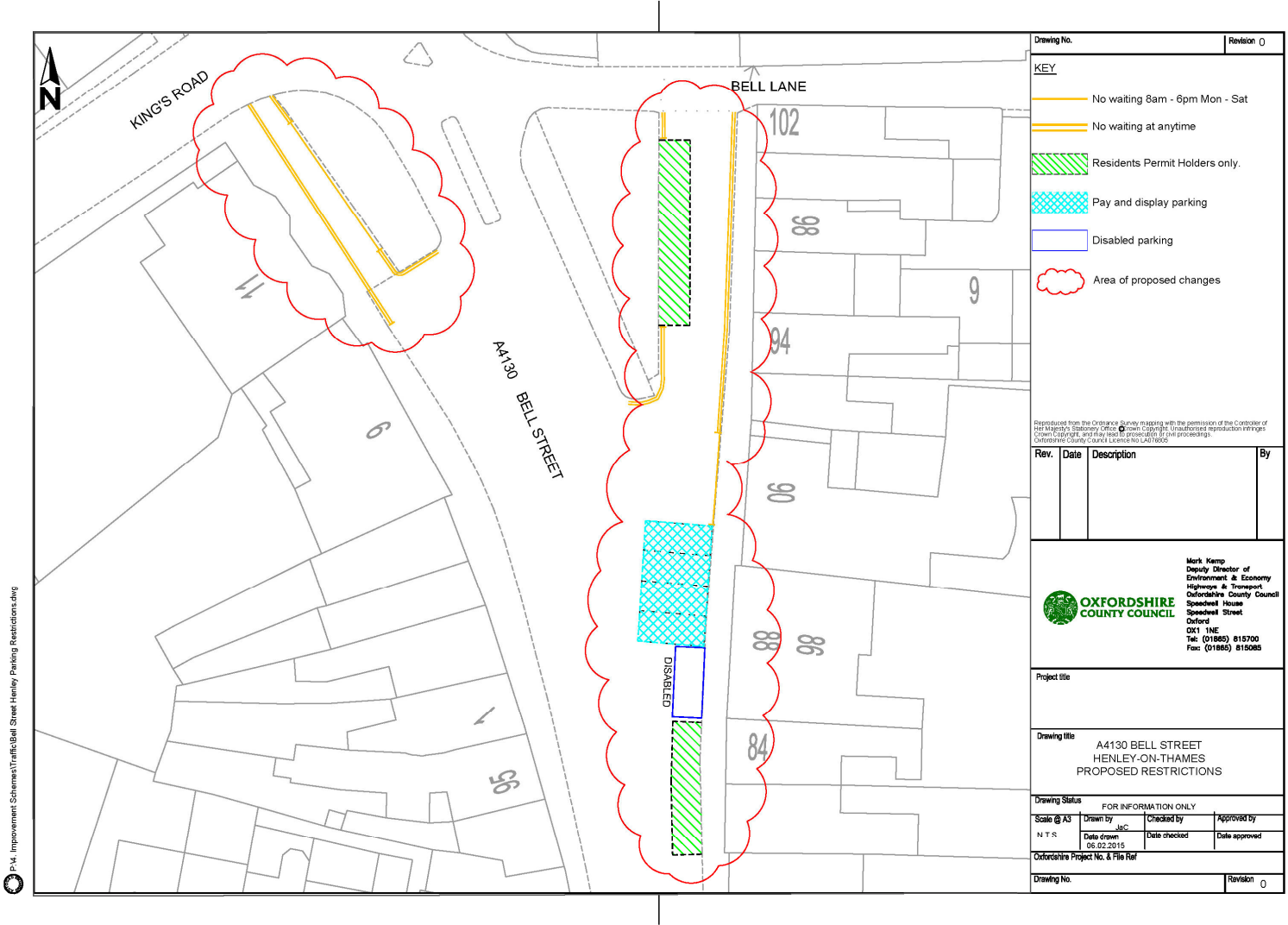
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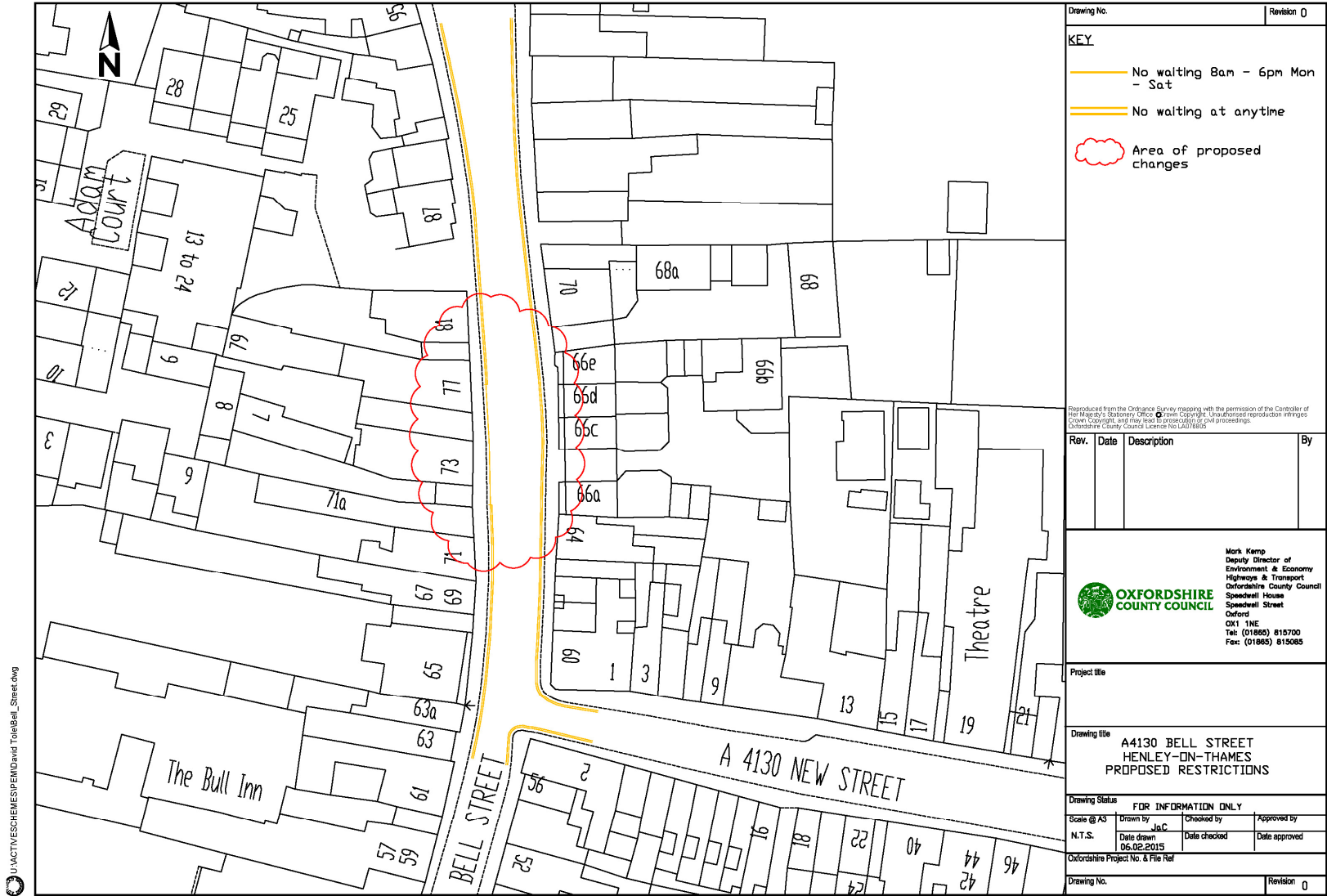
Contact Officers:


