



Delegated Decisions by Cabinet Member for Environment (including Transport)

***Thursday, 25 March 2021 at 10.00 am
Virtual***

If you wish to view proceedings via the live stream please use [this link](#). However, that will not allow you to participate in the meeting. If you wish to do that please contact the Committee Officer (details below) bearing in mind the information set out at Item 3 on this Agenda.

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 2 April 2021 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

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

Yvonne Rees
Chief Executive

March 2021

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

Note: Date of next meeting: 29 April 2021

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

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

This Cabinet Member for Environment Delegated Decisions meeting will be held virtually in order to conform with current guidelines regarding social distancing. Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 19 March 2021. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk. We ask for a written statement of your presentation to ensure that if the technology fails then your views can still be considered. That statement can either be submitted with your request but should in any event be provided no later than 9 am 2 working days before the meeting – Tuesday 23 March 2021).

Where a meeting is held virtually and the addressee is unable to participate virtually a written submission will be accepted.

Written submissions should be no longer than 1 A4 sheet.

4. The Oxfordshire County Council Developer Guide to Infrastructure Delivery and Contributions (Pages 1 - 106)

Forward Plan Ref: 2021/004

Contact: Judith Coats, Infrastructure Team Lead, Tel: 07554 103335

Report by Assistant Director – Growth & Place (CMDE4).

The Oxfordshire County Council Developer Guide to Infrastructure Delivery and

Contributions (Developer Guide) is aimed at providing the District Councils, developers, planning consultants and other interested parties with a clear view as to the County Council's expectations for the provision of infrastructure and services in association with new development.

The Developer Guide will provide transparency and consistency in what is sought by the County Council to mitigate against the impact of new development on its services and infrastructure and allowing developers to factor in relevant costs at an early stage of the planning process and contributing to a reduction in delay associated with the planning process.

The Developer Guide sets out:

- by OCC service area, the infrastructure / services that may be impacted by new development and mitigation that may be sought to make development acceptable in planning terms;
- the mechanisms by which the provision of infrastructure / services will be sought;
- other overarching, supporting information such as that relating to population yields, fees, bonds and enforcement and
- signposts to other supporting information to be available on the website;

and includes information relating to the following service areas:

- Archaeology
- Community Services including adult day care, libraries and museums
- Education, including Special Educational Needs
- Energy efficiency and use of natural resources
- Extra care and specialist housing
- Fire and Rescue Infrastructure
- Flood and Water Management and Sustainable Drainage Systems
- Natural Environment
- Transportation including highways, travel planning, active and healthy travel, public transport and infrastructure and public rights of way
- Waste Management

The Cabinet Member for Environment is RECOMMENDED:

- a) to approve for publication the Oxfordshire County Council Developer Guide to Infrastructure Delivery and Contributions as attached at Annex 1, subject to any minor amendments following a final review and formatting;***
- b) that the Oxfordshire County Council Developer Guide to Infrastructure Delivery and Contributions be updated as necessary, to take account of, but not restricted to, technical changes in legislation, Government guidance and County Council policy.***

5. **Oxford: Controlled Parking Zones - Outcomes of Informal Consultation** (Pages 107 - 184)

Forward Plan Ref: 2021/012

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Jim Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director, Environment and Place (**CMDE5**).

The report presents the results of an informal consultation on 13 proposed CPZ areas in Oxford which took place between 5 February and 5 March 2021. Based on the outcomes of the informal consultation and other factors including likely future parking pressures e.g. planning permissions and introduction of other demand management proposals in Oxford ***the Cabinet Member for Environment is RECOMMENDED to approve carrying out further scheme development and formal consultation on the proposed South Oxford (Extension) Controlled Parking Zone (CPZ) in Oxford.***

While noting that the Cabinet Member for Environment is not being asked to make any decisions regarding the implementation of the South Oxford (Extension) CPZ, rather this would be subject to a separate decision and following the outcomes of a formal consultation.

6. **Bicester - Various Locations - Proposed Waiting Restrictions** (Pages 185 - 226)

Forward Plan Ref: 2021/008

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Mike Wasley, Principal Officer – Traffic Schemes Tel: 07393 001045

Report by Corporate Director, Environment and Place (**CMDE6**).

The report presents responses received to a statutory consultation on proposed waiting restrictions on various roads in west Bicester to address hazardous and obstructive parking. Funding for consultation on the proposals has been provided from the Councillor Priority Fund for County Councillor Waine and County Councillor Sibley and, if approved, installation of the proposals will be funded from the maintenance budget.

The Cabinet Member for Environment is RECOMMENDED to approve:

- a) waiting restrictions on Chalvey Road, Danes Road, Dryden Avenue, Dryden Avenue Cul-de-Sac, Huxley Close, Isis Avenue, Kennedy Road, Lawrence Way, Ray Road , Severn Close, St Edith's Way, Tubb Close, Tweed Crescent and Villiers Road as advertised;***
- b) a reduced extent of waiting restrictions on the west side of Hemingway Drive at the request of County Councillor Les Sibley as shown at Annex 4 to the report.***

7. Ambrosden - Ploughley Road - Proposed Traffic Calming Measures (Pages 227 - 240)

Forward Plan Ref: 2021/007

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Mike Wasley, Principal Officer – Traffic Schemes Tel: 07393 001045

Report by Corporate Director, Environment and Place (**CMDE7**).

The report presents responses received to a statutory consultation on proposed traffic calming measures on the Ploughley Road at Ambrosden funding for which has been provided jointly by Oxfordshire County Council and Ambrosden Parish Council.

The Cabinet Member for Environment is RECOMMENDED to approve traffic calming measures on the Ploughley Road at Ambrosden as advertised.

8. Upton - Chilton Road, Station Road and A417 London Road: Proposed Traffic Management Measures, Speed Limit and Toucan Crossing (Pages 241 - 366)

Forward Plan Ref: 2021/015

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Rebecca Crowe, Transport Planner (Infrastructure Locality – South & Vale) Tel: 07833 401067

Report by Corporate Director, Environment and Place (**CMDE8**).

The report presents responses received to a statutory consultation on the proposals outlined in the recommendation below.

The Cabinet Member for Environment is RECOMMENDED to approve the following as advertised:

Chilton Road

- a) 30mph Speed Limit – from its current terminal point, to the junction with Hagbourne Hill, replacing in the whole existing 40mph speed limit as a result.***
- b) Banned Turning movements from Hagbourne Hill into Chilton Road from both directions, supported by No entry signs at the junction for vehicles approaching from the west.***
- c) Traffic Calming Chicane (to be wide enough to accommodate non-standard cycles & wheelchairs) to be located on Chilton Road approx. 5 metres from Hagbourne Hill.***
- d) Gate feature (with 1.5-metre-wide cycle bypass) to be located approx. 240 metres west of London Road.***
- e) Raised table approximately 6 metres long, sited approximately 80***

metres west of London Road

A417 London Road

- f) a Toucan Crossing (controlled crossing for use by pedestrians & pedal cycles) to be located on London Road approx. 12 metres South of Chilton Road***

Station Road

- g) Raised table approximately 14.5 metres long, sited at its junction with London Road***

9. Cherwell and West Oxfordshire: Various Sites - Proposed New and Deleted Disabled Persons Parking Places (DPPPs) (Pages 367 - 390)

Forward Plan Ref: 2021/009

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Jane Clark, Road Safety Officer Tel: 07545 459107

Report by Corporate Director, Environment and Place (**CMDE9**).

The report presents objections received to a statutory consultation on proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the Cherwell and West districts put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying national guidelines for provision of such parking places.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Gassons Mead, Alvescot (x2); New Road, Bampton; Bretch Hill, Banbury; Sandford Green, Banbury; Withycombe Drive, Banbury; Lerwick Croft, Bicester; Ashcombe Close, Witney; Woodgreen, Witney and Queen Street, Eynsham.

But defer approval of the proposals at the following locations pending further investigations: Edmunds Road, Banbury; Queens Road, Banbury; Dunkins Close, Bicester; Walterbush Road, Chipping Norton and The Crofts, Witney.

10. Abingdon - B4017 Bath Street - Proposed Waiting Restrictions and Cycle Lane (Pages 391 - 398)

Forward Plan Ref: 2021/006

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Jason Sherwood, Growth Manager (South & Vale) Tel: 07795 684708

Report by Corporate Director, Environment and Place (**CMDE10**).

The report presents responses received to a statutory consultation on proposed

waiting restrictions on B4017 Bath Street Abingdon and follows a consultation on the same restrictions carried out in December 2018 and January 2019 and which were approved at the Cabinet Member for Environment delegated decisions meeting on 14 February 2019. As the restrictions were not implemented within the statutory maximum period of two years from the start of the consultation it was necessary to carry out a further consultation. Funding for the proposals has been provided by the developers of land north of Abingdon.

The Cabinet Member for Environment is RECOMMENDED to approve the waiting restrictions on B4017 Bath Street, Abingdon as advertised.

11. Steventon - Hanney Road - Proposed Traffic Calming Measures
(Pages 399 - 404)

Forward Plan Ref: 2021/013

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Michelle Plowman, Principal Engineer (Road Agreements Team S&V)

Report by Corporate Director, Environment and Place (**CMDE11**).

This report presents responses received to a statutory consultation on proposed amended traffic calming measures on the Hanney Road at Steventon. The new layout comprises the addition of a flat top road hump within the western of the two currently existing build outs with the eastern build-out being removed. The proposals are being put forward to accommodate a new access to residential development on the south west side of the road and are being funded by developers of adjacent land

The Cabinet Member for Environment is RECOMMENDED to approve the traffic calming measures on the Hanney Road at Steventon as advertised.

12. Witney - Various Locations - Proposed Waiting Restrictions (Pages 405 - 444)

Forward Plan Ref: 2021/017

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/James Wright, Traffic & Traffic Schemes Technical Officer

Report by Corporate Director, Environment and Place (**CMDE12**).

The report presents responses received to a statutory consultation on proposed waiting restrictions on various roads in Witney to address hazardous or obstructive parking. Funding for the proposals has been provided by developers of adjacent land in respect of the proposals at Avenue Two and from the Oxfordshire County Council revenue budget in respect of the other locations.

The Cabinet Member for Environment is RECOMMENDED to approve waiting restrictions at:

- a) Corndell Gardens**
- b) The Newland area**
- c) The Crofts**

d) Avenue Two
as advertised.

Divisions Affected – All Divisions

CABINET MEMBER FOR ENVIRONMENT - 25 MARCH 2021

THE OXFORDSHIRE COUNTY COUNCIL DEVELOPER GUIDE TO INFRASTRUCTURE DELIVERY AND CONTRIBUTIONS

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED:
 - a) to approve for publication the Oxfordshire County Council Developer Guide to Infrastructure Delivery and Contributions as attached at Annex 1, subject to any minor amendments following a final review and formatting;
 - b) that the Oxfordshire County Council Developer Guide to Infrastructure Delivery and Contributions be updated as necessary, to take account of, but not restricted to, technical changes in legislation, Government guidance and County Council policy.

Executive Summary

2. The aim of the Oxfordshire County Council Developer Guide to Infrastructure Delivery and Contributions (Developer Guide) is to provide the District Councils, developers, planning consultants and other interested parties with a clear view as to the County Council's expectations for the provision of infrastructure and services in association with new development.
3. County Council service areas, District Councils, developers and planning consultants have been consulted on a draft of the Developer Guide. Following consultation, the draft Developer Guide has been updated and refined ready for publication.

Key Issues

4. The new development planned across Oxfordshire will impact on infrastructure and services falling within the County Council's responsibility. Where new development adversely impacts upon the capacity of the services or infrastructure, we request that developers mitigate the impact by providing contributions and/or works secured under S106 of the Town and Country Planning Act 1990.

5. The Developer Guide will provide transparency and consistency in what is sought by the County Council to mitigate the impact of new development on its services and infrastructure. It will allow developers to factor in relevant costs at an early stage of the planning process and will contribute to a reduction in delay associated with the planning process.
6. County Council service areas, District Councils, developers and planning consultants have been consulted on a draft of the Developer Guide. Following consultation, the draft Developer Guide has been updated and refined.
7. The Developer Guide sets out:
 - by OCC service area, the infrastructure / services that may be impacted by new development and mitigation that may be sought to make development acceptable in planning terms;
 - the mechanisms by which the provision of infrastructure / services will be sought;
 - other overarching, supporting information such as that relating to population yields, fees, bonds and enforcement and
 - signposts to other supporting information to be available on the website.
8. The Developer Guide includes information relating to the following service areas:
 - Archaeology
 - Community Services including adult day care, libraries and museums
 - Education, including Special Educational Needs
 - Energy efficiency and use of natural resources
 - Extra care and specialist housing
 - Fire and Rescue Infrastructure
 - Flood and Water Management and Sustainable Drainage Systems
 - Natural Environment
 - Transportation including highways, travel planning, active and healthy travel, public transport and infrastructure and public rights of way
 - Waste Management
9. The Developer Guide will also be accompanied by several S106 template agreements with notes. This will allow developers and their lawyers' early sight of legal provisions required and an explanation of why certain provisions are necessary. This will lead to a reduction in discussions on drafting, consistency in S106 agreements and support the expedition of the issuing of planning permission, thereby reducing both resources and risk to both applicants and the County Council.
10. The final version of the Developer Guide save for the S106 template agreements with notes is attached to this report at Annex 1. S106 template agreements are being reviewed and will be available by the end of March. The Guide is in two parts: Part 1 covering general matters and Part 2 covering infrastructure / service requirements by County Council service areas. The Developer Guide will supplement guidance on developer obligations published by the local planning authorities across Oxfordshire.

Corporate Policies and Priorities

11. The Developer Guide will underpin the County Council's vision of thriving people, thriving communities and thriving economy by providing a framework of understanding for the delivery of infrastructure and services necessary to support housing and commercial growth in a timely manner. Importantly, it also aligns with the emerging Oxfordshire Strategic Vision.

Financial Implications

12. There are no budgetary implications in relation to the publication of the Developer Guide.
13. The cost of preparing the Developer Guide has been funded through a Homes England (formerly Homes and Communities Agency) grant.
14. To ensure appropriate funding is available to deliver infrastructure / services to mitigate the impact of development it is essential that the County Council maximise funding from developers. The Guide in providing transparency and information at an early stage of the planning process will aid this.
15. The Guide provides information on infrastructure and services that are required to mitigate the impact of development, but it does not provide information on how money secured is to be spent. The specific wording in S106 agreements will determine how contributions can be spent.

Comments checked by: Rob Finlayson, Finance BP (Communities and C, OD & CDAI) rob.finlayson.oxfordshire.gov.uk

Legal Implications

16. Legal Services have explored the legal implications of the Developer Guide and concluded that there are no legal issues to note. The Developer Guide is not a statutory document but is a guide that provides a clear view as to the County Council's expectations for the provision of infrastructure and services in association with new development based on County Council policy. Legal Services have been consulted on each draft of the Developer Guide and any comments have been taken account of.

Comments checked by: Jennifer Crouch, Principal Solicitor Environmental jennifer.crouch@oxfordshire.gov.uk

Equality & Inclusion Implications

17. A Service and Community Impact Assessment was undertaken in 2018 in relation to the Developer Guide. This did not identify any negative impacts in relation to any groups with protected characteristics. An Equality and Climate Impact Assessment has also been undertaken more recently which identifies

no negative impact and a positive impact in relation to energy use in buildings including maintained schools and reduction in carbon emissions.

Risk Management

18. Without a Developer Guide there is a risk that there will be inconsistency in advice and in requests for planning obligations (S106). This could lead to confusion, lack of transparency, the undermining of planning obligation requests and delay in the issue of planning permissions.
19. The Developer Guide will provide clarity to interested parties as to the County Council's position and where there are potential changes to the planning system can provide guidance / advice leading to a positive transition to any changes.
20. To be effective the Developer Guide will need to be kept up to date. It should be reviewed annually and updated as necessary to reflect any changes identified.
21. The Developer Guide supplements development contribution advice produced by partnering local planning authorities. These will be used as part of the evidence base for the review of the S106 process, currently underway in partnership with Cherwell District Council and to be reported to the Partnership Working Group in due course.
22. Delayed as a result of work prioritisation/ resourcing pressure arising indirectly from COVID-19, the scope for the S106 review is now being brought up to date to reflect a requirement for an end-to-end review with the external peer review anticipated in Spring 2021. The outcome of the review may require a further Developer Guide update.
23. A full review of the planning system is underway, with changes to the S106 process anticipated. The review is being monitored on an ongoing basis, any changes to the S106 process will be considered once announced. The Developer Guide will be amended accordingly.

Consultations

24. Informal consultation was initially carried out with the District Councils across Oxfordshire in May/June 2018. Comments received from this process were incorporated into a draft Developer Guide which was then consulted on between August and September 2018 and included direct email to the District Councils and a range of developers and planning agents (50 in total). The consultation was also placed on the County Council's e-consult portal. Nine responses were received from external consultees raising several matters as summarised at Annex 2.
25. Following the 2018 consultation the Developer Guide was updated as appropriate considering comments received. Progress then stalled due to a

lack of resource, but more recently relevant County Council service areas have been consulted regarding any updates required.

26. The Developer Guide will be published on the County Council's website and District Councils will be informed of its publication by email to key officers and raised at officers' routine liaison meetings with the District Councils prior to publication, allowing them to review and refine their own guidance accordingly. A webinar will be offered to present the guide to District colleagues and developers. The Council's Single Responses to planning consultations will also direct applicants to the Developer Guide.
27. Members will be made aware and advised of its content and given the opportunity to raise questions. A further member briefing on S106 matters generally has been requested. An overview of the Developer Guide will be provided as part of that wider briefing.

JASON RUSSELL,
INTERIM CORPORATE DIRECTOR COMMUNITIES

Annex: Oxfordshire County Council Developer Guide to
Infrastructure Delivery and Contributions (excluding S106
template agreements & notes) including:
Part 1
Part 2
Part 2 Annexes

Background papers: Nil.

Contact Officer: Judith Coats, Infrastructure Funding Team Leader
judith.coats@oxfordshire.gov.uk
07554103335

March 2021

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The Oxfordshire County Council Guide to Developer Contributions

Post public consultation redraft

March 2021

www.oxfordshire.gov.uk

Created by: Infrastructure Funding Team

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All contents & page Nos to be updated once document in final form – Yellow highlighted areas require further input.

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Foreword

Oxfordshire County Council has prepared this Guide to Developer Contributions (the Guide) to make clear to all stakeholders the requirements towards infrastructure and services that will be expected alongside new development, providing clarity particularly for landowners and developers but also others, including the District Councils and Town and Parish Councils across the county.

This Guide contributes towards meeting our intentions to deliver a strong and thriving zero-carbon economy, delivering future proofed infrastructure that enables and supports good growth across Oxfordshire.

When developments take place, they frequently bring with them impacts on the local physical and social infrastructure which must be addressed to make the development acceptable in planning terms.

Where the County Council is responsible for delivering specific infrastructure and services, we need to make sure that new developments do not adversely impact upon the capacity of those services, or our ability to deliver them.

The level of infrastructure and services addressed in this Guide are those appropriate to the County Council. It is published to supplement the various infrastructure guidance provided at District level.

Councillor Yvonne Constance OBE
Cabinet Member for Environment (including Transport)

DD MM 2021

Introduction

1. The purpose of this Guide is to:
 - a. set out the County Council's expectations as to how development should contribute towards the mitigation of its impacts upon Oxfordshire County Council's infrastructure and services; and,
 - b. provide guidance on the County Council's approach to ensuring that appropriate contributions are secured to help make development proposals acceptable in planning terms;
 - c. assist Local Planning Authorities (LPAs) in producing their Local Plans and other associated information.
2. This document is a guide to help inform developers and other interested parties as to the likely infrastructure requirements in association with new development. The Guide is not a statutory planning document. The Guide should be read in conjunction with the National Planning Policy Framework (NPPF), relevant Local Plans and their policies, Community Infrastructure Levy (CIL) Documents and Supplementary Planning Documents produced by the City and District Councils (referred to hereafter as 'the District Councils').
3. While three of Oxfordshire's five District Councils currently charge CIL, S106 agreements¹ will continue to be needed in relation to development in all Districts to ensure impacts are properly mitigated and proposals can become acceptable in planning terms. This document focuses primarily on planning obligations (developer contributions) both financial and non-financial, and not on CIL charging rates which is principally a matter in Oxfordshire for the District Councils as CIL Charging Authorities.
4. The Guide does not specify every form of county service-related contribution which may be required to make a development acceptable in planning terms, but provides information covering most cases. The County Council will provide appropriate justification in line with legal tests for any planning obligation it seeks. Contributions, or the provision of infrastructure, will only be sought where, following an assessment of an individual proposal, they are required to mitigate the impacts of the proposal in accordance with the relevant regulatory tests. Developers (also covered by the term 'applicant' in this Guide) will normally be expected to enter into a legal agreement with the County Council regarding the planning obligations required.
5. Potential applicants are therefore requested to engage early with the District Councils and the County Council to ascertain the extent of any mitigation required arising from their proposed development.
6. A number of more detailed supporting documents have been produced alongside this Guide. These are available on the County Council website and are signposted in this document. Additional supporting documents may also be produced, and existing information updated over time.