Owen Jenkins

July 2015



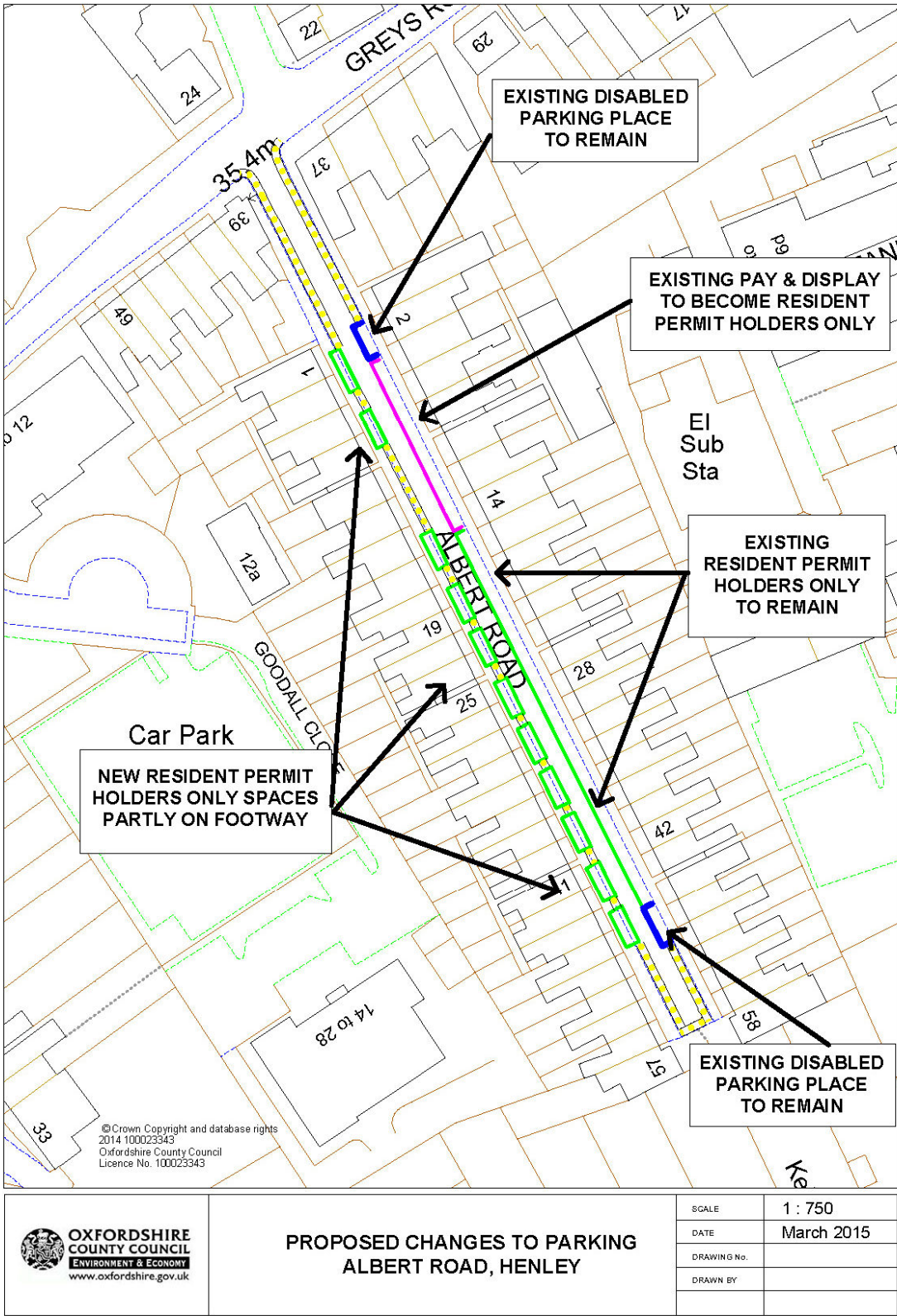




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☁ Area of proposed changes			
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<div><div>Mark Kemp Deputy Director of Environment & Economy Highways & Transport Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 815055</div></div>			
Project title			
Drawing title A4130 BELL STREET HENLEY-ON-THAMES PROPOSED RESTRICTIONS			
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RESPONDENT	COMMENT	RESPONSE
Henley Town Council	<p>In its discussions about the proposal attention was drawn to the following issues:</p> <ul style="list-style-type: none"> • that the council welcomes this consultation; • inconsistency across the town on the proposed waiting limits which were either 20 minutes or 10 minutes; • bollards should be installed in front of 92-102 Bell Street to prevent cars driving across the pavement; • the opportunity be taken to reinstate the Georgian Paving in Bell Street; • regularisation of the parking places in front of the Northfield End shop is a good idea as the current situation presents a danger for parents with children especially buggies • the committee is sympathetic to the needs of the business. 	<p>Noted</p> <p>Currently within Henley there are Loading Bays with a maximum stay of 10 minutes and Parking Bays with a maximum stay of 20 minutes. These proposals do not change that, but if this is felt to be confusing the matter could be addressed in the future.</p> <p>The provision of bollards can be considered if the proposals are approved and subject to suitable funds being available.</p> <p>This could be considered if a source of funding becomes available in the future</p> <p>Noted</p> <p>Noted</p>
Town Councillor David Sylvester on behalf of the owner of Northfield End Stores, Northfield End	<p>Shop owner has four requirements:-</p> <ol style="list-style-type: none"> 1. Two parking spaces for staff cars as commuting journeys are very long. For this he requires the assurance of two parking permits. 2. The area shown as 'Keep Clear' to be available for customers' cars which make up much of his trade. He points out that this has by long tradition been available for the shop's customers and is a vital conduit for trade. 3. The continued ability for delivery vans to park alongside the frontage for short periods. 	<ol style="list-style-type: none"> 1. The purpose of the Henley Residents Parking Scheme is to prioritise the limited parking available so that residents are given priority over other car users such as commuters and shoppers. Currently there is no provision for businesses to purchase permits for their staff although this could be considered in the future. 2. The purpose of the Keep Clear area is to allow vehicles which have turned off King's Road and driven past Nos 15-17 Northfield End to leave the area without having to reverse back out onto King's Road. The alternative would be to remove more parking from the area to create space to turn around. The 20-minute parking spaces are specifically intended to provide space for shop