¹ In this Guide, unless stated otherwise, the term "S106 agreements" includes both S106 agreements and S106 unilateral undertakings

7. The document comprises two parts – Part One – concerning contextual and general matters and Part Two dealing with specific information about the County Council's service areas where appropriate contributions may need to be secured.
8. There are eleven annexes (Two for Part One and a further 10 for the ten service areas in Part Two) and a Glossary of terms used in this Guide.
9. The Guide does not address S106 agreements and their components specifically associated with minerals and waste planning applications. For information regarding minerals and waste proposals please contact xxxxxx

Infrastructure and Services outlined in this guide

10. This Guide applies to the following infrastructure and services related to Oxfordshire County Council responsibilities:
 - Transport
 - Highways infrastructure
 - Travel planning
 - Healthy and Active travel
 - Public Transport and infrastructure
 - Public Rights of Way
 - Education
 - Early Years and Childcare
 - Primary Schools provision
 - Secondary Schools provision including sixth form
 - Special Educational Needs Schools provision
 - Flood and Water Management and Sustainable Drainage Systems
 - Extra Care Housing provision
 - Archaeology
 - Fire and rescue infrastructure including hydrants, fire stations
 - Natural Environment
 - Energy efficiency and use of Natural resources
 - Strategic Waste Management (treatment, disposal, & reuse)
 - Community Services (Libraries, Adult Day Care, etc.)
11. The Guide does not deal with funding and infrastructure sought by District Councils². Advice and guidance can be found in the District Councils' individual websites and infrastructure documentation.
12. When consulted by an LPA on a planning application, for major development proposals the County Council will provide a response through its "Single Response" process. A Single Response provides the LPA and the applicant with the County Council's conclusions as to the likely impacts of the proposal upon County-level service infrastructure and services as well as any

² Where the County Council requires the provision of Extra Care Housing &/or Specialist Housing these requirements are for affordable housing provision.

developer contributions or other measures which may be required to appropriately mitigate the development's impact.

Review and Monitoring

13. This Guide will be subject to subsequent reviews to ensure that the information presented remains accurate.

Further Information

14. For further information on the Guide, please contact the County Council's Infrastructure Funding team through its email address:
developer.funding4@oxfordshire.gov.uk
or visit our website at:
<https://www.oxfordshire.gov.uk> – search developer contributions guide

The Planning and Legal Context

15. The Government's Planning Practice Guidance explains that Planning Obligations are legal obligations entered into to mitigate the impacts of a development proposal. They can be entered into under S106 of the Town and County Planning Act 1990 (hence the common reference to them as S106 / Section 106 agreements / S106 obligations). They are also referred to as Developer Contribution agreements.
16. S106 agreements are attached to some planning permissions to make acceptable development which would otherwise be unacceptable in planning terms.
17. The NPPF (Para 56) makes it clear that planning obligations should only be sought where they meet all the following tests:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.

These tests are set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 as amended.

Oxfordshire County Council Context

18. Within Oxfordshire, a two-tier system of local government applies. The County Council is responsible for various services including those set out above. Other infrastructure and services, such as the affordable housing, public open space and, waste collection, fall to the District Councils.
19. In a planning context, the District Councils are the relevant Local Planning Authority for determining the vast majority of planning applications and are responsible where appropriate for issuing planning permission. As part of that determination process the District Councils decide (apart from through the appeals process) what requirements should be placed upon a developer through planning conditions and S106 planning obligations. For the purposes of S106 agreements the County Council qualifies as a local planning authority

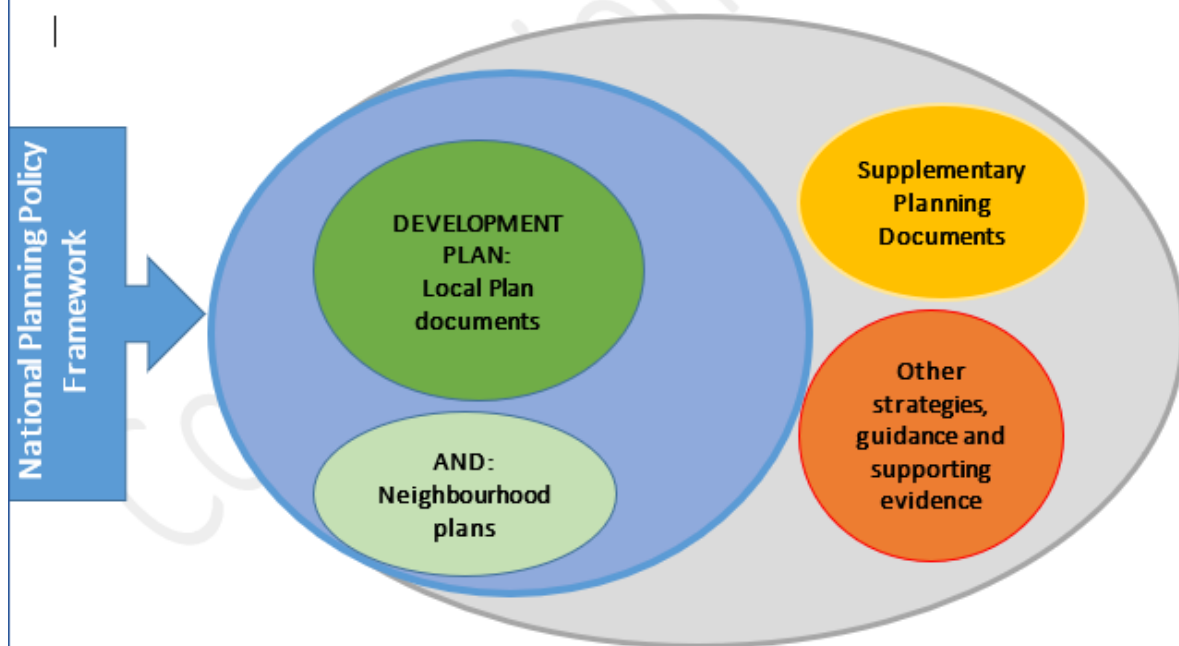
for all applications and therefore planning obligations within a S106 agreement can be made to the County Council for matters which fall within its purview.

20. The County Council has a statutory duty to prepare Minerals and Waste Local Plans. It is the LPA responsible for determining minerals and waste planning applications and is also responsible for determining planning applications for all development proposals related to its functions as a County Council.

District Council Context

21. Development Plans (comprising Local Plans, including site specific Area Action Plans and 'made' Neighbourhood Plans) provide the local policy framework for planning decision making. Local Plans in Oxfordshire are at varying stages of preparation. Where it is intended to allocate sites for development in a Local Plan, an assessment will be required of the impacts of the proposals on infrastructure and services and include any mitigation measures including how they are likely to be funded and delivered. The County Council welcomes early involvement in the site allocation process in Local Plan development.
22. Local Plans may contain policies on infrastructure requirements and planning obligations. In addition, several LPAs have Supplementary Planning Documents (SPDs) covering planning obligations specifically, across a range of issues which relate to District matters such as affordable housing or open space provision, as well as County Council responsibilities. Local Plans are also supported by Infrastructure Delivery Plans indicating the range of infrastructure requirements expected.
23. District Councils are also responsible for preparing a Community Infrastructure Levy (CIL) Charging Schedule where they choose to do so. Further comment on CIL can be found below.
24. Links to each of the Districts' Local Plans can be found through their websites, see Annex 1 – Item A.
25. The County Council is committed to working with Oxfordshire Local Enterprise Partnership (OxLEP) and the District Councils to provide opportunities for local people in terms of skills, training and employment and to develop the economy of Oxfordshire. OxLEP may seek Community Employment Plans (CEP) on new development sites above a defined threshold (1,000 dwellings or 4,000 sqm commercial floorspace) The decision as to whether a CEP is necessary will be made by the corresponding District Council.

Figure 1: The Relationship between National Planning Policy, the Development Plan and supporting guidance



Neighbourhood Plans

26. Many communities across Oxfordshire have taken the opportunity to influence the future development of their local areas through the preparation of neighbourhood plans. Depending on the content of these, but particularly where sites are being allocated for development, there may be an impact upon County Council related infrastructure.
27. Where it is intended to allocate development sites in neighbourhood plans an assessment will be required of the impacts of the proposals on infrastructure and services and include any necessary mitigation measures and how they are likely to be funded and delivered. The County Council has prepared a guide for communities preparing neighbourhood plans which can help to identify the support and advice that can be provided (see Annex 1 – Item B).

The Legal Framework

28. Planning law recognises that it is reasonable to expect developers to pay for, or contribute towards, the costs of services, infrastructure or resources that would not have been necessary if it was not for their development.
29. Developers may be asked to provide infrastructure, or contributions for infrastructure, or services in several ways. This may be by way of the CIL and /or planning obligations in the form of S106 agreements along also with highway provision via S278 highway agreements and S38 agreements (the latter being primarily for internal estate roads). Developers will also have to comply with planning conditions attached to their planning permission set by the LPAs.

Funding Delivery Mechanisms

30. There are a number of mechanisms by which infrastructure funding may be sought. These include through S106 agreement, as well as (where it is in operation) through the requirement for CIL payments. These are discussed below.

Types of Agreements, Obligations and Planning Conditions

31. Section 106 of the Town and Country Planning Act 1990 (as amended) provides a mechanism whereby developers can address (through legally binding documents) the impact of their development on the local community through contributions towards, or the provision of infrastructure and services. The mitigation measures may be both offered by a developer and/or required by the LPA (and other parties). The LPA takes into account all such mitigation offered and/or required when deciding whether or not to approve a planning application.
32. S106 legal Agreements³ are used to secure planning obligations. A S106 Agreement is entered into between a LPA and parties (such as landowners and developers) which have an interest in the land (i.e. the development site). Legal Agreements are used to secure obligations to deliver contributions and works etc. where both the LPA(s) and the development parties (entering the S106) are agreed as to the extent and detail of such obligations. An Agreement is a bi-lateral or tri-lateral arrangement between the LPA(s) and the parties with an interest in the land; as such it may contain obligations on the part of the LPA(s).
33. A S106 Unilateral Undertaking (UU) is a specific type of S106 legal deed in which planning obligations are given by parties with an interest in the land (e.g. landowner/applicant) to the LPA(s) either the County Council or District Council (or to both) to make a development acceptable in planning terms. They can be offered by the developer/landowner where there is no agreement with the LPA as to whether the obligations contained within the UU are sufficient and/or necessary to make the development acceptable in planning terms. They are frequently but not exclusively used at planning appeals. A LPA in considering a planning application with an associated UU may determine that the planning obligations in the UU are not sufficient to make the development acceptable in planning terms and in such cases may not grant planning permission.
34. A S106 UU may also be used where there is agreement between the LPA(s) and the developer over the extent of any necessary obligations. In Oxfordshire, the County Council has developed (with the support of the Districts) a specially formatted UU called a "SPUR" (standard pre-prepared unilateral route) UU". A SPUR UU is a concise standard templated undertaking which can be used where the developer contribution is to be paid in full to the County Council contemporaneously with the completion of the deed and where there are no other non-financial S106 obligations to be made

³ "Agreements" (with an upper case "A") meaning specifically S106 agreements as opposed to S106 unilateral undertakings

to the County Council. Because the financial payment is to be made upfront the SPUR is typically used where the developer contributions are relatively small. As all of the documentation has been pre-prepared in a standard format by the County Council, when using a SPUR with the prior agreement of the County Council, a developer will not incur a requirement to pay the County Council's legal fees which need to be paid in respect of all other forms of S106. There is a standard administration fee for a SPUR UU (see Annex 1 – Item K).

35. Planning conditions are requirements made by the LPA for measures that are needed in order to make a development acceptable in planning terms. They cannot be used to secure financial contributions or to direct the transfer or dedication of land but can be used to ensure that certain elements related to the development proposal, and which may benefit the wider community, are carried out at a certain time.
36. Where a development requires works to be carried out on the existing adopted highway, the County Council must approve and give permission for the works to be undertaken. An agreement will need to be completed between the developer and the County Council under Section s278 of the Highways Act 1980. Examples of such works could be the construction of a new access/junction improvement of the highway/junctions, or safety related works such as traffic calming or improved facilities for pedestrians and cyclists. Whilst for minor highway works the County Council may be content with the delivery of work (and the consequent entering into a S278 agreement) being secured by planning conditions, the County Council will frequently require a landowner to enter into a S106 planning obligation imposing a restriction on development such that development cannot progress beyond a certain point (usually commencement) until such time as a S278 agreement had been entered into. The S278 agreement would, amongst other things, include a timescale for the delivery and completion of the highway works.
37. Under S38 of the Highway Act 1980, the County Council can enter into a legal agreement with a developer to adopt a highway built by the developer, this may relate to main spine roads, estate roads and related highway infrastructure. For the highway to be adopted it must be constructed to a satisfactory specified standard and agreed by the County Council.
38. The Highways Act 1980 provides the statutory basis for the County Council to seek a commuted sum as a contribution towards the maintenance of assets which are to be adopted by the Council as maintainable at public expense. Where a commuted sum for highway works is required it will be payable by the developer to the council in accordance with the provisions of a S278 agreement, S38 agreement, or a combination Highway agreement. (Please refer to Part Two -Transport of this Guide for more information). It includes information about the County Council's Road Agreements Team (RAT) which is responsible for S278, S38, and private street agreements on behalf of the authority.

The Community Infrastructure Levy

39. The Community Infrastructure Levy (CIL) is a local charge on certain new development that local authorities in England and Wales can choose to charge in their area to help fund infrastructure provision to support new development. In order to justify charging CIL the local authority (in Oxfordshire the District Councils can charge CIL but the County Council cannot) must demonstrate that there is an aggregate funding gap in the provision of infrastructure required to support new development in its administrative area. To do this the District Council (as the CIL Charging Authority) must consider what infrastructure is needed in the area to support development and what other funding sources (e.g. S106 contributions etc.) are available to fund the infrastructure. For a CIL charge to be set the LPA has to submit its proposals for public examination where (as well as other issues) the impact of the CIL upon the viability of housing and other development is considered. The CIL is and was not intended to address the entirety of the infrastructure. The rates at which the charge is levied are shown on a CIL "Charging Schedule".
40. The CIL if implemented is set and operated by the appropriate LPA; in Oxfordshire this means the five District Councils, The County Council is not a CIL 'charging authority' and does not have a CIL charging schedule. By January 2021 three of the five district councils had implemented CIL – Oxford City Council (in 2013), South Oxfordshire District Council (in 2016) and Vale of White Horse District Council (in 2017). Each District Council establishes a spending strategy for CIL.
41. How CIL is set and collected is identified within the CIL Regulations. In September 2019 CIL Regulation amendments came into force removing a previous S106 "pooling limit"; a change which means that local authorities are now able (should they so wish) to use more than five (the previous ceiling) S106 contributions to fund an infrastructure scheme or type of infrastructure. It also enables an LPA to secure S106 contributions towards infrastructure that may also be funded by CIL.
42. Where a District Council LPA charges CIL it may introduce different rates of CIL or a zero rate for certain types of development or parts of the district as well as specific development sites.

Guidance relating to all developments – Pre-application and Application stage

43. The County Council will normally be consulted by the relevant District Council on pre-applications and planning applications. The County Council uses a further sub-division of the major planning applications into three categories (minor, large & strategic) to guide the appropriate type of advice, processes (e.g. Planning Performance Agreements) and consideration in the assessment and negotiation of a S106. The three major application sub-categories are set out below:

Planning application classifications	County Council Single Response classifications for applications	Residential Development (No of dwellings)	Non-Residential Development (Site area)
Minor applications		Fewer than 10	
Major applications	Small Major	10-199	>1 ha, depending on the nature and the location of the proposal
	Large Major	200-399	
	Strategic	400 and larger	

44. A County Council Transport Area Liaison Officer will examine the transport impacts/requirements of minor (e.g. fewer than 10 dwellings) planning applications on behalf of the Highway Authority. In addition, the County Council may assess other infrastructure and service impacts of minor development proposals, if there is other development in the vicinity and where it is appropriate to assess the cumulative impact of the proposals on the infrastructure.

Population Assessment

45. For residential development proposals the impact assessments (other than transport impacts) are centred on the population likely to be generated by the development, and the likely demands arising from that population on infrastructure and services. Such assessment is made using the County Council's population forecasting tool (PopCal), which uses the results of the surveys by the County Council across new housing throughout Oxfordshire. The most recent survey was undertaken in 2017/18. The PopCal is used to generate a population profile for new development taking into account such as:
- The scale of the development and its dwelling mix (1-bed units, 2-bed units etc.); as well as
 - The likely build-out duration and the market/affordable mix.
46. The PopCal is also used to identify the likely school pupil generation, an assessment which includes an allowance for the fact that a proportion of children would attend non-state-funded schools. This helps with identifying the necessary planning obligations for education infrastructure.
47. For development below 400 dwellings a standardised PopCal is employed across the county. Table 1 in Annex 1 – Item C provides the latest population yield data. These person yield data will be used in the County Council's assessment of impacts which informs its Single Response advice to the LPA.

48. For developments proposing more than 400 dwellings bespoke PopCal assessments are undertaken by the County Council, the results of which are provided to the LPA in the Single Response.
49. The housing mix used for calculating impact and possible contributions will either be: as set out in the application (or subsequent amendment) or based on the Oxfordshire Strategic Housing Market Assessment (SHMA) – see Annex 1 – Item D.
50. In the case of outline planning applications where the number and mix of dwellings is unknown/not settled, and there is a requirement for S106 planning obligations, the assessment will be undertaken using a policy compliant mix based on the SHMA, to identify the impact and any corresponding level of financial contributions towards infrastructure provision [and services] where they are warranted. In such cases, the S106 Agreement will include a 'matrix' to enable the financial contributions to be re-calculated as and when the details are available (see Annex 1 Item E).

Pre-application advice

51. The County Council recommends that applicants, particularly for large major/strategic proposals should seek pre-application advice. The pre-application services provided by the District Councils and the County Council are intended to provide an early indication to potential applicants of planning issues that will need to be considered and addressed, including the level and range of likely planning obligation requirements. For strategic sites, the County Council encourages the use of Planning Performance Agreements (PPAs) and can provide further information on these on request (Annex 1 – Item F)
52. Discussions over Planning Performance Agreements (PPAs) will normally be coordinated by the relevant District LPA (or the County Council where it is the determining Authority), which will then seek appropriate input from the County or District Councils as the case may be as well as other service providers and/or stakeholders.
53. Any queries about how to seek pre-application advice can be directed through the County Council's Major Planning Application Team (Annex 1 Item F) at planningconsultations@oxfordshire.gov.uk.
54. Any pre-application advice/ information provided to developers and District Councils by the County Council is based on the information and data that is current and available to the council at the time the advice is given.

S106 Agreement process

Starting the S106 process and Heads of Terms

55. For strategic applications, the S106 agreement process should start with the recommended pre-application discussions on the assessment and potential infrastructure / services required to mitigate a development's impacts.

56. S106 agreement agreed “Heads of Terms” will be sought in relation to strategic applications to outline the infrastructure to which the development may/will contribute, the calculation of any financial contributions, along with any obligations or planning conditions recommended by the County Council. The Heads of Terms document could accompany the planning application to the LPA’s planning committee as part of its consideration of the proposals and potential corresponding mitigation measures. If the planning committee is then minded to recommend approval of the application the “agreed Heads of Terms” will be used to progress any proposed S106. However, the Heads of Terms would be caveated that they may be subject to some change through the detailed work on the S106 agreement. For strategic scale development it is usual for the County Council to seek a tri-partite agreement (i.e. one where both the District Council and the County Council are a party along with the developer).
57. Once sufficient progress has been made on Heads of Terms, (this may be before an application has been considered by the LPA’s planning committee) the County Council’s lead infrastructure/negotiation officer(s) will instruct the County Council legal team to proceed with the drafting of the agreement and commence liaison with the developer’s appointed agent/solicitor. The County Council’s solicitor (or those acting on its behalf) will expect to prepare the first draft of any documentation. It is generally the case that it is more efficient and cost effective for the County Council’s solicitor to prepare the first draft rather than have to spend time carrying out a detailed review of another party’s draft. However, for strategic sites, the first draft will often be prepared by the solicitor for the District Council as lead LPA, with the County Council’s solicitor drafting those Schedules & provisions relating to County Council matters. Template documents (precedents) are in use with most of the District Councils. Annex 1a provides a list of S106 agreement precedents used by the County Council
58. For smaller applications and those that do not have pre-application work undertaken with the County Council, the contributions to be secured through the S106 Agreement will be outlined in the County Council’s planning application consultation response (the Single Response) to the LPA.
59. The County Council’s Legal Service team will require satisfactory title/legal interest documentation. The developer will be responsible for the County Council’s legal costs and satisfactory security (solicitor’s undertaking to be responsible for the legal costs or payment on account of costs) will be required at the outset.

Phasing of Infrastructure and Timing of Payments

60. Phased payments of financial contributions are acceptable in principle. However, the details will be dependent upon:
- The type of infrastructure being funded and the quantum of the contribution;
 - The anticipated speed of development delivery;
 - Size of development; and
 - The potential timing of the delivery of the infrastructure.

61. The appropriate trigger(s) for the payment of financial contributions and land to be included in the S106 Agreement will be advised by the County Council. As a guide the standard requirements for payments to the County Council are:
- a. For non-strategic⁴ development proposals:
50% of financial contributions to be paid prior to/on implementation of the development;
Payment in full of all contributions to be received by the County Council prior to the first occupation/use at the development.
 - b. For strategic⁵ development proposals:
A minimum of 10% of the financial contributions to be paid prior to/on implementation of the development;
Payment in full of all contributions to be received by the County Council prior to 2/3rds of the development being built out (or occupied).

For all scales of development, the triggers within the S106 agreement for payments to be made to the County Council should not run in arrears of occupation/completion of the corresponding development.

Land, buildings and contributions in kind

62. There are a number of circumstances where the County Council may need land to be transferred to its ownership in order to accommodate/procure infrastructure to mitigate the impact of a development. Provisions for land transfer will (where appropriate) be incorporated in the S106 agreement for the development applying additional local authority powers. Cases where such transfers are appropriate include, but are not limited to:
- new or expanding schools;
 - land to be dedicated as highway;
 - shared community buildings.
63. Land may be required to establish a new infrastructure facility on the development itself or in some circumstances it may be needed to provide a new facility, or expand an existing one, off-site. When off-site, if the land is not already within the control of the developer, it may be appropriate to require the developer to acquire the land on the County Council's behalf rather than make a financial contribution towards the purchase of the land by the County Council.
64. The County Council will work closely with the respective District Council to provide the optimum location for the infrastructure under consideration. Any land that is intended for public use (e.g. a school site) must be safe and fit for purpose, including accessibility and various land factors would need to be investigated, including ground conditions and flood risks (see Annex 1 Item G)

⁴ See paragraph 43

⁵ See paragraph 43

65. In the case of facilities for community use, the land will need to be central to the population it is intended to serve and well connected to walking and cycling routes.
66. Once a potential location for new provision has been identified, the suitability of the land itself will be considered in detail.

Legal Agreements to transfer land

67. Legal agreements usually provide for serviced and remediated land (with warranties) to be offered at nominal consideration (£1) by a specified trigger point, with then a three-month window within which the County Council undertakes the processes to accept (or reject) the offer.
68. It is the County Council's policy to require the unencumbered freehold of any new land for infrastructure.
69. Services (utilities) sufficient to enable construction of infrastructure are required on transfer of land and full-service provision and safe and convenient access including, as appropriate, pedestrian and cycleway provision need to be provided prior to completion of construction.

Direct delivery of infrastructure

70. Infrastructure can be delivered by the County Council, by developers or an appropriate third party. Whatever the route of delivery the County Council has a duty to ensure appropriate delivery and quality of infrastructure relating to the needs of the services, and also to ensure that it complies with Government's and Oxfordshire County Council's design guidance and is safe to use for the public.
71. Developers may have a strong preference to 'directly deliver' on-site and off-site works (e.g. the construction of a building, usually a school or off-site highway works delivered through S278 works) instead of providing financial contributions. Works carried out by the developer are subject to compliance with a corresponding standard (construction) conditions and technical standards or as applicable with an outline specification and appropriate surety being provided.
72. For the delivery of new schools, the County Council's usual approach is that the host development is to provide "land and funding" through the S106 agreement. Direct delivery is available but if the County Council is to take on the facility, the developer will be required to work closely with the County's Education and Property teams to ensure that designs comply with the stringent school delivery standard process, procedures and conditions if this route is taken. Further details are outlined in Part Two (Education) of this Guide.
73. Where a developer prefers to direct deliver the education infrastructure, the developer should be aware that the S106 agreement will be more complex to ensure the appropriate timing, checks and governance are outlined clearly and can be monitored and enforced.

74. The County Council considers that such an arrangement in a S106 agreement or S278 agreement, conditional on implementation of the development does not constitute a public works contract but the County Council requires that a competitive and transparent procurement process should be undertaken for all construction works for mitigating a development. Further, where the works exceed a certain value set by the Government's procurement regulations the County Council will require additional procedures and commitments to minimise any potential claim of a breach of those regulations and to indemnify the County Council.

Viability

75. The NPPF and associated Planning Practice Guidance requires Local Plans to set out the contributions expected from development with it then being the responsibility of the applicant to demonstrate the need for a viability assessment at the application stage. The County Council recognises it is the responsibility of the LPA to assess the legality of contributions sought.
76. In line with national guidance, any viability assessment must be provided in a way that provides clear interpretation and interrogation by the District and County Councils with any assumptions clearly set out. The developer will be required to pay the associated costs of the District Council and the County Council in reviewing the viability assessment. Where a local planning authority has supplementary guidance on viability assessments, the County Council will play a positive role in the assessment and any associated discussions and negotiations in line with that guidance.
77. For further advice see the national planning practice guidance (Annex 1 – Item H) on viability.

Indexation

78. To ensure the real value of a S106 financial contribution is maintained against cost inflation up to the date of payment the contribution will need to be index linked. The S106 agreement will state the index type and base date/index value.
79. The contribution (or “principal sum”) will be index inked from this base date/value until the date of payment. The appropriate index for each type of contribution is set out in the Annex 1 – Item I. The principal sum in the agreement will remain the same (subject to any adjustment in accordance with any relevant matrix provisions in the S106) but the additional inflation will be affected by the index fluctuation and contribution amounts paid may vary depending of the value of the index at point of invoicing.
80. Most indices are available on a subscription basis, consequently the County Council cannot provide the comprehensive index data to developers as that would be in breach of copyright. The County Council will, however, provide upon request the calculation of any indexed sums proposed in S106 negotiations or invoiced.

Securing payment of deferred contributions

81. In S106 planning obligations there may be provisions for payment of substantial financial contributions to be triggered after the implementation of the development. With such “deferred contributions” comes a risk of subsequent under or non-compliance with the agreement’s payment obligations and thus there may be a need for appropriate security, in the form of a bond, to be provided and this requirement will be incorporated in the S106 agreement.
82. The County Council will aim to identify the need for a bond to secure deferred contributions in the Single Response advice from the County Council following the submission of a planning application. The council’s current bond policy is set out in Annex 1 Item J.
83. Any requirement for a “deferred contribution” bond would be quite separate from bond requirements associated with any highway agreement (S278/S38) or in relation to the direct delivery of any infrastructure such as a new school.

Fees

84. Fees that the applicant may be required to pay (distinct from Planning Application fees) include:
- Highways Pre-application advice
Fees for pre-application highways advice (See Part Two of the Guide—(Transport))
 - Planning Performance Agreements (PPAs) and other Pre-Application advice including Waste and Minerals – See Annex 1 - Item F
 - S106 Administration/Monitoring fees. The 2019 amendment to the CIL Regulations confirms that local authorities may seek a fee in relation to the monitoring of S106 planning obligations and provisions in relation to such can be included in the S106 agreement. Completion of a planning obligation involves the County Council in various monitoring work which places a cost burden on the County Council and the Council therefore charges proportionate and reasonable fees to cover this cost. The current S106 agreement fee structure is provided in Annex 1 – Item K. This may be updated and replaced from time to time.
85. The County Council will require a fee for the monitoring of Travel Plans. Information on these fees can be found in Part Two – (Transport)

Legal Fees

86. Applicants will be required to pay the County Council’s legal costs incurred in drafting and completing any legal agreement. To this end, the solicitor acting for the County Council will require an undertaking from the solicitor acting on behalf of the applicant to pay the County Council’s legal costs, whether or not the agreement is completed. Payment on account of legal costs is also accepted. Any maximum ceiling on a solicitors’ costs undertaking/payment on account does not constitute a cost estimate and the County Council will require payment of legal costs in full.

87. The council's legal costs will be charged at an hourly rate and will become payable upon completion of the planning obligation (or earlier in the case of a developer's significant delay on a S106). For large scale agreements periodic payment of legal costs may be required. The amount will inevitably vary depending on the nature and complexity of the agreement the degree of negotiation required, and the time taken to settle the draft and proceed to completion.
88. In those cases where work on a S106 agreement is terminated prior to completion of the agreement, fees will still be payable for work done.
89. Legal fees are not required for County Council pre-approved Standard Unilateral Undertakings (SPUR).
90. Once an agreement is completed and planning permission issued it is important to note that there may be requirements in the S106 agreement to keep the County Council informed of progress of the development. We ask that such a requirement is noted, and notices are provided.
91. Financial payments can be made by BACs (or cheque). Information can be supplied by the County Council's Planning Obligations team by contacting through its email address: developer.funding@oxfordshire.gov.uk.

Enforcement

92. If any contribution due under the S106 agreement, or any part thereof is paid late, interest at the default rate will be payable from the due date set out in the S106 agreement to the date of actual payment.
93. Any missed payment and breaches are enforceable against the landowner (who may also be a developer) who originally entered into the agreement and any subsequent person acquiring an interest in that land, although it is standard practice to release the original landowner once his/her land interest is disposed of. The S106 agreements will be registered by/with the District Council as a local land charge and will be noted on the planning register and thus available for public inspection.
94. There may be an initial one-off payment should the County Council need to investigate any breach of the agreement. The County Council may enforce obligations through the relevant legal channels although other reasonable approaches to remedying a failure to comply with the obligations will be pursued first. Where legal enforcement is employed the County Council will seek to retrieve its legal costs in taking action against the party that is in breach of its obligations.
95. For queries regarding the implementation of a S106 agreement please contact the County Council's Planning Obligations team via: developer.funding@oxfordshire.gov.uk

Infrastructure Requirements

96. Part Two of this Guide sets out the County Council's infrastructure requirements by service area. For each, it sets out any key policy documents. It also provides links to supporting documents which supplement the requirements set out in this Guide.
97. Developers should read this Guide in conjunction with Local Plans, CIL documents, Infrastructure Delivery Plans and Supplementary Planning Documents prepared by the District Councils which will set out the infrastructure requirements that might be required in addition to those set out in this document such as for affordable housing or open space.

DRAFT 1e - Mar 2021

Item A

District Council's websites

Cherwell District Council
<https://www.cherwell.gov.uk/>

Oxford City Council
<https://www.oxford.gov.uk/>

South Oxfordshire District Council
<https://www.southoxon.gov.uk/>

Vale of White Horse District Council
<https://www.whitehorsedc.gov.uk/>

West Oxfordshire District Council
<https://www.westoxon.gov.uk/>

Item B

Link to the County Council's Neighbourhood Planning Guide

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/environmentandplanning/planning/planningpolicy/neighbourhoodplanning/NeighbourhoodPlanningToolkit.pdf>

THIS LINK TO BE REPLACED ONCE THE 2020 GUIDE IS ON THE WEBSITE

Item C

Person yield per dwelling – for developments below 400 dwellings.

Table 1: Population yields for developments of fewer than 400 dwellings

Size of dwelling (by No. of Bedrooms)	Total Population	Population aged 20(+) years
	Persons per dwelling	
1 Bed	1.39	1.32
2 Bed	2.11	1.49
3 Bed	2.77	1.78
4+ Bed	3.15	2.06

These person yield rates apply to residential development proposals across Oxfordshire. For further information about the above data and/or use of PopCal please contact the County Council's Infrastructure Funding team through its email address:

developer.funding4@oxfordshire.gov.uk

Item D

SHMA housing data: available through

<https://www.oxfordshiregrowthboard.org/projects/oxfordshire-strategic-housing-market-assessment-shma/>

Item E

Re-assessment of Population (within the provisions of a S106 agreement)

When the details of the development (number and mix of dwellings) are confirmed prior to commencement of the development via approval of 'reserved matters' the contributions will be re-assessed at that juncture applying the matrix and if a different sum is assessed, then this amount will then become payable. If there is a change to the number and/or mix of dwellings through a subsequent reserved matter application/permission there will be a further assessment of contributions and if the amount applying the matrix is higher, the higher amount will become due. The S106 agreement will include a 'matrix' to enable the financial contributions to be re-calculated. For larger phased developments, minimum contributions may be inserted in the agreement and top up payments will be required if warranted by the number and mix of dwellings being delivered.

Item F

Pre-application advice & Planning Performance Agreements

General pre-application advice and guidance as to how PPA processes operate within the county is available through the County Council's Major Planning Application Team at:

- planningconsultations@oxfordshire.gov.uk

For pre-application advice on specific service areas:

Regarding Minerals and Waste applications: via

<https://www2.oxfordshire.gov.uk/cms/content/planning-application-advice>

Regarding transport & highways matters advice (including fees for such advice)

<https://www.oxfordshire.gov.uk/cms/content/pre-application-highways-advice-major-planning-applications>

Item G

When considering land transfers to the County Council issues needing to be investigated include, but are not limited to:

- Ground conditions;
- Features that may constrain development such as trees, hedges, ditches etc;
- Sources of contamination;
- Flood risks;
- Topography of the land and the proximity of incompatible land uses;
- Noise levels;
- Proximity to high voltage cables, sewage works, substations and the like;
- Proximity to other land uses.

For further information see Part Two of this Guide and references to the “Property Manual”

Item H

Viability

See PPG viability at:

<https://www.gov.uk/guidance/>

Item I

Indexation – Indices Used and an example of an indexation calculation

The table below sets out the various indices that will apply:

Contribution towards	Index (common name)	Index (Detailed name)	Source of the Index	Frequency of revision / publication
Education and other non-Transport infrastructure	All-In Tender Price Index or TPI	BCIS All-In Tender Price Index	RICS	Quarterly
Transport infrastructure	BAXTER	Price Adjustment formulae indices used on Civil Engineering (infrastructure) projects.	RICS	Monthly
Public transport (& land)	RPIX	ONS Retail Price index: Includes all the components included in the RPI but excludes mortgage interest payments.	Office for National statistics	Monthly

Example Calculation: To work out the amount to be paid after applying an index:

Step 1:

Calculate the indexation change, i.e.;

$$\frac{\text{Indexation value at date due}}{\text{Indexation value base}}$$

Step 2:

Then apply this indexation factor to the Principal sum (the established contribution).

Payment due = Principal x (Index Value at Payment Date / Index Value at Base Date)

e.g.

- Assume Principal = £10,000
- Index Value at Base Date = 178
- Index Value at Payment Date (Due date) = 183
- Payment due
= £10,000 x (183/178)
= £10,281

Note: This calculation is predominantly used for All-In TPI and RPIX (see Glossary). For complex indices such as “Baxter” the calculation of the index fluctuation should be carried out before applying to the Principal – this will be done by the County Council and details of the calculation made available.

Item J

Bond policy for S106 agreement deferred contributions.

The County Council's policy regarding the necessary security to safeguard the future payment of S106 agreement deferred contributions is set out below.

Please note: The policy is specific to S106 agreement financial contributions and does not reflect the County Council's position vis a vis either bonds required in association with S278 and/or S38 agreements

For information about these two procedures see Part Two (Transport) and Part Two (Education) respectively.

Bonds will be required where:

- Where a piece of infrastructure to which a developer is required to contribute is expected to cost at least £7.5m (including indexation) and
 - the developer is the required to contribute 25% or more of that cost, and

- the triggers for the payment of the contributions to the County Council are or are likely to be after the letting of the contract for the infrastructure works.
- Where the developer is direct delivering a school or other works (non-S278 & non-S38) in kind of a value in excess of £7.5m on behalf of OCC
- Where the developer is providing or contributing to a new or enhanced bus service supporting the development, and the aggregate value of the bus service contribution payable post implementation of the development exceeds £1m (including indexation)

A bond may also be required where:

- Where, contrary to the County Council's standard requirements vis a vis phased deferred contributions the triggers for payments are significantly in arrears of occupations at a development
- There is a concern about the financial position of the developer
- There is a history of late or non-payment by the developer (or associated companies) to the County Council
- Any other reason that in the opinion of the Assistant Director of Finance and Assistant Director of Growth and Place that a bond is required to protect the County Council's position.

Calculation of the value of the bond takes place once contributions and timings are further clarified.

The bond sum shall be calculated considering the due timing of the relevant contribution payments to be bonded together with the likely indexation on those contributions up to the expected due date of payment; to ensure that the real value of the contribution at the time of payment is secured.

The bond must be provided by a third party who is approved by the Council's Finance Team as a reputable financial institution which is invariably a bank or an insurance company whose business includes the provision of bonds, and they will underwrite the contributions required to be paid to the County Council.

There are various S106 agreement bond models which the County Council can apply to assist the developers to keep costs low such as:

- Reducing bonds
these are the County Council's standard approach (vis a vis S106 agreement bonds) i.e. the bonded sum is reduced as and when payments are made but taking account of the need to retain sufficient bond to cover the real value of the outstanding payments or in the case of primary schools – delivering the works (i.e. the payments including indexation).

- Rolling bonds
These are fixed term bonds (say over 3/5 years) which need to be replaced before the end of the term (if they are not replaced by the deadline, the bonded sum will be called in). The replacement bond will take account of potentially lower liabilities at the time of replacement.

Item K

Monitoring fees for S106 agreements

At the time of this Guide the charges for monitoring the S106 agreements are as set out below. The increasing scale of charges reflects the likely longevity and complexity of the monitoring all the financial and non-financial obligations as the value of the agreement increases. However, fees will be reviewed at the time a S106 agreement is drafted to ensure the fee reflects the complexity of the S106 agreement and the level monitoring it will require. Where an applicant submits a unilateral undertaking in the County Council standard form (SPUR), there is a monitoring fee of £150.

The S106 agreement monitoring fee is normally payable on the signing of the S106 agreement however, for larger developments the fee may be phased across completion of the planning obligation and implementation of development.

S106 agreement Monitoring fees	
Scale of secured contributions in the S106 agreement	Fee
Up to £10,000	£ 120
>£ 10,000 to £ 25,000	£ 300
>£ 25,000 to £ 50,000	£ 600
>£ 50,000 to £ 150,000	£1,800
>£ 150,000 to £ 500,000	£4,500
>£ 500,000 to £1,000,000	£6,000
>£1,000,000 to £2,000,000	0.6% of the aggregate contributions <i>For example: Where the aggregate contributions secured towards County Council infrastructure and services = £1.4m The corresponding S106 monitoring fee = £8,400 (i.e. 1,400,000 x 0.006)</i>
Over £2,000,000	£12,000 plus 0.06% of the aggregate of contributions secured in excess of £2m; <i>For example: Where the aggregate contributions secured towards County Council infrastructure and services = £5m The corresponding S106 monitoring fee = £13,800 (i.e. £12,000 + (3,000,000 x 0.0006))</i>

The above fees are subject to review.

Annex 1a S106 agreement legal precedents

(Annex in preparation – expected end March 2021)

The following precedents are to be published along with explanatory notes:

1. Boilerplate –
this will need to have an explanation as to the circumstances in which this boiler plate is used, so not in circumstances where the District Council is producing the first draft, which is the normal situation for housing developments. However, as the County Council's boiler plate is drawn from the same sources as the District Council's boiler plate, it is not anticipated that there will be major differences.
2. Highways Works.
3. Financial Contributions –
It will include matrix provisions covering outline planning applications, full planning applications and sites in excess of [500?] dwellings, as different approaches are needed.
Several different financial contribution schedules to deal with different sizes of development may be necessary
4. School Sites –
land and funding plus annexes.
5. School Sites –
direct delivery plus annexes.
(Corporate Landlord is currently reviewing the extant precedents)
6. Provision of the S106 agreement bond
Bond examples required for both contribution and/or works
(i.e. school direct delivery).
7. Repayment Obligations.
8. Extra Care Housing drafting.
9. Transfers on Leases Schedule.

PART TWO ANNEXES

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All LTP4 is likely to be superseded by the proposed LTCP5 References to LTCP5 documentation are not included below

Annex 2: Transport

Item A

Key policy documentation:

Connecting Oxfordshire: Local Transport Plan 2015 – 2031” (LTP4) – Vol 1

This can be viewed at:

<https://www.oxfordshire.gov.uk/cms/content/ltcp4-policy-and-overall-strategy>

Connecting Oxfordshire – LTP4 Active and Healthy Travel Strategy

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-and-healthy-travel>

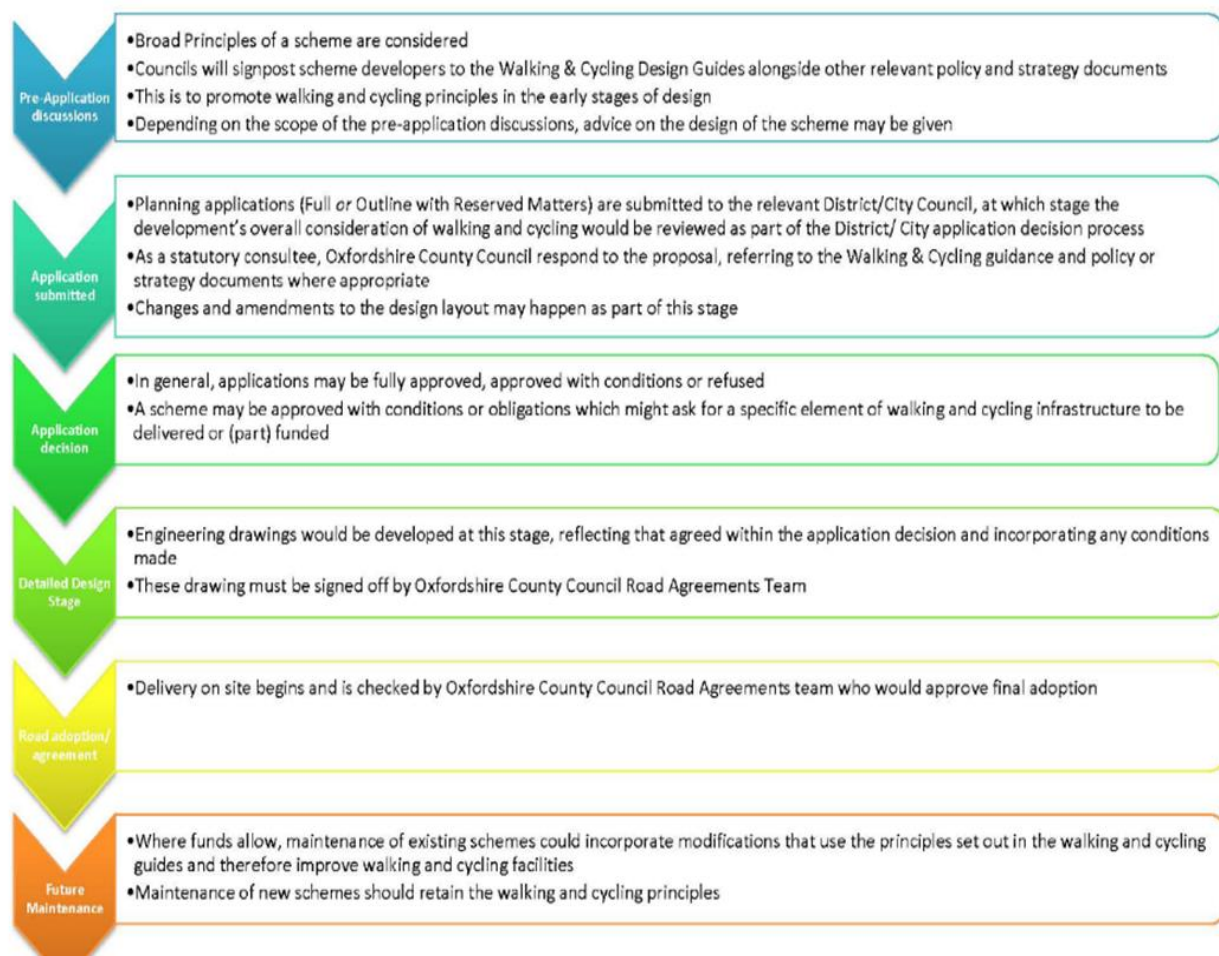
Connecting Oxfordshire Vol 2 - LTP 2015 – 2031

Bus & Rapid Transit Strategy

https://mycouncil.oxfordshire.gov.uk/documents/s33705/Background%20CA_JUN2816R08%20Connecting%20Oxfordshire%20vol%202%20-%20Bus%20Strategy.pdf

Item B

The role of the Walking & Cycling Design Standards in the Planning Process



This is also available on the council's website – Active and Healthy Travel Strategy

Item C

Highways - Pre-application advice

<https://www.oxfordshire.gov.uk/cms/content/pre-application-highways-advice-major-planning-applications>

Item D

Key supporting documentation:

Guidance on the requirements for Transport Assessments & Transport Statements

Position Statement – On the Application of Contemporary Highway Design Guidance in Oxfordshire, 2014'

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/PositionStatement.pdf>

Transport for New Developments: Transport Assessments and Travel Plans (2014)

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/TATPGuidance.pdf>

Residential Road Design Guide (2003) – Second Edition (2015):

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/DesignGuidePublication.pdf>

(the walking and cycling elements of the Residential Design Guide are superseded by new Walking and Cycling Design Standards – below)

This 2015 Guide will be superseded in 2021 by a County Council "Street Design Guide" which will be available on the County Council's website (Spring/Summer 2021).