	4. The clearance of the untidy trees and shrubs adjacent to the phone box.	customers. The current practice of customers double-parking will not be affected 3. Delivery vehicles will be able to load/unload in the Keep Clear area as long as they are not creating an obstruction – or move when required. 4. This is not a matter for the County Council as the area is maintained by Henley Town Council.
Petition of customers of Northfield End Stores	The Petition (signed by approx. 12 individuals) notes that some changes to the parking arrangements in the vicinity of the shop is proposed. The Petitioners state that they believe the proposals may prejudice the continued operation of the business which they view in an important part of Northfield End life and are opposed to any moves that make the operation of the Stores any harder than it has been in the past	The proposals have been designed to balance the competing needs of this area – the 20-minute parking bays in particular will provide clear places for shop customers to park and the Keep Clear area could be used for loading/unloading. In addition the current practice of customers double-parking will not be affected.
Resident of Northfield End	Is disabled and needs to be able to park near home. Asks whether any work will be done to smooth the area to make it easier to park on.	This resident could apply for a Disabled Parking Place which, if approved, would resolve his concerns. There are no plans to carry out any works (other than signs & lines) as part of this scheme.
Resident of Northfield End	Objects to the proposals for Northfield End. The current system, which has no signs and no yellow lines works and has worked for years. Sees no evidence in the plans that the proposals would be as good or better than what is there at the moment – believes in their current form they would be worse. Considers that the imposition of a one way passage way past the houses in Northfield End nearest Kings Road would create a very dangerous, potentially fatal rat run. At the	The current arrangements are based on a previous assumption that the area is not public highway. Having established that it does form part of the highway the County Council is seeking to introduce minor changes to reflect the status of the road. The section of Northfield End in front of Nos 15-17 is unlikely to become a rat run as its entrance off King's Road is so close to the mini-roundabout that any time saving would be lost in negotiating around parked cars and then waiting to re-join the traffic on A4130. However in the light of these comments it is proposed that the