Oxfordshire Cycling Design Standards 2017

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/cyclingstandards.pdf>

Oxfordshire Walking Design Standards 2017

<https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/walkingstandards.pdf>

Travel Plans

Travel Plan and Monitoring Fees Thresholds

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/Travelplanrequirementsmonitoringfees.pdf>

Travel Information Pack Guidance

<https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice>

<https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/newdevelopments/TravelInformationPackRequirements.pdf>

Travel Plan Statement Template and Framework Travel Plan template

<https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice>

Types of Travel Plan and Travel Plan templates:

<https://www.oxfordshire.gov.uk/cms/content/travel-plans-statements-and-advice>

Item E

Types of highways asset which may trigger a need for a commuted sum (this is not an exclusive list):

- Street lighting;
- Traffic signals and illuminated signs;
- Controlled and uncontrolled pedestrian crossings;
- Highway structures such as retaining walls, bridges and gantries;
- Landscaping, including trees and adopted land;
- Public transport infrastructure;
- New Pavements;
- Street furniture and bollards;
- Drainage infrastructure including SuDS;
- Traffic management features
- New carriageways.

Item F

Key teams contacts:

Transport Development Control (TDC) team

transport.development.control.majors@oxfordshire.gov.uk

Road Agreements Team

roadagreements@oxfordshire.gov.uk

Travel Plans team

Contactable via: travelplan@oxfordshire.gov.uk

Website information:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/travel-plans-advice>

Travel plan SMART targets & actions:

Site-Specific, Measurable, Achievable, Realistic & Time-specific

Public Transport Planners

IDpublictransport@oxfordshire.gov.uk

Contacting the Countryside Records Team

Use this link

<https://www.oxfordshire.gov.uk/contactus/contact-countryside-records>

Item G

Road Agreements Team - Fees;

As at January 2021:

Application fee - £2,150

This is required to enable the Road Agreements Team to process an application and start the technical auditing process.

Inspection fee

This will be equivalent to 9% of the value of the surety (either a cash deposit or a bond, equivalent to the expected costs of the works)

Maintenance fee

These are also known as commuted sums. They are payments towards the costs of future maintenance of new highway assets which the council as Highway Authority will be adopting. The fee is calculated once technical approval has been issued.

For further information see the council's website – Section 38, Section 278 and Private Street Agreements @:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/section-38-and-section-278>

(Annex continued below)

Item H

Factors in identification of service and infrastructure improvements.

(Source: BRTS – Table 7)

Improvement	Factor
New bus service or improvement in existing frequency / daily coverage	<ul style="list-style-type: none"> • Size of development • Location of development (i.e. distance from existing frequent public transport corridor) • Frequency/commercial viability of existing bus services • Proximity to existing urban centres and travel generating destinations • Potential links to other proposed developments • For commercial (non-residential) developments, knowledge of operating hours <i>and shift times, where applicable</i>¹
Bus priority measures	<ul style="list-style-type: none"> • Evidence of current problems and/or future congestion resulting from development-related travel demand. • Requirement to minimise journey times to adjacent settlements/developments.
Bus stops and associated accessibility improvements (walking routes and road crossings)	<ul style="list-style-type: none"> • Size and geographic extent of development • Minimising the required walking time from the development • Proximity of existing or proposed bus routes

Note: ¹ This *italicised* wording is an additional point to those set out in the LTP which has been added into this Guide.

Item I

Definitive Map and Statement

This is available through the following link:

<https://www.oxfordshire.gov.uk/residents/environment-and-planning/countryside/countryside-access/public-rights-way/changing-public-rights-way/about-definitive-map>

Item J

Rights of Way Improvement Plan (RoWIP).

The county council's RoWIP is called the:

“Oxfordshire Rights of Way Management Plan 2015-2025”

A link to this is: www.oxfordshire.gov.uk/rowip

Item K

Planning Information Note re PRow

<https://www2.oxfordshire.gov.uk/cms/content/what-local-communities-can-do-improve-access>

Item L

List of particularly important local area countryside access route assets.
For further information on these see: Rights of Way Management Plan 2015-2025.
Additional growth area aspiration access maps can be found in Appendix 2 o B in this document.

County-wide routes

Thames Path National Trail corridor,
Ridgeway National Trail corridor,
Oxford Canal Walk corridor,
Wilts and Berks Canal Towpath corridor,
Oxfordshire County Council promoted walks and rides.

Cherwell District

Cherwell District Council circular walks and rides,
Claude Duval riding route,
Oxford Green Belt Way

Oxford City

Oxford Green Belt Way,
Oxford Green Spaces Walk,
Bablock Hythe crossing

South Oxfordshire

South Oxfordshire District Council, Chilterns AONB and North Wessex Downs AONB promoted circular walks and rides,
Oxford Green Belt Way,
Judges Ride,
Swans Way,
Chilterns Way.

Vale of White Horse

Vale of White Horse District Council and Wessex Downs AONB promoted walks and rides,
Oxford Green Belt Way,
Bablock Hythe crossing.

West Oxfordshire

West Oxfordshire District Council and Cotswolds AONB promoted circular walks and rides,
Lower Windrush Valley Path,
Wychwood Way,

Oxford Green Belt Way,
Bablock Hythe crossing,
d'Arcy Dalton Way

End.

DRAFT 1e Mar 2021

Annex 3 - Education

Item A

Early Years Childcare – Government funded provision

As at 01 January 2021 the local authority has a statutory duty to ensure parents can access their funded early years entitlement, which comprises three elements:

- Targeted offer of 570 hours per year for the most vulnerable 2-year old children – estimated as 40% of the age group;
- Universal offer of 570 hours per year for children from the school term after their 3rd birthday;
570 hours per year equates to 15 hours per week over 38 weeks
- Extended offer – most working parents of 3- and 4-year olds are eligible for a total 1,140 hours per year (equating to 30 hours per week over 38 weeks).

These are subject to compliance with eligibility criteria.

Item B

Government guidance on securing S106 contributions for education

A link to the DfE's guidance "Securing developer contributions for education" (Nov 2019) is below:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/909908/Developer_Contributions_Guidance_update_Nov2019.pdf

Page 4 of the guidance states:

"Government is committed to ensuring that there are enough good new school places to meet local needs, while also driving forward an ambitious housing agenda to increase housing delivery, home ownership and the creation of new garden communities. The timely provision of infrastructure with new housing is essential in meeting these objectives to secure high quality school places where and when they are needed."

DfE expects local authorities to seek developer contributions towards school places that are created to meet the need arising from housing development."

This guidance is accompanied by "Local Authority school places scorecards". The scorecards provide, in the absence of bespoke costings for school extensions, data the calculation for the amount of contributions on a "per pupil place" basis towards school extension schemes (see Table 2 below) which may be required. As with all guidance this source of costs may change in line with changes in future government guidance or County Council policy.

Item C

Pupil Place Plan

The county council's Pupil Place Plan is available on the council's website via:

<https://www.oxfordshire.gov.uk/residents/schools/our-work-schools/planning-enough-school-places>

Item D**Dwellings with nil pupil yield**

Dwelling types where the pupil yield is deemed to be zero in terms of assessing S106 contributions:

- Sheltered or elderly housing;
- Student accommodation for single people;
- Other specialist housing where it can be demonstrated that the accommodation will not be occupied by children.

Notes:

The County Council may require a planning condition restricting the occupation of dwellings to those that are unlikely to have school age children at home i.e. to those over 55 years.

For one-bedroom dwellings – the surveys within Oxfordshire show that there is a small Early Years pupil yield, however the yield is very minimal, consequently in Table 1 below the corresponding yield is deemed zero.

Table 1: Pupil Yields across Oxfordshire

Table 1: Pupil Yield (by Sectors/Year Groups) per dwelling type for proposed developments of fewer than 400 dwellings				
Dwelling type (by No. of bedrooms) Note (a)	Sectors & Year Groups (YG)			
	Early Years	Primary	Secondary	
	Nursery (b)	Reception YG 1 & 2 and YG 3 to 6	YG 7 to 11	YG 12 & 13
Pupils/Dwelling				
1 Bed	0	0	0	0
2 Bed	0.07	0.28	0.18	0.03
3 Bed	0.08	0.37	0.24	0.05
4 (+) Bed	0.08	0.39	0.27	0.05

(a) 4(+) dwelling - These are dwellings which have 4 or more bedrooms

(b) Nursery children = 40% of those aged 2 years and 100% of those aged 3 years at the start of school year

Item E

Assessment process for quantifying education impacts of development

The following items are relevant to the consideration as to whether extra school accommodation is necessary (and therefore to the calculation of potential S106 contributions for primary and secondary education):

- relevant School(s) Admission Policy,
- the assessment of Net Capacity (non-academy schools) or funding agreement capacity (academies) and
- the Home-School Transport Policy.

The need or otherwise for a contribution will be established by analysing the number of pupils generated by the development in relation to: -

- The capacity of the designated (catchment) school and early years and childcare providers in the area of the development proposal;
- The capacity of schools within the statutory walking **distance** calculated from the development to **school and** for children aged 8 or under (i.e. up to and including Year 3) being 2 miles and for children over 8 years old, being 3 miles. Where appropriate, other schools within the statutory distance may also be considered;
- Current pupil numbers at the school(s) and recent trends in those numbers;
- The forecast number on roll for the catchment school, and in particular the forecast number going into Reception each year;
- Number of children in catchment school and schools within statutory walking distance that are from out of catchment, and whether those pupils could have been appropriately accommodated elsewhere without additional capacity being provided;
- Any planned changes to the school building which will affect the capacity, and the funding status for those changes;
- Any other housing developments with outline or full planning permission (not already included in the forecasts) which are expected to generate the need for pupil places at the catchment school for the development;
- The need to assume an operational capacity of unfilled primary and secondary school places of 5-10% spare places in line with National Audit Office guidance. Only capacity which is expected to remain in excess of that necessary spare capacity will be considered surplus, and thus available to meet the needs of housing development.

Temporary accommodation (e.g. mobile classrooms) is excluded when assessing the suitable capacity available at the school for meeting the needs of housing development. If housing development is expected to result in pupil generation that will require capacity currently provided in temporary accommodation to be available on a longer-term basis, contributions will be required for the making permanent of that temporary capacity.

If pupil forecasts show a pressure or bulge for a limited accepted period then temporary classrooms may be required to cope with the peak, and additional contributions may be required to cover the costs of doing so.

If forecasts indicate that surplus capacity/places will exist in the catchment school by the time the development can reasonably be expected to have fully generated additional new demand for places then this will be taken into account when determining the need for additional places and funding.

Having taken all the above factors into account, where it can be demonstrated that the number of pupils generated by a development is greater than the expected surplus capacity in the local schools the County Council will require planning obligations to ensure the provision of sufficient capacity to meet future needs. This will normally be in the form of a financial contribution, but it may also require the transfer of land or the direct delivery of infrastructure.

Table 2
Costs per pupil place of School Extensions and New Build

Table 2: Costs per pupil place in Oxfordshire				
		£/pupil place		
School Extensions	Primary	16,856	based on England average	
	Secondary	23,207	based on England average	
New Schools	Primary	28,689	based on a 1FE	
	Primary	22,459	based on a 2FE	
	Secondary	34,047	based on 600 place facility	
All costs at BCIS All-In TPI = 327				

The above information is for mainstream schools.

The Extension costs/place are based on

DfE's Local Authority School Places Scorecards 2019 data (published June 2020)

The New Build costs/place are based on

Oxfordshire County Council's new school cost template

Item F

New school costs and the Cost Templates

To reassess the costs of new schools, in 2019 Oxfordshire County Council commissioned a full review of new school building costs by Gleeds in collaboration with Mott MacDonald. The outcome provided in 2020 forms the basis of the developer contributions sought by the council towards new school provision (as distinct from expansions to existing schools – where the DfE's scorecard data is used).

For background, the original cost model had been developed by cost and value management consultants (Gleeds). Their benchmarking exercise inherent in the update included data sourced from:

- Education & Skills and Funding Agency (ESFA) Cost Data – this is widely available data from the Government and gives guidance about the cost of construction and regional differences.
- Sports England standard costs – this cost data has been produced independently by Sports England to give guidance on cost of sports facilities and ongoing maintenance liabilities. This is used to ensure consistency of costs for sports provisions.
- Gleeds cost data- data from a leading global property and construction consultancy which looks at more broad ranging detailed data which Gleeds Cost Management has derived from historic project cost data and the company's own experience of delivery of similar facilities.
- BCIS Cost data – data from the Building Cost Information Service of the Royal Institution of Chartered Surveyors (RICS). It provides data to the construction industry and associated parties.
- National School Cost Benchmarking data (2015) - a national cost benchmarking study undertaken by County Councils and supported by the ESFA.

The use of Mott McDonald to audit the Gleeds review also enabled the former to bring its information on costings to the table thereby further bolstering the depth and spread of data used to inform the cost model.

This comprehensive approach is considered by the council (and appeals???) to provide a The review and reassessment produced a robust representative building cost/m² on which to base the costs of new schools. **To be completed now the appeal APP/Q3115/W/20/3255846 outcome East of Sandringham Rd, Didcot has been released.**

The new school costs include fees, legal costs, furniture and equipment, and the initial set-up costs of new schools. They do not include abnormals (these are catered for separately within a S106), nor land acquisition costs.

The bespoke cost template approach undertaken by the County Council means that it is able to reflect in its cost estimates the economies of scale achieved in building larger schools, thus making the estimate more directly related to the impact of a specific development. Taking a Primary school for example:

Table 3 – Economies of scale – New primary school

Size of School	No of Pupils (including nursery)	Total Cost £'000	Approximate cost per pupil place
----------------	-------------------------------------	---------------------	----------------------------------------

			£'000
1FE	270	7,746	28.7
2FE	510	11,454	22.5

The reduction in the cost per pupil place from providing a 1FE to a 2FE provision is c22% (all values above @ BCIS All-In TPI = 327).

An example of the cost template output, for a 2FE primary school is shown below.

2 Form Entry Primary School delivering 420 (incl. 8 SEND) places and a 90 place nursery

Notes on Pricing

Provision of new Two Form (17 class) Primary School in one phase
 The areas are based upon Oxfordshire County Council's space standards.
 Note: These are the MINIMUM recommended areas for this building
 The costs provided are for the construction of the primary school building with sprinklers and an external covered play area, together with a generic allowance for external works. More detailed external works costs will be required on a site by site basis to provide for actual external works requirements.
 Total build cost per m2 is based upon the area of the building
 VAT is excluded
 Any items coloured in tan need further input from OCC

Anticipated Build Costs

OCC Primary School Building
External Covered Play Areas
External Works Allowance
Energy Standard Zero Carbon
Total (Base Date 2Q2019 TPI325)

Area (m2)	Cost / m2	
2,565	2,791	7,159,000
360	525	189,000
19,275	60	1,157,000
2,565	125	320,625
	3,441	8,825,625

Anticipated fees on Build costs including planning and Building Regs

Contingency on Building Costs
monitoring fee for abnormals

Uplift	Cost	
11.0%	8,825,625	971,000
5.0%		442,000
	Excl	Excl

Anticipated Direct Incurred Costs by Client

ICT broadband, hardware & actives costs
Loose Furniture & Equipment (based upon ESFA allowances)
OCC costs (Capitalized)
School start up costs

510	600	306,000
510	270	138,000
3.0%		320,000
		380,500

Nett Outturn cost @ TPI - 325

11,383,000

Anticipated allowance for inflation

Review mid point for construction - Add inflation as BCIS TPI forecast

0.62%	11,383,000	71,000
TPI	327	

Total Project Costs

11,454,000

For a 600-place secondary school the cost model summary is:

11 to 16 4FE - 600 incl 8 SEND pupils

Notes on Pricing

Provision of new 11-16 Four Form Secondary School in one phase

The areas are based upon Oxfordshire County Council's space standards.

Note: These are the MINIMUM recommended areas for this building

The costs provided are for the construction of the secondary school building with sprinklers and an external covered play area, together with a generic allowance for external works. More detailed external works costs will be required on a site by site basis to provide for actual external works requirements.

Total build cost per m2 is based upon the area of the building

VAT is excluded

Any items coloured in tan need further input from OCC

Anticipated Build Costs

OCC Secondary School Building

External Covered Play Areas

External Works Allowance

Energy Standard Zero Carbon

Total (Base Date 2Q2019 TPI325)

Area (m2)

Cost / m2

5,204

2,471

12,859,000

60

525

32,000

43,536

51

2,220,000

5,204

203

1,056,000

3,107

16,167,000

Uplift

Cost

11.0%

16,167,000

1,778,000

5.0%

Excl

808,000

Excl

Anticipated fees and contingency on Build costs

Planning and Building regs

monitoring fee for abnormals

Anticipated Direct Incurred Costs by Client

ICT broadband, hardware & active costs

Loose Furniture & Equipment (based upon EFA allowances)

OCC costs (Capitalized)

School start up costs

600

600

360,000

600

270

162,000

3.0%

Excl

578,250

Excl

449,500

Nett Outturn cost @ TPI - 325

20,303,000

Anticipated allowance for inflation

Review mid point for construction - Add inflation as BCIS TPI forecast

0.62%

20,303,000

125,000

TPI

327

Total Project Costs

20,428,000

Item G
School travel costs

The County Council will provide free transport from Oxfordshire homes to the nearest available school where;

- The shortest designated route is more than the statutory walking distance of 3 miles for children aged 8 and over; or,
- The shortest designated route is more than 2 miles where the child is aged under 8; or,
- The route has been assessed as unsafe to walk, even if accompanied by a responsible adult.

It is the council's view that it is not sustainable (having regards to the impact upon social cohesion and environmental costs) in the long term for children living in a new housing development in a settlement with a primary school to have to travel outside the settlement to attend a school with sufficient space for them. However, there may be a need to transport children for a limited period of time if, for example, a school expansion/provision is programmed later than the start of the housing development.

Where development is proposed in locations that would require the County Council to provide free school transport, developer contributions are sought to fund provision for a minimum of seven years for primary and secondary.

The temporary transport costs to bus children to the nearest school contribution is calculated by using the equation (for a single coach/bus):

$$A \times B \times C = £ ?$$

Where:

A = cost of transport (£200) per day

B = number of academic days in a year (190)

C = the period of time over which the funding is required.

- 7 years

Example, over a period of 7 years, the cost would be:

$$£200 \times 190 \times 7 = £266,000$$

N.B. The transport cost is for a single average sized coach – if there is more than one coach needed for transporting children then this cost will increase.

Price base – **To be confirmed**

Item H

Education space standards

The county council's education space standards were initially adopted by the council's Cabinet in 2013 and then further updated and approved (Cabinet Member decision) on 15th December 2016. The approved space standards for a 2FE primary school equate to a build area at the minimum of the DfE's Building Bulletins 103 & 104.

Those space and area requirements are used in the new school cost templates.

The relevant 2016 papers can be found at:

<http://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CId=790&MId=5242>

Item I Property Manual

The Property Manual has been produced to help interested parties. It has a section related to education infrastructure matters associated with S106 agreements. It can be accessed via the following link:

<http://landlord.oxfordshire.gov.uk/cms/content/s106>

Included in the documentation on the Property Manual are design criteria for new schools, building and site area requirements, school site survey requirements as well as site suitability checklists and Schedules of accommodation;

For example; School site assessment information required

- Masterplan of the overall housing development;
- Topographical survey (CAD format) with all site features including flood zones (where relevant) and the proposed school sites boundaries clearly defined;
- Geo environmental desk top study;
- Existing and anticipated noise levels plan;
- Location, details and status of all existing services and drainage runs across the site and within 1 kilometre of the site;
- Flood risk maps superimposed onto the masterplan to show clearly where there is flooding potential;
- Hydrological and flood risk assessment. - Flood risk assessments with plans showing the
 - o 1,000 year plus 40% climate change,
 - o 100 year plus 40% climate change and
 - o 50 year plus 40% climate change;
- Initial search information including evidence that there are no claimed rights of way, related to the site and that easements, wayleaves and the like do not exist upon the proposed site;
- Surface water strategy when available;
- Site investigations when available.