	<p>moment the width of the pavement and the way the cars are parked means that there is no likelihood of a rat run, there is just not room for other cars to use the passage. The fact that access to this passage is from both ends acts as a deterrent to any speeding and ensures that everyone manoeuvres carefully. However, if the cars were to be parked nose to tail and the passage way marked by double yellow lines and with arrows denoting one way traffic this would give a kind of presumed permission for people to treat the passage as road. The passage however would be very narrow, so narrow that it would encourage driving on the pavement.</p> <p>Concerned that the proposed 20-minute spaces would encourage people to park and walk into town rather than sing the local shop which would lose trade as customers would not be able to park. Concerned that current practice of people visiting the shop double-parking near to the main road would be stopped, thus reducing custom for the shop.</p>	<p>introduction of one-way does not proceed and the situation kept under review.</p> <p>The suggestion that the 20-minute bays could be used by those wanting to visit areas other than Northfield End – and thus result in a loss of parking for the local shop – is noted. This was not the intention and it might therefore be appropriate to reduce the maximum stay to 10 minutes.</p> <p>The current practice of customers double-parking will not be affected</p>
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Two residents of Northfield End	Requests that there be no change to the current parking arrangements in front of 15-17 Northfield End, as the proposals will reduce the amount of parking and encourage traffic to use the area as a cut-through onto A4130. This will be a danger to any elderly people or young children walking along the footway or visiting the shop as drivers will use the footway to drive on.	The current arrangements are based on a previous assumption that the area is not public highway. Having established that it does form part of the highway the County Council is seeking to introduce minor changes to reflect the status of the road.
A resident of Northfield End	Requests that there be no change to the current parking arrangements in front of 15-17 Northfield End, as the proposals will reduce the amount of parking and encourage traffic to use the area as a cut-through onto A4130. This will be a danger to any elderly people or young children walking along the footway or visiting the shop as drivers will use the footway to drive on. Concerned that neither the Keep Clear area nor the 20-minute parking bays will be enforced as they will rely on Police rather than Town Council enforcement staff.	The current arrangements are based on a previous assumption that the area is not public highway. Having established that it does form part of the highway the County Council is seeking to introduce minor changes to reflect the status of the road. The issue of different levels of enforcement between Thames Valley Police and Henley Town Council is noted. The County Council will continue to work with District and Town Councils to explore extending Civil Parking Enforcement into South Oxfordshire which will remove such anomalies.
Two residents of Bell Street	Support the introduction of the scheme believing it is vital that individual residents are not allowed to get away with 'claiming' public parking spaces as their own, as is currently the case in part of Northfield End, thus depriving the community of a public amenity. Believe the proposed residents parking scheme is a fair suggestion to all.	Noted

	Pleased to see that consideration has been given to the needs of the small shop re. 20 minutes waiting time; this is an important amenity both to the locality and to passing trade, especially with the postbox situated there as well.	
Resident of Northfield End	<p>This friendly corner of Henley includes a small independent general store much appreciated and used by locals and visitors. The present informal situation, of co-operative parking and shop use, works very well as it stands. Principle objection is to the creation of the one-way along the front of Nos. 15-19 Northfield End which will necessitate removing a tree, could lead to unscrupulous drivers cutting through from Kings Road to avoid the roundabout, and would present a hazard to the various users of the pavement there, families with buggies, children with bicycles etc. Doesn't really object to the introduction of the residents parking spaces but rather to the 20-minute spaces which are unnecessarily long given the time most customers spend in the shop. Is unclear how in the proposed layout the shop will have deliveries and the postbox be emptied.</p>	<p>The current arrangements are based on a previous assumption that the area is not public highway. Having established that it does form part of the highway the County Council is seeking to introduce minor changes to reflect the status of the road.</p> <p>The section of Northfield End in front of Nos 15-17 is unlikely to become a rat run as its entrance off King's Road is so close to the mini-roundabout that any time saving would be lost in negotiating around parked cars and then waiting to re-join the traffic on A4130.</p> <p>The suggestion that the 20-minute parking limit is too long is noted – it may be appropriate to consider reducing the maximum stay to 10 minutes.</p> <p>Delivery vehicles and Royal Mail will be able to use the Keep Clear area as long as they are not creating an obstruction – or move when required.</p>
Resident of Northfield End	With regard to the proposed changes to parking outside Nos. 82-90 Bell Street would like to suggest that the disabled parking space be moved from outside 86 Bell Street to the	It is understood that the resident for whom the Disabled bay was installed no longer qualifies for it; subject to local consultation to establish if there are other disabled people who could use the bay it will be relocated as suggested or removed completely. If it is

	<p>end of the line of permitted parking, i.e. outside No: 82 Bell Street as this will be easier for disabled drivers rather than having to manoeuvre between two parked cars. This would then allow an extra parking space to be created between Nos. 86 and 90 Bell Street - resident parking in this area of so few garages is a constant problem, and even one extra car parking space is to be encouraged.</p> <p>With regard to the proposed changes outside No 11 Northfield End (Northfield House), since it has been established that the road outside is public highway, cars have been using it for parking 24 hours. Given that parking in this area is just so difficult, requests that the parking should be for 24 hours not just in the evenings.</p> <p>Understands that it was agreed at the Henley TAC meeting that the existing Pay and Display car parking spaces in King' s Road would become Residents Permit Parking only.</p>	<p>removed it will allow the residents parking bay to be expanded.</p> <p>The need to increase parking for residents in this part of Henley is recognised. However the carriageway here is not considered to be wide enough to ensure that traffic could pass parked vehicles without mounting the footway. By only allowing this to happen in the evenings and on Sunday, when pedestrian and traffic flows are generally lower, reduces the risk.</p> <p>The conversion of these Pay & Display spaces did not form part of this formal consultation but will be brought forward separately at the next available opportunity</p>
Resident of Bell Lane.	<p>Concerned that the introduction of double yellow lines outside Nos. 94-102 Bell Street will encourage drivers to park in Bell Lane (which has no restrictions) instead. Requests that Bell Lane also becomes Residents Parking permits only or has full and clear signs stating it is private road No Parking etc.</p> <p>Concerned where visitors will park once the changes to Bell Street occur.</p>	<p>As Bell Lane is a private road it is for the residents/owners of that road to take any action they deem appropriate to manage the parking for residents and their visitors.</p>
Resident of Bell Street	<p>Requests that the new residents parking bays being proposed are marked to show individual</p>	<p>Dividing long parking bays into individual spaces is not recommended as it does not give flexibility for cars of different</p>