Queries about the detail within the Property Manual should be initially addressed to
... **To be Confirmed**...

Item J

Contribution phasing towards a new school:

Payment 1 –

on implementation of the housing development (usually this is 10% of the cost of the school) to progress design

Payment 2 –

(30% of the residual agreed sum) on due date of transfer of the school site

Payment 3 –

(30% of the residual agreed sum) 6 months after the due date of school site transfer

Payment 4 –

(30% of the residual agreed sum) 12 months after the due date of the school site transfer

Item K

Embedded Costs

The embedded costs comprise: the school start-up costs as well as furniture & equipment, ICT provision and the County Council's client costs.

School start-up costs

A provision is included to cover school set-up costs to be incurred pre-opening and post-opening prior to the school's funding model kicking in. It is a requirement of the DfE that the local authority funds these costs. The start-up costs are based on the funding methodology used by the DfE for central route free schools.

The council's identified costs (which are included in the cost templates) are updated as and when the DfE updates their rates. As at January 2021 the various costs are:

- Primary school £380,500
- Secondary school £449,500
- All through school £540,000
- Special school £267,500

Furniture & initial equipping

This is a per pupil place cost based upon the capacity of the school (i.e. 1FE or 2 FE etc.) required to provide for furniture and equipment.

ICT

To fund the inputting of the ICT network connection, servers and hardware to run the school. Again, this is a per pupil place cost.

County Council "client costs"

In the delivery of new schools, the County Council will be required to fund post-S106 legal costs, client costs in managing the delivery of the schemes and other miscellaneous costs which inevitably the authority would face.

Where the new school/facility is delivered through S106 agreement funding the client costs element is 3%.

Where a developer “direct delivers” a school the Client costs are at a lower rate of 2%.

The current costs/rates are included within the school cost template outputs.

Item L

Expansion of existing schools

Factors included in the assessment as to whether or not a school can/should expand

- Designated area (catchment): most, but not all, schools have a designated area to prioritise admissions to local pupils. Schools whose designated areas include the housing development would be considered for expansion, subject to the following factors below
- Location: to allow the option of children walking or cycling to school, it is preferable for children to be able to attend a school no more than 2 miles (aged 8 or under) or 3 miles (over 8 years old) from home.
- Travel infrastructure: to ensure that safe routes for walking and cycling are provided by providing safe footways for walking, good crossing points and a well-designed permeable street network that prioritises pedestrians and cyclists.
- Popularity: the County Council seeks to ensure a high percentage of parents can secure a place for their child(ren) at their first preference school.
- Quality of provision: expansion of successful, high attaining schools supports the council's commitment to improving educational outcomes and is in line with DfE expectations.
- Effective organisation of schools: where possible, expansion which moves schools towards being able to teach in single age classes is preferred.
- Choice and diversity: church schools and academies are considered equally with local authority-maintained schools for expansion.
- Existing accommodation and site area: in some cases, a school's existing accommodation may already include infrastructure to support a higher number of pupils (for example, it may have a large hall, or a large total site area).
- Feasibility of current and subsequent expansion: the cost of expanding a school will be affected by its current layout of accommodation. Local consultation will inform the decision to expand a school.

The appropriate school expansion solution directly related to any housing development may therefore not be the nearest or designated school, and is at the

discretion of the local authority, working in partnership with schools, multi-academy trusts and the DfE and Regional Schools Commissioner as appropriate.

Item M

Link to Sport England design & cost guidance:

<https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance>

Glossary additions

Major Residential development = a development comprising 10 or more residential units

Key contacts;

Education:

Access to Learning team – Pupil Place Planning

This team can be contacted through the following email address:

school.planning@oxfordshire.gov.uk

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Annex 4 - Flood & Water Management & SuDS

Item A

Oxfordshire County Council Flood Toolkit

This toolkit can be accessed via:

<https://www.oxfordshirefloodtoolkit.com/planning/>

Item B

Oxfordshire Local Flood Risk Management Strategy

The Flood and Water Management Act 2010 requires the County Council as the Lead Local Flood Authority (LLFA) to lead the coordination of flood risk management for surface water, ground water and smaller water courses in their area. The strategy is available (as part of the Flood Toolkit) through:

<https://www.oxfordshirefloodtoolkit.com/wp-content/uploads/2016/04/OxfordshireFloodRiskManagementStrategy.pdf>

Item C

Local Standards and Guidance for Surface Water Drainage in Oxfordshire

This adopted guidance is available through:

<https://www.oxfordshirefloodtoolkit.com/wp-content/uploads/2018/12/LOCAL-STANDARDS-AND-GUIDANCE-FOR-SURFACE-WATER-DRAINAGE-ON-MAJOR-DEVELOPMENT-IN-OXFORDSHIRE.pdf>

The guidance is part of the County Council's *Oxfordshire Flood Toolkit* information.

Annex 5 – Extra Care Housing

Item A

Oxfordshire Market Position Statement (Extra Care Housing Supplement) 2019-2022:

https://www.oxfordshire.gov.uk/sites/default/files/file/adult-social-and-health-care/MPS2019-22_0.pdf

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Annex 6 – Archaeology

No content in this Annex

DRAFT 1e Mar 2021

Annex 7 - Fire & Rescue

Item A

To initiate enquires with the Oxfordshire Fire and Rescue Service (**OFRS**) regarding hydrant schemes and provision, contact:

Email contact to be provided here

Item B

Water Supplies for Fire Fighting

Residential development requirements

- No residential property should be more than:
 - 150 metres (unobstructed distance) from a fire hydrant (existing or new)
 - on a water main of no less than a 90 millimetres nominal diameter.
- The location and number of fire hydrants will be determined by the OFRS following a risk based operational assessment once a water scheme has been received or once a copy of the existing water infrastructure has been supplied.

Commercial development requirements

- Commercial properties within development should be no more than:
 - 100 metres (unobstructed distance) from an existing (at the time of the assessment by OFRS) hydrant, otherwise;
- Commercial properties within development should be no more than:
 - 90 metres (unobstructed distance) from a new hydrant.

The above distances should be from the hydrant(s) in question to an entry point of the property (building) and

The hydrants serving the development should be no more than 90 metres apart (unless specifically stated within the guidelines on flow requirements for firefighting – see below)

All developments

- The location and number of additional fire hydrants will be determined by the OFRS following a risk assessment once a water scheme has been received or once a copy of the existing water infrastructure has been supplied.
- Where no piped water supply is available or there is insufficient pressure and flow in the existing water main, or an alternative arrangement is proposed, the alternative source of supply should be provided in accordance with the following recommendations:
 - A charged static water tank of at least 45,000 litre capacity; or

- A spring, river, canal or pond capable of providing or storing at least 45,000 litres of water at all times of the year, to which access, space and a hard standing are available for a pumping appliance; or
- Any other means of providing a water supply for firefighting operations considered appropriate by the fire and rescue authority.

Guidelines on water flow requirements for fire fighting

The following flows represent the ideal requirements on new developments (and also during permanent system changes with respect to existing developments). In some locations it is accepted that the existing water distribution system will not allow the delivery of such flows.

- **Residential Development**

Minimum of 8 litres/sec (480 litres/minute) for detached, semidetached or terraced homes of not more than two floors and 35 litres/sec (2,100 l/min) for units of more than two floors, from any single hydrant on the development.

- **Non-residential Development**

Transportation - Lorry/coach parks - multi-storey car parks - service stations etc.

All of these amenities should have a water supply capable of delivery a minimum of 25 litres/sec through any single hydrant on the development or within a vehicular distance of 90 metres from the complex.

Industrial developments

In order that an adequate supply of water is available for use by the Fire and Rescue Service in case of fire, it is recommended that the water supply infrastructure to any industrial estate (of the site areas set out below) is as follows with the mains network on site being normally at least 150 mm nominal diameter -

For sites having an area:

Site area (hectares)	Water supply (litres/second)
Less than 1	20
From 1 to less than 2	35
From 2 to less than 3	50
3 or more	75

Shopping, offices, recreation and tourism

Commercial developments of this type should have a water supply capable of delivering a minimum flow of 20 to 75 litres/sec to the development site.

Education, health and community facilities (e.g. Village halls)

Should have a water supply capable of delivering a minimum flow of 15 litres/sec through any single hydrant on the development or within a vehicular distance of 100 metres from the complex.

Primary schools and single storey health centres -

Should have a water supply capable of delivering a minimum flow of 20 litres/sec through any single hydrant on the development or within a vehicular distance of 70 metres from the complex

Secondary schools, colleges, large health and community facilities -

Should have a water supply capable of delivering a minimum flow of 35 litres/sec through any single hydrant on the development or within a vehicular distance of 70 metres from the complex.

However, these requirements may be lessened (subject to prior approval of OFRS) with the provision of suitable suppression systems within the dwellings/premises (see below).

Fire Suppression Systems

Fires in the home still account for the greatest number of fire deaths and injuries each year and, therefore, the installation of automatic fire suppression systems, such as sprinklers, in domestic premises is something that the OFRS strongly advocates.

More and more vulnerable people with less mobility are remaining in their own homes and the evacuation policy of “*get out, stay out, call 999*” is becoming increasingly less appropriate as a result of an ageing demography. Additionally, automatic fire suppression systems can increase the sustainability and life expectancy of buildings by limiting fire development and significantly reducing the amount of smoke, CO₂ and other pollutants.

For any system that has the potential to improve safety in the communities, the OFRS will provide a commitment of early dialogue with developers to explore the potential use and the level of compensatory features this would provide.

Arson & Deliberate Fires

The OFRS supports the police’s ‘Secured by Design’² principles and design guides in aiming to minimise opportunities for antisocial behaviour (ASB) through good design and layout that can also reduce arson and deliberate fire setting.

Deliberate fires have a significant impact on communities. Whilst the financial cost for all public services, can be calculated, what is more difficult to quantify is the wider adverse impact on communities.

Types of fires and their causation range from; ASB (re small refuse fires) through to vehicle fires and property fires.

Areas for consideration within the design scope should include the following:

- Security of premises both internal and external
- Disposal of refuse and location of refuse bins

² Established by the Association of Chief Police Officers (ACPO) in 1989.

- Lighting and movement of people through the complex
- CCTV in public spaces
- Open spaces, layout, construction (type of materials used) and community equipment placed into them
- Visibility designing out secluded locations
- Through-roads and cul-de-sacs

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Annex 8 - Natural Environment

Item A

Examples where “landscape scale” opportunities may exist include:

- the Wildlife Trusts’ Living Landscape Target Areas,
- the Wychwood Project and
- Lower Windrush Valley Project in West Oxfordshire,
- the Earth Trust within South Oxfordshire, and
- within individual AONBs or at a cross-district catchment partnership level.

Item B

Areas of Outstanding Natural Beauty (AONB) extending into Oxfordshire:

- The Cotswolds
- Chilterns
- North Wessex Downs

Item C

(The council’s Natural Environment team can be contacted via:

<https://www2.oxfordshire.gov.uk/cms/public-site/natural-environment>

Item D

The Thames Valley Environmental Records Centre (TVERC) can be contacted via:

www.tverc.org

Item E

Details of the county council’s “natural environment” responsibilities can be found in the guidance “Biodiversity and Planning in Oxfordshire” available at:

<https://www2.oxfordshire.gov.uk/cms/content/biodiversity-and-planning>

Item F

For information on:

- Sites of nature conservation importance: - www.tverc.org
- Conservation Target Areas:
<https://www.wildoxfordshire.org.uk/biodiversity/conservation-target-areas>
- Oxfordshire Wildlife and Landscape Study (OWLS):
<http://owls.oxfordshire.gov.uk/wps/wcm/connect/occ/OWLS/Home>
- Requirements for developers:
 - See Item E above Biodiversity and Planning in Oxfordshire and
 - <https://www2.oxfordshire.gov.uk/cms/public-site/environmental-policy-and-planning>

- The sensitivity of the natural environment to future change, see:
Oxfordshire County Council's analysis of Environmental Sensitivity:
<https://www2.oxfordshire.gov.uk/cms/content/environmental-sensitivity-change>
- Wychwood Project:
www.wychwoodproject.org
- Lower Windrush Valley project:
www.oxfordshire.gov.uk/cms/public-site/lower-windrush-valley-project
- The Wildlife Trusts:
(for Oxfordshire as part of the Berks, Bucks & Oxon Wildlife Trust – BBOWT)
<https://www.bbwt.org.uk/wildlife/living-landscapes>
- The Earth Trust:
<https://earthtrust.org.uk>
- Trust for Oxfordshire's Environment:
<http://www.trustforoxfordshire.org.uk/>

Annex 9 – Energy Efficiency

Item A

London Energy Transformation Initiative (LETI) Climate Emergency Design Guide can be accessed via:

<https://www.leti.london/cedg>

Item B

Ultra-low energy demand targets (Energy Use Intensity - EUI targets)

Residential	<35 kWh/m ² .yr
Offices	<55 kWh/m ² .yr
Research labs	<55-240 kWh/m ² .yr
Retail	<80 kWh/m ² .yr
Community space (e.g. health care)	<100 kWh/m ² .yr
Sports and Leisure	<80 kWh/m ² .yr
Schools	<65 kWh/m ² .yr

kWh/m².yr = KiloWatt-hour/m² per year

Annex 10 - Waste Management

Item A

Oxfordshire's Resources and Waste Strategy 2018-23

This is available on the County Council's website and can be accessed via: <https://www.oxfordshire.gov.uk/sites/default/files/file/waste-and-recycling/OxfordshiresResourcesandWasteStrategy.pdf>

Item B

The County Council's 2015 Household & Waste Recycling Centre (HWRC) Strategy

This is available on the County Council's website and can be accessed via: <https://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CId=115&MId=4345&Ver=4>

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Annex 11 – Community Services

Item A

Responsibilities

Children's Service have a wide range of statutory duties to support and safeguard children. These duties are set out in primary legislation and government guidance. Key legislation includes the Children Act 1989 and the Adoption and Children Act 2002

The statutory duties placed upon the County Council by the Public Libraries and Museums Act 1964 Local authorities "... *to provide a comprehensive and efficient library service for all persons ..*" in the area that want to make use of it also provides the County Council with the power to offer wider library services beyond the statutory service to other user groups, and the 1964 Act allows for joint working between library authorities.

The Public Libraries and Museums Act 1964 and 1972 Local Government Act provide the powers for local authorities to provide museums.

Item B

Community Buildings

Elements sought by the County Council to optimise flexible end-use:

- a community hall
- secure hall storage for multiple groups
- "changing spaces" toilet facilities
- A large meeting room
- A small meeting room
- kitchen / café / foyer facilities

Library

Elements of library infrastructure requirements would include:

Public Spaces

- Open space with free-flow access to library shelving and ICT which can for example be part of or adjacent to a community café with seating.
- Flexible-use space to host a varied programme of activities generated by the library, as well as the local community, schools and heritage services, to include targeted lectures / adult education classes / family activities / art & craft-based activities, and enable third party / community involvement, learning and skills sessions and makerspace activities.
- Lockable store for stacking tables, chairs and large equipment.

Staff Spaces

- A workroom/office with space for storage for books and resources
- A kitchenette with space for soft seating for lunchbreaks
- Two 'staff only' toilets including an accessible toilet

Item C

County Council adopted space standards

The County Council's adopted standards (March 2001) for publicly available library space are:

- 23m² per 1,000 head of population

To appropriately serve the needs of users of the facility, other (non-public) support areas (staff workrooms etc.) are required, these amount to 19.5% in addition to the 23m² provision. The combined requirement equates to 27.5m² per 1,000 head of population

The library-stock provision needs are based on a need for:

- 1.5 library-stock/items per head of population
- A cost of £7.50 per volume (average).

This equates to £11:25 per person to initially equip the library-stock provision to mitigate increased demands arising from development

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PART TWO: SERVICE REQUIREMENTS

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Annexes (Nos 2-11 by Separate file)

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Transportation

This Chapter comprises the following sub-sections:

- Highways
- Travel Planning
- Active & Healthy Travel
- Public Transport
- Public Rights of Way

All with a composite Transport annex (Annex 2)

Highways

1. Oxfordshire County Council (the County Council) has responsibilities as the Local Highway Authority and Local Transport Authority. In 2016, the County Council in conjunction with other partners produced “Connecting Oxfordshire: Local Transport Plan 2015 – 2031” (LTP4). (Annex 2 – Item A). This suite of documents¹ sets out the strategic framework for transport across Oxfordshire.
2. “Connecting Oxfordshire” has been developed with three over-arching transport goals (economy, environment and society) to:
 - Support jobs and housing growth and economic vitality;
 - Reduce emissions, enhance air quality and support the transition to a low carbon economy
 - Protect and enhance Oxfordshire’s environment and improve quality of life (including public health, safety and individual wellbeing)
3. The County Council as the strategic highways and transportation authority works closely with the Local Planning Authorities (LPAs) to ensure that the transport network supports sustainable growth. The County Council seeks to ensure through cooperation with the District Councils and the City Council, that the location of development makes the best use of existing and planned infrastructure, provides new or improved infrastructure and reduces the need to travel and supports walking, cycling and public transport.
4. A crucial element of the LTP4 is the inclusion of an “Active and Healthy Travel Strategy” (AHTS). The strategy aims to contribute to reducing pressure on the road network, contribute to economic growth and the reduction of emissions, quality of life and health, and link active travel with bus and rail options by enabling sustainable door to door journeys, combining cycling or walking with public transport. The LTP4 is supported by Walking & Cycling Design Standards², which must be followed by developers – a flow diagram how they can support through the development process is provided in Annex 2– Item B.

¹ The County Council is working towards producing a revised strategic framework a Local Transport & Connectivity Plan (LCTP) which will be developed following public consultations; links to that will be available on the County Council’s website

² Another key supporting document is the Street Design Guide which is programmed to be published in Spring/Summer 2021.

5. As set out below, planning applications may need to be supported by detailed transport assessment work, and development mitigated through measures including; the provision of sustainable transport infrastructure, works to the public highway and actions such as the use of Travel Plans, as well as financial contributions towards strategic highway projects.
6. Developers will be required to mitigate the direct impacts of their development and have sufficient access arrangements for pedestrians, cyclists, public transport and motor traffic, but also where appropriate, to contribute towards the wider transport impacts on the network to which their development contributes.
7. Local Plans may include policies and requirements relating to highway matters. The Local Plans relevant to the development proposals location should be investigated to understand the planning and transport context for the proposal.
8. The County Council has been successful in securing forward funding from the Government for infrastructure within the county and will seek to bid for other available funds. The infrastructure schemes are necessary to deliver the identified housing and employment growth in the Local Plans for the five Districts and to unlock housing developments along key corridors. If housing or commercial development is reliant on the infrastructure delivered (or to be delivered) through these funds to, in part mitigate its impact, the County Council is obliged to seek to recover the forward funding from such developments. S106 agreements will be employed to secure the agreed and appropriate payments.

Early Advice

9. Applicants are encouraged to seek pre-application advice from the County Council (Annex 2– Item C) on major planning applications.
10. As the Local Highway Authority advice is provided on:
 - relevant policies and guidance;
 - the relevant level of detail and supporting information necessary to provide a valid assessment of highways and transport issues;
 - whether a contribution towards highways and/or transport improvements is likely to be required;
 - where a Transport Statement / Assessment is required, the content, scope, preparation and presentation that is likely to satisfy our requirements;
 - Suitability of access arrangements (may require separate concept design check with associated fees).
11. The County Council has prepared focused guidance to help developers understand the County Council's requirements as Highway Authority, these are all accessible direct through the County Council's website (see Annex 2 - Item D) or through contacting the relevant transport teams. The guidance material includes:
The requirements for Transport Assessments and Transport Statements:

- Position Statement – On the Application of Contemporary Highway Design Guidance in Oxfordshire, 2014 and;
- Transport for New Developments: Transport Assessments and Travel Plans, 2014.

The requirements for Highway Design

- Residential Road Design Guide (Second edition), 2015 (*to be superseded in 2021 by a Street Design Guide*)

Note: – the walking and cycling elements of the 2015 Residential Design Guide are superseded by new Walking and Cycling Design Standards.

Guidance for Cycling and Walking provision

- Oxfordshire Cycling Design Standards, 2017, and
- Oxfordshire Walking Design Standards, 2017

Commuted Sums (for Highways)

- Commuted Sum Policy, 2020
- Commuted Sum Procedure Note, 2020

Assessing the Impact of Development

12. Early discussions with the County Council as the Highway Authority are recommended to determine the requirement for and scope of, any Transport Assessment or Transport Statement. (see Annex 2 – Item D for guidance) Additional guidance is also available through the pre-application advice services Annex 2 - Item C).
13. The County Council will use the Transport Assessment or Transport Statement to help determine the likely impact upon the highway and therefore the scope of any highway works, or other mitigation measures that may be needed.

Highway Design

14. Design requirements will be subject to individual circumstances, but overall guidance is provided in the above documents.

Commuted Sums for Maintenance

15. When the Highway Authority takes on assets from developers it incurs maintenance costs for the life of the assets, and replacement costs at the end of their useful life. These sums are most commonly secured through Section 38 (S38) agreements and Section 278 (S278) agreements of the Highways Act 1980. Typical assets (street lighting, traffic signals etc.) that may require a commuted sum are listed in Annex 2 - Item E.
16. The calculation of commuted sums for maintenance follows the principles set out in the guidance produced for the Department for Transport by ADEPT (Association of Directors of Environment, Economy, Planning and Transport).
17. The issue of long-term maintenance of highways infrastructure should be discussed with the County Council at an early stage. For further information on the County Council's commuted sums policy and procedures please contact the County Council's Road Agreements Team; see Annex 2 – Item F for links.