	<p>bays to ensure that uncooperative users do not leave large but unusable gaps between vehicles.</p> <p>Suggests that the introduction of yellow lines in front of Rupert House School should enable extra residents parking to be provided opposite Nos. 94-102.</p> <p>Is very concerned that the parking outside Nos. 63-71 Bell Street which is to be relaxed to allow parking in the evening should have rigorous daytime enforcement to keep the road clear.</p> <p>Wants to ensure that the conversion of Pay & Display spaces in King's Road into Residents Permit Parking only (as agreed at the Henley TAC meeting) proceeds.</p>	<p>sizes to park most efficiently.</p> <p>If, during implementation of the proposals, it seems possible to extend the parking bay then this will be done, recognising the high demand for parking in this area.</p> <p>These proposals do not anticipate any change to the level of parking enforcement. The daytime restriction will remain 'No Waiting' which will be clearly signed.</p> <p>The conversion of these Pay & Display spaces did not form part of this formal consultation but will be brought forward separately at the next available opportunity</p>
Two residents of Bell Street	<p>Support the proposals in general but would like to see the new residents parking area outside Nos. 94-102 marked as individual spaces rather than a single long bay. Would also like to ensure that the bay is made as long as possible given the No waiting restrictions proposed outside Rodney House School.</p> <p>Do not believe the proposals to allow parking in the section of road outside 11 Northfield End can work given that existing parking requires passing vehicles to mount the kerb to get past. Suggests the road be barriered off part way along its length with a residents' only bay at each end.</p> <p>Supports the regularisation of parking in</p>	<p>Dividing long parking bays into individual spaces is not recommended as it does not give flexibility for cars of different sizes to park most efficiently. If, during implementation of the proposals, it seems possible to extend the parking bay then this will be done, recognising the high demand for parking in this area.</p> <p>The carriageway here is not considered to be wide enough to ensure that traffic could pass parked vehicles without mounting the footway, but by only allowing this to happen in the evenings and on Sunday, when pedestrian and traffic flows are generally lower, reduces the risk whilst providing some additional overnight parking for residents.</p>

	<p>Northfield End as it is most important that individual residents are not allowed to get away with 'claiming' public parking spaces as their own. Concerned that the effect of the proposals – including the provision of short-stay parking for the shop (which is supported) – will mean a reduction in the amount of parking for residents. This, along with changes elsewhere, adds up to a loss of around 10 residents' spaces which should be accommodated elsewhere, especially as the demand for parking is growing.</p>	Noted
<p>Resident of Bell Street</p>	<p>Agrees with the main body of changes in Bell Street but has major concerns that the proposal to reconfigure the pay and display bays outside Rupert House school to create a section of 'No waiting 8am - 6pm Monday Sat', will mean that in real terms the residents of Bell Street will effectively lose 3 spaces. This area will be open to exploitation as there are no traffic wardens in Henley with the power to ticket offenders on yellow lines other than the Police. Consider that what is required is more residents parking spaces during the day, not less. If this area were residents only it could be enforced by the Henley Traffic Wardens. Suggests that the area outside No.11 Northfield End which is also proposed as 'No waiting 8am - 6pm Monday Sat' be allocated as permanent residents parking. Instead of a single yellow line, two legitimate spaces could be created and this would help a great deal.</p>	<p>The proposals for the area outside Rodney House School are designed to balance a number of competing needs. The daytime parking restriction will allow servicing and deliveries to the school and enable residents and others to legally park overnight and on Sundays.</p> <p>The carriageway here is not considered to be wide enough to ensure that traffic could pass parked vehicles without mounting the footway, but by only allowing this to happen in the evenings and on Sunday, when pedestrian and traffic flows are generally lower, reduces the risk whilst providing some additional overnight parking for residents.</p>

Two residents of Bell Street	Agree whole heartedly with all of the proposals for the new parking arrangements on Bell Street but requests the provision of bollards at the Bell Street/Bell Lane junction to prevent damage from large vehicles. If the proposals proceed, would also wish to see some suitable bollards installed along the footway in front of Nos. 94-102 to protect it and the pedestrians that use it.	The provision of bollards can be considered if the proposals are approved and subject to suitable funds being available.
Resident of Bell Street	Requests that the proposal agreed at the Henley TAC meeting to convert the King's Road Pay & Display spaces into Residents Parking only should be proceeded with as soon as possible.	The conversion of these Pay & Display spaces did not form part of this formal consultation but will be brought forward separately at the next available opportunity
Resident of New Street	Requests that the proposed section of 'No Waiting 8am-6pm' outside Rupert House School should instead be made 'No Stopping' as is the case outside most schools. Believes that school staff and parents are likely to abuse this new arrangement and it would be much safer if it were No Stopping. The Highway should certainly not be used for staff parking as is currently the case. Requests that the area outside No. 11 Northfield End should be No stopping along its full length as it is not possible to pass parked vehicles without riding the footpath. Notes that there will be around 12 parking spaces lost under the proposals and only 4 gained, and so the proposal to convert King's Road Pay & Display parking into Residents	The proposals for the area outside Rodney House School are designed to balance a number of competing needs. The daytime parking restriction will allow servicing and deliveries to the school and enable residents and others to legally park overnight and on Sundays. The carriageway here is not considered to be wide enough to ensure that traffic could pass parked vehicles without mounting the footway, but by only allowing this to happen in the evenings and on Sunday, when pedestrian and traffic flows are generally lower, reduces the risk whilst providing some additional overnight parking for residents. The conversion of these Pay & Display spaces did not form part of this formal consultation but will be brought forward separately at

	only should proceed.	the next available opportunity
Resident of Northfield End	<p>Suggests that the Disabled space outside 86 Bell Street be moved to the end of the parking area to make it easier to use and should make it possible to add in an extra Pay & Display space as well.</p> <p>Given that there are insufficient spaces for residents to park, suggests that the area outside No. 11 Northfield End should be available at all times, with minor adjustment to the green area if necessary.</p> <p>Requests that the proposals discussed at the Henley TAC to convert the King's Road Pay & Display parking into Residents only should proceed.</p>	<p>It is understood that the resident for whom the Disabled bay was installed no longer qualifies for it; subject to local consultation to establish if there are other disabled people who could use the bay it will be relocated as suggested or removed completely. If it is removed it will allow the residents parking bay to be expanded.</p> <p>The carriageway here is not considered to be wide enough to ensure that traffic could pass parked vehicles without mounting the footway, but by only allowing this to happen in the evenings and on Sunday, when pedestrian and traffic flows are generally lower, reduces the risk whilst providing some additional overnight parking for residents.</p> <p>The conversion of these Pay & Display spaces did not form part of this formal consultation but will be brought forward separately at the next available opportunity</p>
Chair of Governors Rupert House School	<p>Confirms the School's support for the proposed changes. We are particularly pleased to see the proposal for the No-Waiting Area 8am-6pm Monday-Saturday for the School's use as this will improve the safety for children, parents, staff and other road users when children are being dropped off and collected and will also allow access for emergency vehicles.</p> <p>Would ask that the reference to the area being for the school's use be made clear in any signage at the site.</p> <p>The School would also like to reserve the right to apply for a Resident Permit.</p>	<p>Noted</p> <p>The area will not be designated for the school's use but the presence of the school's own signing will hopefully indicate to other road users the reason for the restrictions.</p> <p>Currently there is no provision for schools/businesses to purchase permits for their staff although this could be considered in the future.</p>

Two residents of Bell Street	Object to the proposals to introduce evening parking on the section of Bell Street near Adam Court. There are already lots of illegal parking taking place which, when combined with the bus stop and access for Bell Court, causes a blind spot for entrance/exit to the private car park. As well as the illegal car parking/waiting there are numerous lorry deliveries each day again causing blind spots. The pollution caused by cars/vans/lorries leaving their vehicles unattended with engines running on both sides of the street is unacceptable	These proposals do not anticipate any change to the level of parking enforcement. The daytime restriction will remain 'No Waiting' which will be clearly signed.
A Manning Insurance, Reading Road	No objection to a parking restriction but feels that 10 minutes is unrealistic and would not give anyone time to make a purchase in any of the shops or particularly to have a haircut. Requests the time limit is changed from to 30 minutes	The intention of the restriction here is to provide a loading/unloading facility for the many small businesses in this part of Henley – it is not intended for parking as there are other opportunities nearby to park either free or in a Pay & Display space.
Bluebells of Henley Reading Road	Pleased to hear of your proposal for a loading bay restriction in the layby as the parking has become very difficult and quite dangerous. The restriction will give everyone a chance to pull up and use all the shops along this part of the Reading Road. In terms of safety this would be an excellent restriction.	Noted
Resident of Albert Road	Concerned with the current situation whereby cars park illegally outside the house making it difficult to get out of the house. Suggests that the new parking bays be restricted to particular properties so residents can park outside their	The proposals for Albert Road are designed to significantly reduce the level of illegal parking by formalising the current practice and requiring all vehicles that park to have a Residents permit which Henley Town Council staff can enforce. It is not legal to allocate any part of the public highway to an