Mitigation Measures

18. The County Council will encourage priority to be given to sustainable measures promoting 'smarter choices' where mitigation measures are required; i.e. measures to encourage travel by means other than the private car. However, some development schemes will require highway improvement works to be provided as set out below. For all development proposals it is important that the proposals comply with the relevant area transport strategies as well as with the corresponding Local Plan and LTP general policies.

Works and/or Contributions

19. Highway works may be funded through a financial contribution to the County Council or delivered by a developer on approved terms. In mitigating the impact of a development on the highway network, direct mitigation by the developer is generally required through a S278 agreement.
20. In relation to the impact of individual developments, the County Council will require developers to procure the necessary works to mitigate the impact of their development. Where the cumulative impact of a number of developments requires a specific Highway improvement project, the County Council may secure financial contributions through a S106 agreement or through S278/S38 contributions and procure the necessary works.
21. The S106 agreement will identify indicatively any highway works and measures. The agreement will normally prevent development starting until a S278 agreement for these works has been entered into and also specify the trigger for completion of these works. The S278 process addresses detailed design and construction of the measures.
22. Where there is a need for an identified highways scheme resulting from the impact of a number of developments this may be funded by a number of mechanisms including through pooled S106 contributions if appropriate as well as external funding sources such as Government grants and CIL funding (where CIL is operating).
23. The County Council will therefore consider whether a developer contribution to such schemes (including from both residential and commercial developments) will be required, and if so, the level of any contribution based on a number of factors, including:
 - The impact(s) of the proposed development.
 - The cost of the scheme;
 - The level of any funding already secured, both from developer contributions and where appropriate, other sources;
24. There may also be a requirement for Road Safety Audits of proposed highway works to be carried out by developers without cost to the County Council.

Highway Works and Surety

25. By requiring developers to undertake works under a S278 agreement (which may encompass some dedication and adoption under Section 38 of the Highways Act 1980 as well), the work is to be completed as part of the development. There is an associated risk that the highway works may not be completed satisfactorily. Consequently, an appropriate surety in the form of either a cash deposit or a bond is required. In the event of default in completing the requisite works this surety can be called on to pay for completion of the works.

Safeguarding Land

26. The County Council may require land to be safeguarded for highway works and associated construction needs with access to be provided without charge, and dedication without charge on the County Council certifying the works are complete. Where appropriate this will generally be secured through a S106 agreement. Road agreements for the alteration to an existing road or the creation of a new one will require a S38, S278 or a private street agreement – further information about these is available through the County Council's Road Agreements Team (Annex 2- Item F).

Management and Legal Fees for Highways agreements

27. For S278, S38 and private street agreements the County Council will require its costs to be covered; to that extent there are Application fees, Inspection fees as well as commuted sum or maintenance fees. See Annex 2- Item G for further information. The County Council's legal costs incurred in the preparation and completion of S278 agreements, S38 agreements and private street agreements will need to be paid by the developer.

Traffic Regulation Orders (TRO)

28. Where a development envisages a TRO (e.g. to provide waiting restrictions) a fee is payable to the County Council, to cover the costs of consulting on, processing and advertising the order(s) and if approved making it. There is a general requirement for the developer to cover costs for all consents required for a highway scheme.

Travel Planning

29. The encouragement of alternative sustainable uses of transport is necessary to support the environment and promote public health but also relieve pressure on the highway network. National and local policy aims to encourage patterns of growth and other measures to ensure that maximum use is made of public transport, walking and cycling. The County Council is seeking through the LTP and its Active and Healthy Travel Strategy to contribute to reducing pressure on the road network, to the reduction of emissions, and to link active travel with bus and rail options by enabling sustainable door to door journeys combining cycling or walking with public transport.
30. The County Council will proactively seek ways for active travel and transport to play a role in contributing to the health agenda. This will use opportunities created by new development as well as other funding sources.

31. Travel Plans are long term management strategies which seek to integrate proposals for sustainable travel into the planning process. They enable opportunities for sustainable modes of travel such as walking, cycling and public transport to be integrated into existing and proposed developments.
32. Travel plans will normally be sought on applications for retail, leisure, business, employment, health, residential and educational development. This includes applications for redevelopment, mixed use schemes, changes of use of buildings and applications to extend the duration of an existing planning permission.
33. A Travel Plan should include a range of “SMART” actions and targets that are crucial to establishing its success. Further information on travel plans including when they are required and what types are appropriate in Oxfordshire can be found from the County Council’s Travel Plans team (Annex 2 – Item F) and the various documentation set out in Annex 2 – Item D
34. Under its responsibilities as the local transport authority and under the Education and Inspections Act 2006, the County Council is encouraged to develop Travel Plans with schools.
35. The type of Travel Plan required will depend on the scale and nature of the proposed development; for example, whether the proposed development is for a school, for residential or commercial uses.
36. Both S106 agreements and planning conditions are used to secure the delivery of Travel Plans. Where the County Council considers it more appropriate – for standard simple Travel Plans the County Council will advise the District Council that a Travel Plan should be secured via a planning condition. For the more complex and larger scale Travel Plans a S106 obligation is more appropriate partly because the mechanism enables for financial contributions and/or Travel Plan Monitoring fees more directly to be secured. For certain strategic scale development, the County Council has agreed (for a set fee) to take on the responsibility for managing and implementing the requisite Travel Plan on behalf of the developer. For further information about this approach please consult the Travel Plans team (Annex 2 – Item F)

Active and Healthy Travel

37. Active and healthy travel is more than just another mode of transport. These travel choices have the added benefit of improving personal health and fitness, contributing to cutting congestion and decreasing pollution and can increase community cohesion through greater levels of personal interaction (particularly walking). However, we are aware that many people do not consider walking or cycling due to concerns about safety and personal security.

38. Connecting Oxfordshire 2015-2031 includes the AHTS which aims to create the conditions in which more people choose to walk and cycle for more journeys, including those where people use a combination of walking, cycling and public transport to reach their destination (also known as door to door).
39. The County Council has produced guidance (Annex 2 - Item D) on walking and cycling design, recognising the unique needs of pedestrian and cyclists and these will need to be considered and addressed when designing development and connections to existing settlements.
40. As the Local Highway Authority and Local Transport Authority, the County Council encourages the use of modes of travel associated with healthy and active lifestyles. Developers are encouraged to use the Oxfordshire Walking and Cycling Design Standards to create good highway design³ and, in conjunction with travel plans, to raise awareness of the benefits of walking and cycling and promote routes that make good provision for pedestrians and cyclists.

Infrastructure Provision/Contributions

41. Contributions secured through a S106 agreement may be required to address the extra demands arising from development towards measures including new and upgraded cycle & pedestrian infrastructure as well as initiatives to promote cycling and walking associated with travel to/from and at the development.
42. Developers must demonstrate through site design and master planning how their site has been planned to make cycling convenient and safe, for cyclists travelling to and from major residential, employment, education, shopping and leisure sites within 5-10 miles, and also, within and through the site.
43. Developers are advised to use and follow the Oxfordshire Cycling Design Standards, and the Oxfordshire Walking Design Standards referred to above (Annex 2 - Item D)
44. The County Council may ask developers to fund Quality Audits, to include cyclability audits, so that the local user view is incorporated into new cycle facilities.

Public Transport Services and Infrastructure

45. The County Council, as the Local Highway Authority and Local Transport Authority, has responsibilities for public transport under the Transport Act 1985, the Transport Act 2000, the Traffic Management Act 2004 and the Local Transport Act 2008. The legislation requires the production and review of a Local Transport Plan which identifies transport policies and how these will be delivered.

³ Developers should also consult the County Council's Street Design Guide (to be published Spring/Summer 2021)

46. As with the above elements of transport the key policy document is Connecting Oxfordshire Vol 1 the LTP 2015-2031 (Annex 2 - Item A) with the BRTS included in Vol 2 of Connecting Oxfordshire (Annex 2- Item A).

47. The County Council has developed a Bus and Rapid Transit Strategy (BRTS) which complements and implements elements of the LTP4 referred to in paragraph 1. This Strategy seeks to enhance the role of the bus as a key component of the overall public transport network in the county. Enhancing bus routes, hubs and other interchanges facilitates better public transport connectivity and access; thereby benefitting accessibility to key services, reducing car use and managing car emission levels, and is a contributor to healthier lifestyles.

The BRTS identifies that the County Council, working with the bus operators, wishes to take advantage of travel demand from future development (in particular, housing, employment and urban retail) with the aim of increasing the frequency of existing bus routes and introducing new routes where different travel patterns are created in order to minimise car journeys by providing more attractive public transport choices. S106 contributions may therefore be requested from developers in order to 'pump prime' new routes or incremental enhancements to existing routes.

48. Bus services need to be designed such that they will not require ongoing financial support from the County Council in the longer term. To that end the County Council's public transport planners will seek to identify public transport services needed to serve a development and to request financial contributions to establish or improve these.

49. Developers are required to assess the existing and future public transport need of their proposed development. Each development will have a bespoke solution as the decision will be influenced by existing routes and its location. In several areas, the County Council has established contribution rates based on the need for improved bus services to support development growth along the routes. Advice on this will be given by the County Council at pre-application and planning application stages as appropriate.

50. Public transport should be available early in the building-out of developments to ensure that new residents have the opportunity to use sustainable modes of transport to get to employment, education, services and health facilities without the need for a car. Phasing plans and delivery of key infrastructure, for example spine roads, will need to accommodate this

51. Contributions through S106 agreements may be sought:

- to support the development of new bus services;
- to increase the frequency of existing bus services;
- to maintain and develop existing bus services where these would otherwise be subject to reduced frequency or cease to operate
- for installation and maintenance of Real Time Passenger Information (RTPI) bus stop infrastructure.

52. Most bus stop infrastructure will be required to be delivered to the County Council's specification by the developer as part of S278 / S38 works. Commuted sums for maintenance will be required in line with other S278 / S38 works. Whether the provision of bus stop infrastructure will need to be by S106 agreement contribution or provided "in-kind" through the S278/S38 agreement processes will be set out the pre-application and Single Response advice.

Infrastructure provision/Contributions Calculation

53. Any S106 contribution sought will be assessed on a case by case basis and shall have regard to the factors summarised in Annex 2 – Item H, and to the impact that the development is likely to have on the public transport system.
54. As a guide, development layouts should look to minimise walking distances to bus stops; new homes within residential developments should be within a walking distance of 400m from a bus stop. Longer distances may be acceptable if a much faster, reliable and/or frequent bus service can be provided and deemed to have a reasonable likelihood of being operated without the need for on-going financial support from the County Council.
55. Where a new bus service is identified as being needed within a new development, the development should be designed to be able to support the efficient operation of buses through appropriate road geometry and width. For guidance see the County Council's street design guidance documentation (Annex 2 – Item D).

Public Rights of Way

56. The Highways Act 1980 places a responsibility on councils to protect and manage Public Rights of Way (PRoW). The County Council is the Highway Authority for all PRoW within Oxfordshire. Consequently, the County Council maintains the statutory record of the PRoW within the Oxfordshire – this is held on the Definitive Map and Statement which is available online (see Annex 2 - Item I).
57. The County Council is also required, under the Countryside and Rights of Way Act 2000, to produce a Rights of Way Improvement Plan (RoWIP). In Oxfordshire the RoWIP document is called the Rights of Way Management Plan; see Annex 2 - Item J.
58. Public Rights of Way are a material consideration when LPAs both consider and determine planning applications. In assessing the development proposal's impacts the County Council will consider the potential to affect the PRoW network and PRoW users both within the development site itself as well as beyond the development's boundaries (i.e. off-site). Consequently, the County Council may seek works and/or financial contributions from developers to ensure that the PRoW network is appropriate to accommodate the extra demands or user impacts arising from new development.

59. The County Council's priorities for PRoW are:

- Protecting and enhancing access within individual developments;
 - Securing off-site mitigation measures from individual development sites;
 - Seeking contributions towards larger scale PRow mitigation schemes from more than one related development; and,
 - Supporting growth, the economy and quality of place, in the priority development and growth areas.
60. A PRow Planning Information Note (Annex 2 - Item K) has been prepared summarising standard mitigation measures which the County Council may ask the Local Planning Authority to include.
61. It is the responsibility of the developer to ensure that their development proposal takes account of the legally defined route and width of any public right of way as recorded in the Definitive Map and Statement. If a development is likely to need to alter a PRow, then early discussions should be held with the Countryside Records Team. The team can be contacted through the County Council's website (see Annex 2 - Item F).
62. Where the PRow or relevant part thereof, is over land within the control of the developer or the County Council, the developer may be required to complete any necessary works under agreement. However, where the works require the agreement of any third-party owners, the County Council may agree to take a financial contribution towards the funding of the works.
63. Any development proposal's transport assessment or impact mitigation measures which rely upon the delivery of an upgraded PRow (e.g. footpath made legally cyclable or dedicated as a bridleway) must be proven to be feasible by the developer prior to any decision on acceptability by the County Council. This feasibility testing may include prior consultation with residents and user groups (which might form part of the planning application consultation) as well as evidence of costs, landowner approval and timings.
64. Such improvements, where appropriate, may be secured by direct mitigation by the developer through a S278 agreement and/or a S106 agreement restricting development until a public path creation agreement has been entered into. The developer will be expected to fund any legal measures required to alter PRows, including consultation where required. The public path agreement would also require the cycle track (or cycle-able route) to be constructed in accordance with specifications agreed by the County Council as the Local Highway Authority.
65. A financial contribution would normally be looked to be spent on measures in an 'impact' area which could be up to 5km from the development site depending on site and network characteristics. The use of a contribution is normally focused on upgrading the surfaces of key routes to take account of the likely increase in use by residents of the development as well as new or replacement structures; (such as gates, bridges & seating), sub-surfacing and drainage to enable easier access, improved signing and protection measures such as anti-vehicle barriers).

66. New links between existing rights of way or roads may also be required to facilitate convenient access to the PRow network or to provide a safer route. Any contributions sought would be calculated taking on board the actual works costs including associated elements such as - site surveys & assessments, habitat survey & mitigation, landowner negotiations, materials, plant & equipment, legal processes (e.g. temporary works closures), contract preparation and supervision, administration costs, and follow up repair works.
67. The Oxfordshire Rights of Way Management Plan 2015-2025 identifies some of the key access route assets (Annex 2 - Item L) and access development aspirations within the county. Potential impacts upon these key routes and access to them will be considered when the County Council assesses relevant individual development impacts.
68. As with other service areas, any financial contributions sought and secured will be indexed linked. Any required contributions will be based upon individual assessment of the anticipated costs associated with measures linked to specific development proposals.
69. For most planning applications, (both major and minor) the County Council will propose to the LPA standardised planning conditions to protect and enhance PRow and public green spaces within an application's boundary. Whether other measures are required will depend on the location and nature of the development and its likely impact on PRow.

The County Council periodically reviews the way in which the policy and process for developer contributions operates in detail. Any revised process regarding transport will be made available on the website.

Education

1. The Oxfordshire County Council is both the Local Education Authority and Children's Services Authority across the county. Under the 2006 Education and Inspections Act the County Council has a statutory duty to ensure there are sufficient (publicly maintained) school places in the county to meet demands from residents wishing their children to have one. This duty covers children & students aged up to 18 years of age.
2. The County Council is a commissioner rather than a provider of school places, irrespective of the types of school involved. In the county there is a diverse mix of publicly maintained schools including Community Schools, Foundation Schools, Voluntary Schools as well as Academies and Free Schools (a particular type of academy):
3. The County Council also has a responsibility under various Childcare Acts (e.g. 2016 & 2006) and other legislation to ensure, as far as reasonably practicable, that there are sufficient childcare places to ensure that families can:
 - access the funded early education entitlements for their child;
 - take up, or remain in work; or
 - undertake education or training, which could reasonably lead to work.
4. The County Council's duties fall in line with central Government's policy to provide free Early Years and Childcare (See Annex 3 - Item A). Provision may be in the form of nursery, childminders, playgroup or preschool etc.
5. It is the County Council's role as the Education Authority to assess the requirements for school provision as a consequence of development; to determine and plan, in consultation with schools, how sufficient capacity will be provided and seek developer funding via S106 agreements where appropriate. The seeking of such developer contributions is in line with relevant Government guidance (the DfE's "Securing developer contributions for education" – see Annex 3 - Item B).
6. The demands for school places expected to arise from major residential development are assessed against school capacities. Where there is (or expected to be) insufficient capacity to satisfactorily meet those extra demands it may lead to a requirement for s106 contributions. Such requirements towards education provision, arise as a direct result of development proposals.

7. The County Council produces a Pupil Place Plan (PPP - see Annex 3 - Item C) which sets out the expected demand for, and supply of, school places. It also provides information on planning for school places, the establishment of new schools and likely future changes to school provision. This document is a key source of information in considering whether or not education infrastructure can accommodate the extra pressures expected to arise from new housing; and consequently, whether and what S106 planning obligations may be required.

The Table (Table A) below sets out the child age and associated Sectors and Year Groups relevant to the assessments.

Table A - Child ages and their associated Sectors, Year Groups and Stages					
Child Age (Years)		Sector		Year Group (YG)	Stage
Range	Comprising (a)				
2-4	2-3 & 3-4	Early Years		Nursery	Foundation Stage
4-5	4-5	Early Years	Primary	Reception	Foundation Stage
5-7	5-6 & 6-7	Infant	Primary	1 & 2	Key Stage 1
7-11	7-8, 8-9, 9-10 & 10-11	Junior	Primary	3, 4, 5 & 6	Key Stage 2
11-14	11-12, 12-13 & 13-14	Secondary		7, 8 & 9	Key Stage 3
14-16	14-15 & 15-16	Secondary		10 & 11	Key Stage 4
16-18	16-17 & 17-18	Secondary		12 & 13	Key Stage 5

(a) those aged "x" years of age within a school year

Assessing the need for additional provision and S106 contributions

8. The County Council generally only assesses the education impacts from "major" (i.e. 10 dwellings or more) housing proposals. However, "minor" applications may be assessed where their relationship to other housing developments warrants such proposals to be taken into account or the co-location with other sites necessitates an area-wide look at the cumulative impacts.
9. In assessing and determining any needs the net increase in dwellings at a development site is considered. The assessment will address the whole proposal (including both market and affordable housing) and will calculate the expected pupil place demands generated by the housing. The assessment, based upon a population assessment carried out when a planning

application/proposal is submitted, using the County Council's PopCal forecasting tool (See Part One – paragraphs 45 to 50 of this guide).

10. When assessing a development's impact, the County Council takes account of the type and size (by number of bedrooms) of housing proposed; recognising that differing types/sizes will have different child yield characteristics. Some housing types are considered to not generate/accommodate Early Years and School aged children and therefore will generally be expected to generate zero pupil place demands; see dwelling types in Annex 3 - Item D.
11. For development proposals of fewer than 400 dwellings the impact assessment is based upon standardised pupil yields derived from PopCal (see Annex 3 - Table 1).
12. For developments of 400 dwellings and above a bespoke PopCal assessment will be generated and the resultant profile of pupil generation will be used to assess impacts and consequential needs. The bespoke PopCal will better reflect the probability that likely additional pupil pressures will not occur in one year but will develop over years as the housing development is built out and occupied. The resultant forecast of demands will also inform the timing for any consequential new school provision.
13. Planning applications to vary existing permissions which indicate a material change to the number or type of dwellings, and consequently the pupil yields, will also need assessment. In such cases a review of appropriate contributions would be undertaken. The process undertaken by the County Council in assessing and determining the need for additional education and associated infrastructure is outlined in the Annex 3 - (Item E). It is recommended that developers/applicants contact the County Council's Access to Learning team (Pupil Place Planning) at the earliest possible stage in the process to ascertain whether there would be a requirement for additional education provision associated with their proposed development.
14. If there is a need to expand existing school capacity S106 contributions are sought based on
 - the estimated pupil generation of each development proposal (using PopCal data) and
 - the "cost per pupil place" for the relevant sector of school;
 - but where the need to expand a school is down to a single development the required contribution will be based upon the full costs of expansion (or the cost per pupil applied to the full pupil capacity increase).

The "cost per pupil place" data, where the actual cost estimate of a project is not available, is based on the national (England) average costs published in the DfE "school place scorecards", as advised by DfE guidance (Annex 3 - Item B)., The "costs per pupil place" for extensions are provided in Annex 3 - Table 2. Where a bespoke costing (approved by the County Council) for a

school expansion is available it will be used in place of the standardised extension approach.

15. For housing proposals over 400 dwellings where S106 contributions are required towards expanding existing schools the bespoke PopCal data will be used in conjunction with the “cost per pupil place” (from the DfE scorecard data/actual project cost estimate).
16. For contributions towards new school provision the scorecard data is superseded by more specific new school costing data provided by cost consultants to the County Council (Annex 3 – Item F). For new schools, the County Council's cost templates provide transparent and comprehensive costings. The cost template model was drawn up after a wide-ranging cost benchmarking exercise. These are reviewed to ensure they reflect the market and construction costs. Examples of generic New-School cost models for primary and secondary schools are provided in the annex.
17. Schools operate efficiently and effectively when nearly full, but some margin of spare capacity in the school system is necessary to allow for unexpected influxes of children and expressions of parental preference. To that end the County Council seeks to keep the number of surplus places to a minimum but retain an operational capacity to allow for flexibility in pupil numbers/pressures. Consequently, spare places at a school do not necessarily equate to there being sufficient capacity at that school, see the PPP for further information.

What S106 contributions may be sought?

18. S106 planning obligations which may be sought towards education infrastructure include both solely financial and/or land & infrastructure provision, such as
 - Land for new schools/school expansion or funding towards land;
 - Funding new school provision (including school start-up costs and initial equipping, e.g. furniture, equipment & ICT);
 - Funding of/towards additional classrooms/Early Years provision;
 - Funding of/towards other school facilities at existing schools (e.g. additional grass/artificial turf sports pitches) to support increased pupil numbers;
 - Transitional issues arising from the impact of a new development, including the cost of providing temporary school places in advance of the completion/opening of a new school required as part of a housing development;
 - Commuted sums for fixed-term on-going maintenance of sports facilities;
 - School Travel Costs – i.e. the cost of transporting children to school for a defined period. (See Annex 3 - Item G)

Early Years and Childcare

19. Local Education Authorities are not expected to deliver Early Years provision directly, but they have a duty to ensure there is sufficient provision available to meet eligible families' needs and to work with providers in creating the places. Developer contributions towards Early Years provision, if sought, will usually be required towards places at existing or new school sites, incorporated within primary or all-through schools. The cost per pupil place of Early Years provision is the same as for an older primary school pupil. This calculation of need will be identified during the assessment process.
20. Childcare provision through a local authority-maintained school is not regarded as provision directly delivered by a local authority (Education Authority). Childcare places are delivered through a mixed market of private and voluntary and independent (PVI) providers, as well as schools and academies. The County Council has identified the pressures in the Early Years and Childcare sector in the county and as a response has enhanced the early years places within new primary schools towards meeting those needs. All new primary schools are expected to include nurseries for children aged 2 and older, in line with the expected demand for funded early education provision. Expansions of existing primary schools will also include enhanced nursery provision where this is appropriate.
21. In some cases, it will be appropriate to deliver the additional early education provision required through expansions of PVI providers. In addition to funded early education provision, for which developer funding will be sought as necessary, new opportunities for the wider provision of sustainable early years or childcare places will be encouraged within new strategic developments, for example through accommodation suitable for PVI nurseries.

Schools & School Places – Provision of New Schools

22. As the Education Authority it is the County Council's responsibility to ensure that any new school is designed to meet Government guidance and can function as a new school. Therefore, any new school that is to be located on a proposed housing development (or elsewhere), funded or built by the development needs to comply with Government guidance as adopted by the County Council. New "mainstream" schools within the county include provision for Special Educational Needs and Disabilities (SEND) places, (as well in the case of primaries – nursery provision).
23. The County Council's adopted education space standards & policy (Annex 3 - Item H) set out the area requirements. To supplement the standards the County Council has produced a range of supporting guidance documents relating to the provision of educational premises. These are available through the County Council's Corporate Landlord function via a "Property Manual" (see Annex 3 - Item I). The various guidance includes the requirements for

information needed to enable the County Council to assess the suitability of provisions put forward (e.g. land) to facilitate new school provision.

24. New school requirements associated with allocated development sites are identified in the relevant Local Plans. Depending upon the neighbouring provisions a new primary school may be required to serve individual developments (or cumulative developments) comprising a minimum of 400 dwellings (assuming capacities of 30 pupils per class and even sized cohorts). A proposed development may not generate enough pupils to fill a whole new school but may be deemed by the County Council (and the LPA) as the appropriate “host” site upon which to locate a school to serve more than one housing development.

New School construction costs

25. All S106 contributions sought are considered on a case by case basis. However, the contributions sought are based on a common cost template for the construction of a new school (see Annex 3 – Item F). Where the District’s Development Plan requires specific BREEAM⁴ standards to be met the County Council will seek S106 contributions (or direct delivery) to achieve such standards, as a minimum (see also page 33, paragraph 3).
26. As with other infrastructure costs and contributions the school construction costs are index linked (for schools’ works the RICS All-In TPI standard index for construction is appropriate). See Part One (paragraphs 78 – 80) of this Guide for further details.
27. In some cases, the financial contribution sought from a development towards a new school will not equate to the total cost of the school construction; this may occur in the case of the need for a new secondary school provision when the appropriate contribution may relate to pupil generation rather than capacity provision.
28. When the scale of a proposed housing development necessitates the delivery of a new school (rather than an extension to an existing one), the developer/s will be expected to provide (free of charge) an appropriate unencumbered, clean and serviced education site (on the development) meeting the site area needs for the minimum size of school necessary to accommodate the development’s pupil yield.
29. The minimum sizes of new schools are:
 Primary school:
 - a 1 Form of Entry (1FE) school and a site area of 2.22ha
 Secondary school:
 - a 600-place facility on a site of 4.88ha.

The County Council requires the necessary site area to be provided (unencumbered freehold, serviced & remediated if necessary) at nil cost. In some cases, the County Council may seek an option for further remediated

⁴ BREEAM – Building Research Establishment Environmental Assessment Method

land, abutting the proposed school site, to enable subsequent expansion of the school. Such land would need to be safeguarded for educational and associated use until the end of the option period.

30. For school host-site developments in view of lead in times for delivery of a school, land will generally need to be provided between two and three years in advance of proposed school opening depending on the delivery of primary or secondary school. The PopCal tool will provide information on which to base school delivery profiles.
31. Where a housing development is not a host-site for a new school, but it nevertheless contributes to the need for such a facility, it is likely that the development will be required to provide S106 contributions to fund land acquisition as well as part of the overall school provision costs (design, construction etc. including the infrastructure and the playing fields).

Direct Delivery of a new school by a developer

32. The County Council recognises that some host-developments, rather than paying financial contributions may seek to deliver a new primary school; while the principle of such “direct-delivery” is acceptable to the County Council this must be in accordance with the County Council’s technical requirements (known as the “Authority’s Requirements”) and Standard Conditions. These are set out in the Property Manual (see Annex 3 - Item F).

Assessment of a proposed new school site

33. The County Council will assess the suitability of a proposed school site land parcel. The assessment will follow the guidance points in the Property Manual, including factors such as; the site’s size, shape & orientation, as well as its topography, geo-environmental and geo-technical status, noise levels, proximity to other uses, and location within the development. Indicative sketch layouts must be prepared for the County Council to show a potential layout of school buildings on the site so that the feasibility of satisfactorily accommodating a school on the site can be demonstrated.
34. The various elements of information required by the County Council about the proposed school-site are set out in the Property Manual. The Manual also provides checklists to guide the developer. If robust information on the proposed site is not provided to the County Council, it may delay any “in-principle” agreement to the site and also may give rise to objections to the overall housing development.
35. Following agreement in principle over school site matters the actual S106 agreement would need to include specific drawings including:
 - Red line plans defining the school site on an ordnance survey base (Land Registry compliant);
 - Separate plan showing key features of the school site e.g. approximate entry points; this plan can be produced from sketch plans provided by the County Council
 - a plan identifying works (e.g. site remediation works) proposed (if applicable) on the school site prior to land transfer.

Phasing of Contributions for a New School

36. Where a school-hosting development is to provide “land and funding” (as opposed to land and school delivery) for the procurement of a new school, the phasing of the likely substantial contributions is acceptable in principle. A preferred phasing of payment is set out in the Annex 3 – Item J.
37. If a Developer decides to ‘direct-deliver’ a school (as per para 32 above), it does not totally remove the need to provide S106 financial contributions. Certain costs collectively termed ‘embedded costs’ will still need to be funded. These costs are essentially incurred in making the delivered building into a fully functioning school, ready to take pupils generated by the development. The “embedded costs” are set out in Annex 3 - Item K

Expansion of Existing Schools

38. Where the expansion of an existing school is proposed to address the impacts of a housing development the feasibility of such proposals would need to be considered in the light of the County Council’s supporting documentation (see para 23). Where a primary school is 1FE or above and expansion is feasible, such expansion would only be acceptable in increments of a full additional 0.5FE or 1FE. Schools should not be expanded above 2FE except in exceptional circumstances, to make it a maximum 3FE in line with the agreed County Council’s Education Space Standards and policy. For secondary schools the appropriate elements of expansion are in capacity increases of 150 pupils. In circumstances where there is uncertainty upon the ability for an existing school to expand the County Council may look to the developer to fund feasibility work in order to demonstrate capacity and costs of expansion. It may not always be practical or desirable to use S106 contributions to provide additional capacity at the nearest school because, for example, the site may be constrained or the school may not have the necessary infrastructure, in terms of ancillary accommodation, to support the increased capacity. Also, the County Council cannot compel voluntary aided schools, or academies to expand, consequently, the County Council may need to look further afield. A S106 agreement may therefore need to include flexibility as to how and where a contribution is used in order to be able to deliver the expansion.
39. When determining which school should expand, a number of decision-making criteria will be considered (see Annex 3 - Item L and the Pupil Place Plan).
40. Commuted sums will be required where the additional infrastructure will increase the likely maintenance costs for the school, for example:
 - Where a Multi-Use Games Area (MUGA) is to be provided (as part of the measures necessary to provide increased pupil capacity) the costs of maintenance for the MUGA and a ‘sink fund’ for its future replacements costs in accordance with Sport England’s cost guidance will be required (see Annex 3 - Item M).

- Where gravitational drainage at a school site is not achievable (and verified not to be so by the County Council) and a pumping station is required, to achieve satisfactory pupil capacity provision, the cost of maintenance and 'sink fund' for its future replacement costs.
41. The County Council will not accept as reasonable, proposals to expand schools on to land which is liable to flooding/waterlogging.

Special Educational Needs and Disabilities Provision (SEND)

42. Part 3 of the Children and Families Act 2014 places legal duties on Local Authorities to identify and assess the special educational needs and disabilities (SEND) of children and young people for whom they are responsible. The County Council as an education authority has a duty to promote high standards of education and fair access to education. As well as the general statutory duty to secure sufficient schools in its area, it has to consider the need to secure provision for children with SEND.
43. When the County Council assesses the impact of development proposals on education infrastructure it includes specific assessment regarding impact upon SEND capacity and provision. SEND needs are broadly catered for in two categories, partly through special schools and the remainder through provision in mainstream schools (e.g. via a resource base in a school) or for a few cases by other providers. The County Council may seek provision for discrete SEND schools and if so, the financial contribution requirements are based upon the percentage of pupils who attend special schools derived from pupil census data within the county.
44. To avoid double counting in the assessments of developments, pupils expected to be educated within special schools are deducted from the pupil numbers used as a basis for calculating mainstream education contributions. The SEND contribution plus the provision included in the mainstream school cost will be necessary to address the composite expected SEND demands arising from the development. Any contributions sought will be for the SEND school infrastructure and not the transportation of children.
45. Where the provision required is towards a new special school the contributions sought will be based upon the number of pupils expected to be generated by the housing development and the costs of provision using the County Council's cost model for a special school. If the needs are to be addressed by expanding an existing special school the DfE scorecard approach is applied, where SEND expansion costs are recommended by the DfE as being four times the costs of mainstream places.
46. There may be a requirement for land provision or for a contribution towards land costs for a special school. Again, any such requests toward these costs will be proportionate to the housing development's impact.

47. The special schools directly related to each development could be a local community based special school as well as the schools providing county-wide provision. The potential for expansion in each case will be assessed taking into account site constraints and the operational requirements of each school. The ability of each school to accommodate pupils is agreed with each school governing body based on their accommodation and the specific needs of their pupils.

DRAFT 1e Mar 2021

Flood and Water Management and Sustainable Drainage Systems

1. New development must not increase flood risk and should take the opportunity to reduce flood risk to the existing site and surrounding area.
2. Oxfordshire County Council as the Lead Local Flood Authority (LLFA) within the county has a duty to develop and maintain a strategy for the management of local flood risk in Oxfordshire. The County Council has established a website, the "Oxfordshire Flood Toolkit" to provide information and guidance about flooding and flooding risks in the county. This toolkit is available through the link at Annex 4 – Item A. The Oxfordshire local flood risk strategy can be accessed via this County Council toolkit (see Annex 4 – Item B).
3. While decisions about the suitability of drainage provision concerning a development, proposal are made by the LPA, the County Council as the LLFA is a statutory consultee on all major planning applications (previously a role discharged by the Environment Agency). The County Council works closely with the District Councils together with other partner organisations such as the Environment Agency.
4. Surface water drainage methods that take account of water quantity, water quality and amenity issues are collectively referred to as Sustainable Drainage Systems (SuDS). SuDS manage rainwater runoff in a way more similar to the natural run off process (by slowing and holding back run off from a site) and planning regulations are designed to ensure that where possible SuDS are used on all new development. The NPPF (Para 165) requires that major development, (including sites of 10 or more dwellings) should incorporate SuDS unless there is clear evidence that this would be inappropriate.
5. The District Councils have the duty to ensure that "fit for purpose" SuDS schemes are delivered on new developments unless they are deemed inappropriate.
6. The County Council has produced guidance (Annex 4 – Item C) for developers on the design of surface water drainage systems, this guidance is available as part of the Oxfordshire Flood Toolkit. This adopted guidance (which is a material planning consideration) is also supportive to LPAs in their consideration of drainage proposals in new development. The guide set out standards that are applied by the LLFA for new development proposals in Oxfordshire, which reflect the National Non-Statutory Technical Standards for SuDS.
7. The guide provides information for developers of the LLFA's expectations relating to the completion of Drainage Assessments. It provides Oxfordshire specific information on the planning, design and delivery of surface water drainage, designed to reduce the risk of flooding and maximise environmental gain, including water quality, water resources, biodiversity, landscape and amenity. The guide also aims to ensure that all new developments and

redevelopments in the county are designed to mitigate and adapt to the effects of climate change.

8. Developers must submit surface water drainage details and proposals to the LPA for all construction work that will have an impact on drainage of a site. Planning proposals must be in line with the National Non-Statutory Technical Standards for SuDS and must consider the Local Standards provided in the County Council Guidance (Annex 4 – Item C) referred to above. That Guidance also sets out the requirements that the County Council as LLFA will expect at each stage of the application and adoption and maintenance process.
9. The responsibility for ensuring the long-term maintenance of SuDS in developments will sit with the developer. The LLFA will require evidence and documentation as part of the planning process (for example, through a planning condition) to demonstrate that appropriate provisions are in place (at least in principle) for the entirety of the drainage system to be adopted and maintained for the lifetime of the development.
10. Adoption of SuDS could be agreed through a S106 agreement/separate agreement with the District, Town or Parish Council and together with a commuted sum secured for the SuDS' long-term maintenance.

Extra Care and other Specialist Housing

1. The population of older people in Oxfordshire is growing and this creates a need to accommodate the housing and welfare needs of people later in life. This need can be in part met through Extra Care housing which offers older people their own home in a custom-built scheme with care and support on site.
2. Extra Care Housing is often used as a generic term to describe housing with care and support for adults who are aged 55 years or older. Extra Care housing is a form of 'retirement living' and it is also described as "housing-with-care", "retirement communities"⁵, as well as "assisted living" or "independent living settings"⁶.
3. Extra care housing is self-contained housing, primarily for older people, that offers care and support on site. It is different to care homes because people have their own front door and hold their own tenancy while also benefiting from access to communal facilities. One of the benefits of Extra Care housing is that it can adapt to an individual's changing care and support needs.
4. The City and District Councils are responsible for securing affordable housing (including through the use of S106 agreements) but Oxfordshire County Council has responsibilities for securing housing with care and support, not only for people aged 55 years and older, but for other vulnerable groups of all ages who have other specialist accommodation needs. Consequently, the County Council works closely with the City and District Councils and developers in securing and delivering the provision of Extra Care and other specialist housing in the affordable housing sector.
5. Although designed to cater primarily for people aged 55 years and older the County Council assesses the demand for Extra Care housing across Oxfordshire by using the following metric:
 - the number of Extra Care units per 1,000 people aged 75 years and older.

The current demand ratio is 25 Extra Care housing units per 1,000 people aged 75 and over.
6. This level of need is used by the County Council to inform District Council's Local Plans and set the level of Extra Care housing units required across each of the five District areas.
7. The County Council may require land and/or provision of Extra Care/Specialist housing at development sites to meet the increasing demands

⁵ Government Guidance – Housing for older and disabled people (June 2019)

⁶ Associated Retirement Community Operators (ARCO), 'Living Options for Older People', www.arcouk.org

arising from population and housing growth and the consequential increase in the older population and associated housing with care needs.

8. The County Council's Market Position Statement provides a picture of the county in terms of demand, supply and opportunity for a range of specialist housing. Across Oxfordshire additional Extra Care housing is needed.
9. The Oxfordshire Market Position Statement (Extra Care Housing Supplement) 2019-22 can be accessed through the council's website (See Annex 5 – Item A)
10. A number of outline specification documents for Extra Care housing units and other specialist housing facilities have been produced by the County Council. These set out the requirements for the relevant types of accommodation within Oxfordshire: The documentation covers:
 - Standard ECH type
 - Specialist housing types:
 - Learning disabilities
 - Physical disabilities
 - Dementia
 - Complex autismThese are available via the County Council's Property Manual (Annex 5 – Item B).
11. Information on these outline specifications is available through the County Council's Housing and Social Care Commissioning team (see Annex 5 – Item C)

Archaeology

1. The National Planning Policy Framework (NPPF) states that;
“In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected [by their development] including any contribution made by their setting.”
 (NPPF para 189).
 This description and explanation should normally be set out by the applicant in a Heritage Statement submitted to the LPA with a planning application.
2. The NPPF further advises that as a minimum the Historic Environment Record (HER) will need to be consulted. The local HER, the Oxfordshire Historic Environment Record, is an index (primarily digital) of all known archaeological and historic sites in the county. This HER is maintained by the County Council.
3. In addition to known archaeological sites and historic features across the county, new sites continue to be discovered, often as a result of development activities. It is therefore important that measures are taken when planning permission is considered to investigate, record, analyse and protect these non-renewable assets. These actions can usually be secured via a planning condition, although where necessary the County Council may advise the LPA that additional measures may need to be secured within a S106 agreement.
4. As well as maintaining the Oxfordshire Historic Environment Record the County Council provides advice to the District Councils within Oxfordshire. Information for applicants is provided on the County Council’s website at:
<https://www.oxfordshire.gov.uk/cms/content/archaeological-planning-guidance>
5. Applicants should contact the County Council’s Archaeology Team at the pre-application stage so that it can advise of any requirements that may be made by the County Council prior to or when an outline or full planning application is made.
6. If there are areas of archaeological significance, then the developer will be required to mitigate and plan how to protect assets in consultation with the Archaeology team.
7. Archaeological advice is provided by the County Council for any planning applications that may affect the historic environment regardless of scale.
8. Examples of the type of measures which may be required include:
 - Site investigation, recording, analysing, archiving and reporting on archaeological structure or remains;
 - Site management, interpretation schemes and public access;
 - The provision of open space, to protect archaeological remains that are of sufficient importance to warrant preservation in situ, and the maintenance of the open space to prevent any form of ground disturbance.

Fire and Rescue Infrastructure

1. Oxfordshire County Council, in its capacity as the Fire and Rescue Authority has a statutory duty to respond to emergencies, and to ensure that all development is provided with adequate water supplies for firefighting. It also has other additional responsibilities under the Fire and Rescue Services Act 2004.
2. New development has the potential to increase fire risk and place additional demands on the County Council as the Oxfordshire Fire and Rescue Service (OFRS). It is therefore appropriate to ensure that the necessary infrastructure is delivered alongside new development.
3. Adequate access for fire-fighting vehicles and equipment from the public highway must be available and may require additional works on or off the proposed development site.
4. Developer contributions towards new fire service infrastructure facilities may be required where a specific need arising from a development proposal is identified. Any such contributions may be by way of land provision and/or financial contribution towards new infrastructure.
5. The assessment of need for new infrastructure will take into account the location of facilities in relation to planned developments and response times to deal with emergencies. The fitting of new buildings with sprinkler systems, smart meters in houses and other such facilities will also be considered in any assessment for S106 agreement contributions.
6. New development may require the provision of additional fire hydrants. Where there is a need for new fire hydrants and associated infrastructure, developers will need to agree a scheme with the OFRS. The contact for initial inquiries is provided in Annex 7 – Item A. The submission of proposals must take place before the development commences and dwellings should not be occupied until the hydrant(s) required to serve the relevant housing has been provided to the satisfaction of OFRS.
7. Fire hydrants works may be needed to ensure the provision of an adequate supply of water for firefighting. Requirements for the provision of fire hydrants affixed to water mains and the carrying out of other works that are necessary to ensure adequate supplies of water, in terms of both volume and pressure, may be sought, usually by means of a planning condition or possibly through a legal agreement.
8. Developers are expected to initiate the installation of hydrants to the appropriate standards by contacting the water authority as early as practicable and be responsible for funding this provision.
9. Once infrastructure (e.g. new hydrants) is installed at (or for) a development site, this should be protected whilst development is taking place on the site.

10. Appropriate requirements will generally be sought through the development's design process or by means of a planning condition during consideration and determination (by the LPA) of a planning application. On some occasions, necessary mitigation measures may need to be secured through the use of a planning obligation. This may occur where there is a requirement for financial contributions or for off-site infrastructure provision due to the individual or cumulative effects of development or where it is considered that a planning condition may not suffice.