	own house.	individual.
Two residents of Albert Road	<p>As residents of the southern end of the road strongly oppose the introduction of the additional parking bays in the western side of Albert Road for a number of reasons:-</p> <p>1. Access for emergency services – have been advised that the width of a fire engine from wheel to wheel is at the very least 2.5m therefore substantially more space would be needed than that to allow free access. Question whether the space allowed between the proposed bays and existing parking will be sufficient given poor parking practices and varying vehicle widths.</p> <p>2. Access and Egress for Residents and Visitors – the new parking bays will legitimise the restriction of access along the pavement leading to pushchairs, wheelchairs, mobility scooters, young children, dogs etc. being forced into the road, especially if the east side pavement is blocked for some reason. In addition the proposed bays leave only a small gap between garden walls and parked vehicles which is insufficient for wheelchairs, pushchairs and shopping trolleys.</p> <p>3. Equality – the proposals appear to be in direct contravention of the Equality Act 2010, and we are staggered that a drivers' pressure group should take precedence over the rights to access of those that are less able, both current and future</p> <p>4. Vehicular movements – rather than</p>	<p>The proposals are designed to significantly reduce the level of illegal parking by regularising the current practice of footway parking on the western footway and requiring all vehicles that park to have a Residents Permit. Whilst the proposed layout is below the ideal standard, at the narrowest point there should be over 2.5m width between parked cars. Informal discussions with the Fire Service have taken place and they are confident that they will continue to be able to access all the properties in Albert Road in an emergency situation.</p> <p>The proposals do legitimise the practice of parking on the footway but this is the only way to increase parking in the street which is the strong desire of many residents. The proposed layout provides gaps in the parking to allow access into properties but will mean that some residents will need to walk at least some distance along the carriageway - the road is a quiet cul-de-sac (approx. 150 m long)</p> <p>The proposed layout is a compromise between the competing demands for very limited space. All residents were sent the proposals as part of the consultation and none have raised any concerns about the effect it will have on their own mobility issues.</p> <p>It is accepted that this may occur, but the removal of the Pay &</p>

	<p>reducing the level of traffic in the road (as suggested in the consultation letter) the proposals will lead to an increase as other local permit holders will be encouraged to drive down the road looking for an available bay.</p> <p>5. Other options – alternatives such as allowing some residents parking bays in one of the two nearby car parks should be considered, as should enhancing access to the car park in Goodall Close by extending the westerly back passages into it. A further solution would be to restrict the number of residents permit badges sold to the number of residents permit bays within the town.</p> <p>Strongly agree with the proposal to remove the Pay & Display parking in Albert Road</p>	<p>Display bays and the prevention of illegal parking on the western footway should ensure that the road will not attract the casual visitor to the area.</p> <p>This would be a matter for the Town and District Councils to consider as the car parks are their responsibility.</p> <p>Restricting the number of permits per household may be an issue to consider in the future but currently, over the whole area, there is not a severe problem.</p> <p>Noted</p>
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Division: Burford and Carterton North

CABINET MEMBER FOR ENVIRONMENT – 23 JULY 2015

PROPOSED REVISED SPEED LIMIT B4020 CARTERTON AND SHILTON

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report presents an objection received from Thames Valley Police to one part of proposals to amend the speed limit on the B4020 Carterton to Burford Road to reflect new development adjacent to this road at the north end of Carterton.

Background

2. The proposals (shown at Annex 1) comprise the extension of the existing 30mph speed limit to a point approximately 140m north of the new junction, and north of this point, the introduction of a 40mph speed limit to meet the existing 40mph speed limit in the vicinity of the B4020 Shilton Dip crossroads, a distance of 570m.

Consultation

3. Formal consultation on the proposals was carried out between 8 April 2015 and 8 May 2015. A public notice was advertised in the Witney & West Oxford Gazette on 8 April and displayed for public view (along with full consultation documents) at County Hall and at Carterton Library. An email was also sent to statutory consultees (including Thames Valley Police, the Fire & Rescue and Ambulance services), Parish & Town Councils and local County Councillors.
4. One objection has been received from Thames Valley Police who raise no objection to the proposed extension of the 30mph limit to include the new junction, but considered that the replacement of the existing national speed limit north of the 30mph limit to meet the existing 40mph limit at Shilton Dip was unjustified taking account of the character of the road and could compromise the effectiveness of the 40mph limit at Shilton Dip. A copy of the letter of objection is available in the Members' Resource Centre.

Response

5. The Department for Transport guidelines on setting speed limits notes that 40mph limits on rural roads 'should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are a considerable number of vulnerable road users'.

6. The relevant length of the B4020 is of moderate standard in terms of its alignment, with one junction with a public highway and two other accesses. No injury accidents on this length were reported in the 5-years ending 31 May 2015. The technical case for a 40mph speed limit is, therefore, judged to be a little marginal and it is accepted that the current 40mph limit provided to improve safety at the Shilton Dip crossroads helps highlight the hazards at this unusual and difficult junction. In view of this it is suggested that the implementation of the 40mph limit proposal be deferred pending a further evaluation of needs. It should be noted that the cost of implementing a change would, however, then fall on the County Council and also that if not implemented by April 2017 a further consultation on the proposal would be required.

How the Project supports LTP3 Objectives

7. The proposals would help reduce the risk of accidents and improve road safety.

Financial and Staff Implications (including Revenue)

8. The costs will be met from the developers of the land adjacent to the B4020. Maintenance of the signs will be met from the highways maintenance budget.
9. The appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

10. **The Cabinet Member for the Environment is RECOMMENDED to:**

- a) **approve the extension of the 30mph speed limit on B4020 as advertised;**
- b) **defer implementation of the proposed 40mph limit on B4020 pending a further evaluation of need, including changed usage of the road arising from the adjacent development.**

MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers:

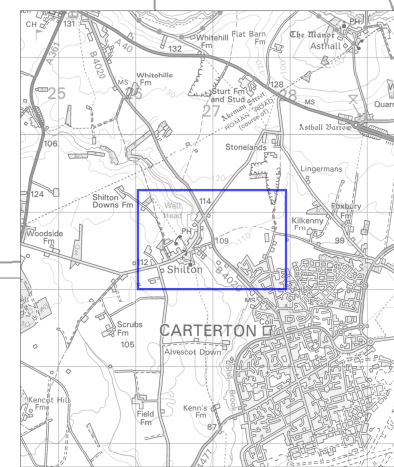
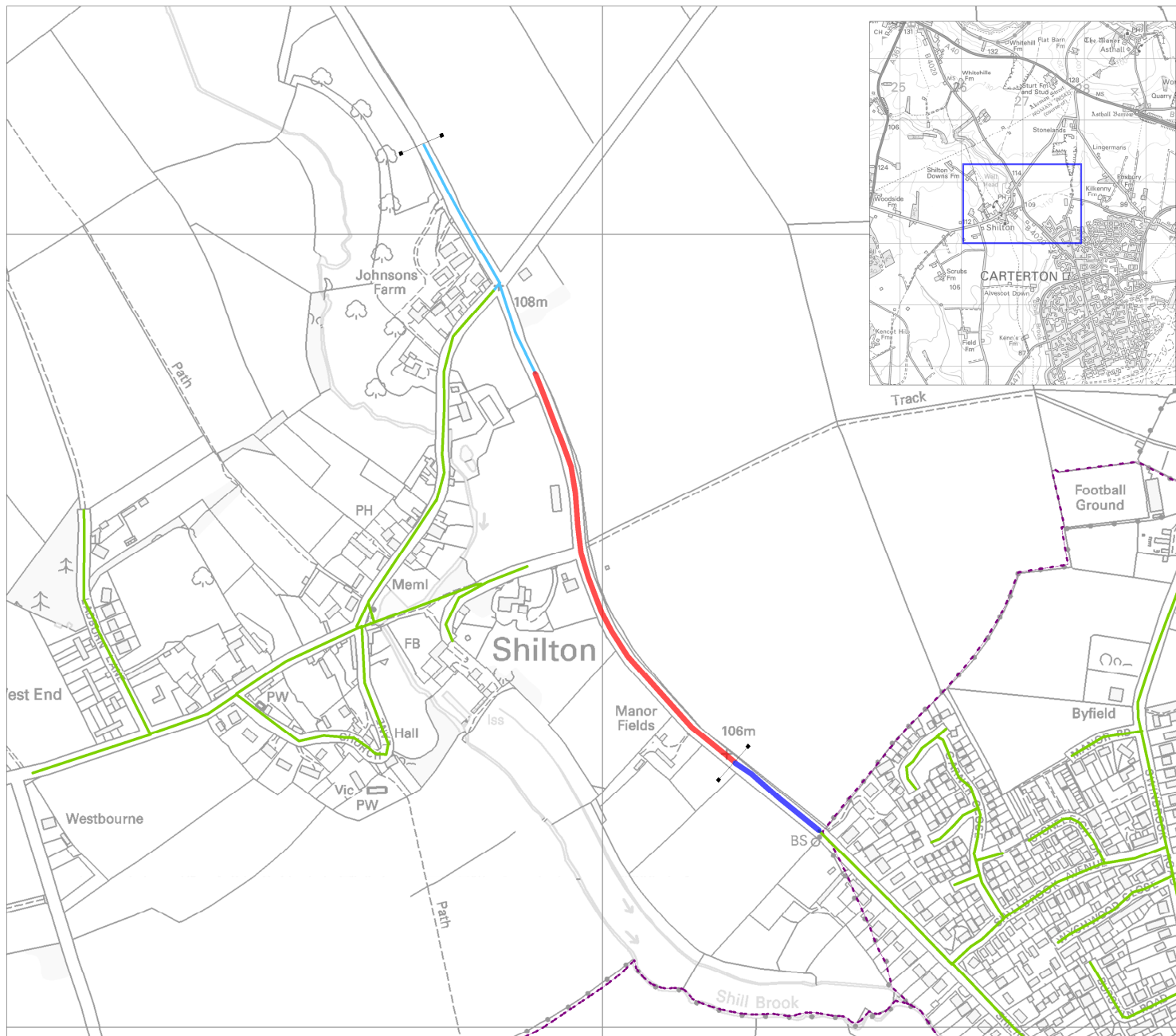
Plan of proposed speed limits

Letter of objection from Thames Valley Police

Contact Officers:

Owen Jenkins

July 2015



Drawing No.	Revision	1												
<p>Proposed 40mph speed limit in place of existing NSL</p> <p>Proposed 30mph speed limit in place of existing NSL</p> <p>Existing 30mph speed limit (to remain)</p> <p>Existing 40mph speed limit (to remain)</p> <p>Speed limit change point</p> <p>Parish Boundary</p> <p>Site Location</p>														
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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE</p> <p>Tel: (01865) 815700 Fax: (01865) 241577</p>														
<p>CABINET MEMBER FOR ENVIRONMENT 23 JULY 2015</p>														
<p>B4020 CARTERTON to SHILTON PROPOSED SPEED LIMIT CHANGES</p>														
<p>Drawing Status</p> <table border="1"> <tr> <td>Drawn by:</td> <td>Checked by:</td> <td>Approved by:</td> </tr> <tr> <td>CJM</td> <td></td> <td></td> </tr> <tr> <td>Date drawn:</td> <td>Date checked:</td> <td>Date approved:</td> </tr> <tr> <td>02/07/2015</td> <td></td> <td></td> </tr> </table>			Drawn by:	Checked by:	Approved by:	CJM			Date drawn:	Date checked:	Date approved:	02/07/2015		
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