11. Headline requirements within Oxfordshire include those in Annex 7 – Item B

DRAFT 1e Mar 2021

Natural Environment

1. Oxfordshire is a beautiful county boasting three internationally important, designated Areas of Outstanding Natural Beauty (AONB), the iconic river Thames winding through the county, and a wide range of special places to visit such as the Oxford Canal, historic parklands, ancient woodlands, downlands and riverside meadows.
2. The NPPF recognises that the planning system should contribute to and enhance the natural environment (NPPF Para. 170). Alongside the development of houses, businesses and infrastructure it is essential that communities have access to high quality landscapes, green spaces and a natural environment rich in wildlife. More widely, the range of environmental assets that provide benefit to people – the county’s ‘natural capital’ must be conserved and enhanced to meet the needs of future generations. There is a wide range of national and local legislation and policy that relates to the natural environment. The framework for this continues to develop, notably within the context of the government’s “A Green Future: Our 25 Year Plan to Improve the Environment” (2018).
3. The County Council is the Minerals and Waste Planning Authority for Oxfordshire. It is also the determining authority for schemes which the County Council may undertake e.g. major highways.
4. Applicants for permission to develop Minerals & Waste sites will need to contact the County Council for advice on Green Infrastructure, Landscape and Ecology. Such advice is also provided within the County Council itself for Regulation 3 applications. For all other development, including housing sites the relevant District Council will advise.
5. Oxfordshire contains a range of statutory wildlife sites such as Sites of Special Scientific Interest and other identified important Local Wildlife Sites. Development should provide for opportunities to protect and enhance wildlife within these and the county-wide network of areas of high biodiversity potential - Conservation Target Areas - and potentially future “nature recovery strategy areas”. Proposals for strategic developments may need to consider opportunities to protect and enhance the environment at a “landscape scale” (See Annex 8 - Item A). The County Council has a duty to have regard to the purpose of conserving and enhancing the natural beauty within our three areas of outstanding natural beauty (Annex 8 - Item B).
6. The District Councils will take the lead in ensuring that natural capital and green infrastructure is taken into account within the planning process particularly in relation to housing development.
7. The County Council through its Natural Environment team (Annex 8 - Item C) will take the lead in ensuring that natural capital and green infrastructure (including ecology, protected species and landscape) is taken into account particularly in relation to minerals and waste proposals and “Regulation 3” developments.

8. Developers are required to demonstrate no net loss of biodiversity associated with their proposals and show how a net gain might be achieved. A biodiversity metric to be shared with the County Council is recommended to help this process. The County Council currently supports the use of the biodiversity metric provided by DEFRA. The Thames Valley Environmental Records Centre (TVERC)) provides the central point of contact for the collation, analysis and sharing of information on biodiversity and geodiversity within the county. Developers wishing to assess their impact on the natural environment should access the information held by TVERC. There is a presumption in the NPPF that development will result in a net gain in biodiversity where possible.
9. Developers will be required to comply with the relevant Local Plan policies and guidance. Developers will be expected to design new developments in ways that seek to enhance the landscape and biodiversity and provide benefits to communities through consideration of green infrastructure and natural capital at an early stage in the design process. This may include consideration of off-site impacts on high value areas including AONBs and Conservation Target Areas.
10. In relation to applications to be determined by the County Council, developers are required to assess the environmental impacts of their development and to follow the mitigation hierarchy of avoiding, reducing and mitigating any adverse environmental impacts.
11. Where detrimental environmental impacts of a development cannot be avoided or fully mitigated within a development, funding may be sought to address residual adverse impacts. A developer may be able to deliver compensation directly; where this is not the case the support of third parties such as other landowners or conservation organisations may be required to achieve the agreed outcome.
12. Where the County Council is the determining planning authority and compensation for unmitigated environmental impacts requires payment in lieu of direct action, developer contributions (through S106 agreements) will be sought. In addition to the specific costs of compensating for the environmental impacts, a developer contribution will be expected to cover the reasonable costs of designing, administering and monitoring the compensation scheme to ensure the desired outcomes are achieved.
13. There is a wide range of environmental legislation that defines the County Council's responsibilities relating to the natural environment (Annex 8 - Item E).
14. The list of sites of nature conservation importance and of Conservation Target Areas can be found via the links in the Annex 8 – Item F. This annex Item also provides a link to guidance on landscape character (through the Oxfordshire Wildlife and Landscape Study - OWLS) as well as to other project information

such as the Wychwood Project, the Lower Windrush Valley Project and the Trust for Oxfordshire's Environment.

15. General guidance on the sensitivity of the natural environment to future change is available within Oxfordshire County Council's analysis of Environmental Sensitivity (see also Annex 8 - Item F). This is likely to be developed further through future recovery and natural capital strategies.
16. Contributions may be sought to compensate for environmental impacts which cannot be mitigated within the development in relation to wildlife, landscape and maintaining the overall level of environmental benefits provided by natural capital assets. Where contributions relate to works undertaken by other parties the contribution sought will include elements related to the costs of designing, administering and monitoring such works.
17. As with other service areas any secured contributions will be indexed linked and based on a bespoke assessment of the anticipated costs of individual schemes linked to a specific development site.

Energy efficiency and use of natural resources

1. Creating sustainable development is a requirement of national planning policy. Planning policies are set out in Local Plans by individual District Councils which can provide guidance and advice on the development plan framework relevant to the development proposals.
2. Oxfordshire County Council is committed to be a zero carbon/carbon neutral organisation by 2030 and play its part in creating a zero carbon Oxfordshire by 2050. To that end the County Council will seek to support the delivery of sustainable development which itself supports the Government's target of 100% reduction of greenhouse gas emissions by 2050; towards the reaching the Net Zero Target.
3. To help achieve carbon neutrality the County Council will where appropriate ensure that S106 contributions sought towards the delivery of new schools, libraries and other community buildings (delivered by or for the County Council) reflect the need to achieve net zero carbon standards.
4. In working towards this zero-carbon target the County Council considers the London Energy Transformation Initiative (LETI) Climate Emergency Design Guide (see Annex 9 – Item A) a key source against which to assess development. As outlined in the LETI Climate Emergency Design Guide, to achieve ultra-low energy demand through design, energy budgets (Energy Use Intensity (EUI) targets) using predicted energy modelling should demonstrate the targets set out in Annex 9 – Item B (of this S106 Guide).

Waste Management

1. The County Council is both the Waste Planning Authority (WPA) and the Waste Disposal Authority (WDA) for Oxfordshire.
2. As the WPA the County Council must:
 - plan for future waste development needs in Oxfordshire and
 - determine planning applications for waste facilities.
3. As the WDA the County Council's Waste Management Group has responsibilities including:
 - providing Household Waste Recycling Centres (HWRCs) and
 - arranging for the disposal of household waste collected across the county
4. In Oxfordshire, the five Districts (including Oxford City Council) are each Waste Collection Authorities (WCAs) whose responsibilities include:
 - the collection of all household waste and arranging for recyclables to be processed.
5. The Waste (England and Wales) Regulations 2011 requires local authorities to manage waste according to the waste hierarchy (Reduce, Reuse, Recycle, Recover and Dispose).
6. Oxfordshire's Resources and Waste Strategy 2018-23 (RWS) (Annex 10 - Item A) has been developed for the County and District (including Oxford City) Councils by the Oxfordshire Resources and Waste Partnership (ORWP). The strategy has been adopted by each and all of the authorities. It focuses on local authority collected waste setting out the vision for managing waste across the county and has three broad aims:
 - to keep the growth of household waste to zero (per person per year)
 - to increase the amount of household waste which is recycled to 70% by 2030
 - to send less than 3% of household waste to landfill by 2020
7. The County Council's HWRC Strategy (approved December 2015 – see Annex 10 – Item B) identifies that the current HWRC network of seven waste and recycling sites is not fit for purpose for the future. Many existing site locations are not strategically placed near centres of population. Individual sites have physical, contractual or planning constraints that results in the inability to increase tonnage capacity in the future. This means incremental infrastructure modifications, to increase capacity for future requirements, is not possible. In addition, very little repair and reuse is currently undertaken on these sites. The HWRC Strategy agreed by Cabinet is to adopt a site rationalisation approach based on: fewer, larger sites, located close to centres of population to reduce drive times, site design to maximise re-use and recycling, and working in partnership with District Councils and local communities.

8. The forecast increase in new homes to be built across Oxfordshire will significantly increase the amount of waste for the Council to manage, including the amount to be managed at the HWRC's. A new housing development will impact the HWRC closest to the development as well as the overall HWRC network. When HWRC's reach capacity, queuing times become unacceptable and pollution increases as vehicles queue for longer. Residents may respond by choosing to dispose of waste in different ways, for example; by placing materials in the wrong kerbside bins, causing contamination, fly-tipping or change their preferred choice of HWRC to use, causing a domino impact on capacity issues across the HWRC network.
9. The 2015 strategy recognised the need for fewer larger HWRC sites located close to centres of population. The County Council's waste management team is working to identify how this might be achieved. Suitable sites may be allocated in the Oxfordshire Minerals and Waste Local Plan Part 2 – Site Allocations Plan
10. The County Council may require developers to mitigate the impact of their development on HWRC facilities by contributing towards the cost of providing a new HWRC site that will serve the development. The assessment of contributions will be undertaken on a case by case basis and will take into account:
 - The cost of increasing the required total HWRC network acreage;
 - The cost of increasing the HWRC building & hard infrastructure footprint;
 - The total number of new dwellings proposed across Oxfordshire that are contributing to the increase in waste.
11. The County Council would welcome working with developers, and District Council partners, to identify potential sites for new HWRC's.
12. New developments should be planned to minimise waste arising in the first instance. The Waste (England and Wales) Regulations 2011 require local businesses and other bodies to ensure that all aspects of waste management are governed by the waste hierarchy. This means that architects and developers must make provision for waste to be reduced or reused prior to being put out for a recycling or refuse collection.
13. Developers must adhere to the Building Regulations 2010 (revised 2015) and ensure that there is sufficient area for the number and size of receptacles prescribed by the relevant WCA under Sections 46 and 47 of the Environmental Protection Act 1990.

Community Service Infrastructure

1. The County Council has a broad scope of responsibilities across various community (cultural and support) services which are essential in supporting growing communities. Growth in housing and the related increases and changes in population lead to correspondingly increased needs to be addressed.
2. The County Council's responsibilities across the community services include such as:
 - Adult day care
 - Children's and Family intervention
 - Children's Homes
 - Libraries
 - Museums.

The County Council's responsibilities come under various pieces of legislation including those outlined in Annex 11 – Item A.

3. The NPPF (Paragraph 92) recognises the importance of positively planning to provide the social, recreational and cultural facilities and services the community needs to enhance the sustainability of communities and residential environments. Where proposed residential developments are likely to result in the need for an enlarged or new community building the County Council would request that the accommodation provided is designed in such a way to embed flexibility of end-use in the building, so that it is capable of being used to deliver support services for local communities (e.g. for family safeguarding etc.).
4. The County Council would therefore encourage that the accommodation provision to include the elements listed in Annex 11 - Item B. The County Council would look to support the District with regard to the timing of delivery of the provision (and any interim provision) and would wish to be engaged regarding the detailed briefing, design and specification to help ensure it holds the flexibility and durability in light of the multiple uses.
5. The County Council will undertake an assessment of impact and potential needs arising from major residential planning applications and advise the District Council through the Single Response process. The County Council's advice would set out where the needs arising from the development could be best addressed through a flexible use community building or, where necessary, by means of a separate facility.

Adult Day Care Services

6. The County Council operates⁷ eight community support service centres (also known as Community Hubs or "Health and Wellbeing Centres"). These

⁷ at Spring 2021.

centres offer a range of activities to support adults of all ages with physical disabilities, older frail adults, and older adults with dementia, mental health problems and learning disabilities. The centres provide activities and support from computer classes to lunches, exercise groups to film clubs. They serve as community hubs where people can get social care and health advice and information and can provide a valuable break for carers. The provision of adult day care services is vital to allow adults and in particular older people to stay healthy and independent.

7. Some of the centres are restricted in their ability to deliver the appropriate support by their size and/or configuration. The County Council's standard level of provision would look to offering 40 person places per day (across Monday – Friday inclusive). The County Council may require contributions to enhance or replace existing facilities to enable the increased needs arising from development to be addressed.
8. Contributions required towards facilities are based upon a predicted use of/demand for day care facilities estimated at 10% of the population aged over 65 years.

Children's and Family intervention

9. The County Council provides support for children under five years of age and their families. There are currently ten Children and Family Centres across Oxfordshire which deliver a range of targeted and open-access sessions alongside the network of libraries; bringing cultural and education support to communities. The impact upon service provision arising from residential developments and any potential need to expand facilities will be assessed as part of the County Council's assessment of major developments. It is likely that any identified need will be sought to be addressed by improving and/or expanding community joint use facilities.

Children's Homes

10. The County Council Children's Service has a wide range of statutory functions to support and safeguard children. Increases in the under 18 years population are likely to add to the demand for these services. The need for additional infrastructure such as Children's Homes may be generated (at least in part) by more housing development and consequently, appropriate mitigation of those increasing pressures may be sought by the County Council.

Libraries

11. The County Council has a statutory duty under the Public Libraries and Museums Act 1964 'to provide a comprehensive and efficient library service for all persons' in the area that want to make use of it. An increase in demand upon library and associated services may mean that additional provision needs to be accommodated. While it is recognised by the County Council that facilities (e.g. Community Buildings) providing for a combination of multiple community uses is often appropriate, the County Council through its Library

Service will also take account of local existing community views in determining a preferred solution.

12. The County Council's adopted standards for publicly available floorspace at libraries is set out in Annex 11 Part C. As well as providing a suitably equipped facility within which a library service can be provided the increased demands arising from a residential development may mean that the local library-stock⁸ provision will also need to be increased to mitigate the development's impact; Annex 11 Part C also provides the current library-stock contribution rate.

Museum

13. The County Council's Museum Resource Centre (at Standlake in west Oxfordshire) provides the principal storage facility for local County and District Council museums throughout the county. It provides a major reserve facility for archaeological, history and natural history collections for the museums as well as providing direct support for communities and schools throughout the county for educational, research and leisure activities.
14. The existing archaeological storage capacity at the facility is unlikely to be able to accommodate increasing demands arising from development sites. Where appropriate, financial contributions may be sought from developments to facilitate expanded provision at the facility.

⁸ The library-stock includes books and other items such as emedia/audio-books/DVD/CD etc.

Divisions affected: Oxford

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

OXFORD – CONTROLLED PARKING ZONES – OUTCOMES OF INFORMAL CONSULTATION

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve carrying out further scheme development and formal consultation on the proposed South Oxford (Extension) Controlled Parking Zone (CPZ) in Oxford.
2. Note, the Cabinet Member for Environment is not being asked to make any decisions regarding the implementation of the South Oxford (Extension) CPZ, rather this would be subject to a separate decision and following the outcomes of a formal consultation.

Executive summary

3. This report presents the results of an informal consultation on 13 proposed CPZ areas in Oxford (see Map at Annex 1). The informal consultation took place between 5 February and 5 March 2021.
4. Based on the outcomes of the informal consultation and other factors including likely future parking pressures e.g. planning permissions and introduction of other demand management proposals in Oxford, it is recommended that the following actions are taken:
 - a) **To carry out formal consultation** and further scheme development on:
 - South Oxford (extension)
 - b) **To progress to formal consultation later**, possibly following the implementation of the above and other programmed CPZ schemes, and after carrying out further informal consultation as required, and subject to funding being available:
 - Barton
 - Blackbird Leys
 - Donnington
 - Greater Leys
 - Iffley
 - Jordan Hill
 - Littlemore North

- Littlemore South
 - Lower Wolvercote
 - Risinghurst
 - Rose Hill
 - Upper Wolvercote
5. The implementation of CPZs are subject to approval of a Traffic Regulation Order by the county council following formal consultation. The Cabinet Member for Environment is not being asked to decide to implement the South Oxford CPZ at this stage but to approve further scheme development and the formal consultation.

Background

6. Much of Oxford is already covered by CPZs, as shown on the map at Annex 1, with the implementation of further CPZs underway or programmed and which are required to support several local transport and planning objectives:
- **Transport management** – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes;
 - **Development management** – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets; and
 - **Protecting residential streets** – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.
7. Demand management measures being developed by the County and City Councils – particularly a workplace parking levy – also means further expansion of CPZs is required in the city to ensure that parking is not just displaced to residential streets.
8. Several new zones have recently been introduced or are about to be implemented in the city (Hollow Way North, Cowley Marsh, Waterways, Headington Quarry, Marston North, Cowley Centre East and Cowley Centre West). A further 4 CPZs (Old Marston, Hollow Way South, Temple Cowley & Florence Park) require formal consultation before a final decision is made to implement the zones, with consultation planned for June/July 2021.
9. For the remaining 13 proposed zones in the city (see Annex 1), City and County Councillors agreed to carry out informal consultation with outcomes to be reported to the County's Cabinet Member for Environment and which is the subject of this report.

Financial Implications

10. The total cost to implement all the South Oxford CPZ is currently estimated to be £65,000. This includes revenue costs associated with scheme development and set-up/implementation.
11. Ongoing revenue implications including administration and enforcement of CPZs, once implemented, are recovered through parking permit charges.
12. As each scheme is further developed implementation costs will be refined and reported to the Cabinet Member for Environment along with results of the formal consultation.
13. The City Council has provisionally earmarked £500,000 from their Community Infrastructure Levy (CIL) for implementation of CPZs in Oxford. Further funding including from held s106 and funding raised by a future workplace parking levy, if approved, is also expected to become available including for those zones to be progressed at a later date.

Equality and Inclusion Implications

14. An interim Equality and Climate Change Assessment (ECIA) has been completed, see Annex 3. At this stage it is expected that a CPZ will have no or a positive impact for most protected groups; a reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.
15. Negative impacts are associated with the cost of purchasing a parking permit(s) with those most likely to be affected including multiple car owning households.
16. Evidence collected as part of the informal consultation, however, suggests that most households in the proposed South Oxford (Extension) CPZ area own one car per household, with very few owning more than two cars. There are also many households that have access to private/off-street parking and benefits of introducing the CPZ – improved safety, reduced pollution and removal of commuter car parking – are expected to mostly fall on those living within the zone. An updated ECIA will be undertaken following the formal consultation.

Sustainability Implications

17. Controlled parking zones help reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits support several sustainability and corporate objectives, including the aims of the Local Transport Plan as well as housing and transport policies within the Oxford Local Plan 2036.

Informal Consultation

18. Informal consultation was undertaken from 5 February to 5 March 2021. Over 17,500 letters were sent directly to residents with over 2,000 responses received during this period, comprising of:

- 1,850 questionnaires which came via the online portal (91%); and
- 176 letters & emails (9%) - 48 of which contained general comments or queries.

19. The response rate of those contributing was approximately 11.5%, which is considered reasonable for this type of informal survey.

20. Respondents who completed the questionnaire were asked if they supported the introduction of a CPZ in their area with the results summarised in Table 1 - including those that made their views clear in writing. A more detailed breakdown of results for each proposed CPZ, including response rate and responses to other questions included in the online survey, is provided at Annex 2.

Table 1: Percentage of support/not support/unsure (online responses)

CPZ Name/area	Support (%)	Unsure (%)	Not support (%)	Total
Barton	29%	8%	63%	100%
Blackbird Leys	17%	9%	74%	100%
Donnington	40%	7%	53%	100%
Greater Leys	12%	6%	81%	100%
Iffley	19%	9%	72%	100%
Jordan Hill	0%	0%	100%	100%
Littlemore North	21%	6%	74%	100%
Littlemore South	22%	13%	66%	100%
Lower Wolvercote	24%	11%	65%	100%
Risinghurst	26%	8%	67%	100%
Rose Hill	15%	7%	79%	100%
South Oxford (extension)	54%	9%	37%	100%

Upper Wolvercote	28%	9%	63%	100%
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21. Table 2 summarises the main issues raised by members of the public who responded to the informal consultation (including both via the questionnaire and also email/letter) and who were unsupportive of introducing a CPZ in their area.

Table 2: Concerns raised by those respondents who were not in support of a CPZ in their area

Generic concern	Specific issue
Need for, effectiveness and wider impact of CPZ	Query whether CPZ is needed – parking not considered to be an issue or are localised issues e.g. near shops & pinch points (see comment below regarding use of double yellow lines)
	Concerns over lack of availability of parking for residents as a result of introducing a CPZ
	Concerns over displacement of parking problems to non-highway, private roads
	Concerns over permit eligibility/enforcement for residents of roads which are not highway incl. some living in moorings
	Concerns that scheme will not address problems of parking on grassed areas
Cost of permits	Concerns over cost of vehicle permits and fairness of charge
Provision for visitors / informal carers	Concerns that restrictions will impact visitors including carers & trades people, for example
Provision of double yellow lines in the area	Where parking issues do exist, many respondents thought this would be better addressed through more localised restrictions e.g. double yellow lines as opposed to an area wide CPZ

Officer Recommendation

22. Officers recommend progressing with the South Oxford (Extension) CPZ including further scheme development and formal consultation. Indicative

dates are given further below. This is based on the proposed South Oxford CPZ being:

- More positively supported; and
- Needed to help secure car free development on forthcoming developments at Bertie Place and land east of Redbridge Park and Ride.

23. For other proposed CPZs listed below, officers recommend that formal consultation and further scheme development is progressed at a later date, possibly following the implementation of the above and other programmed CPZ schemes, and after carrying out further informal consultation as required, and subject to funding being available:

- Barton
- Blackbird Leys
- Donnington
- Greater Leys
- Iffley
- Jordan Hill
- Littlemore North
- Littlemore South
- Lower Wolvercote
- Risinghurst
- Rose Hill
- Upper Wolvercote

24. These proposed CPZs had low or poor support, potentially affected by lower levels of commuter parking in some areas due to restrictions on working linked to Covid-19. The need for a CPZ in these areas will be monitored as it is recognised that displaced car parking could be a problem in the future because these proposed zones are located:

- Adjacent to a CPZ that has recently been implemented or is planned;
- In or adjacent to an area where low car/car-free development has already been granted planning permission or car/car-free development could be granted if a CPZ were in place; and
- Within or near the proposed workplace parking levy area which, if approved, could lead to displaced commuter parking to residential streets.

Scheme Development

25. Further scheme development will involve local members and stakeholders and this process may lead to changes to the zone boundary as consulted at informal stage.

Indicative Programme for Consultation and Implementation

26. Indicative dates for formal consultation on the South Oxford (Extension) CPZ, and if approved, implementation, are as follows.

- **Scheme design and formal consultation** – April to July 2021
- **Account set-up and scheme implementation** – October to November 2021

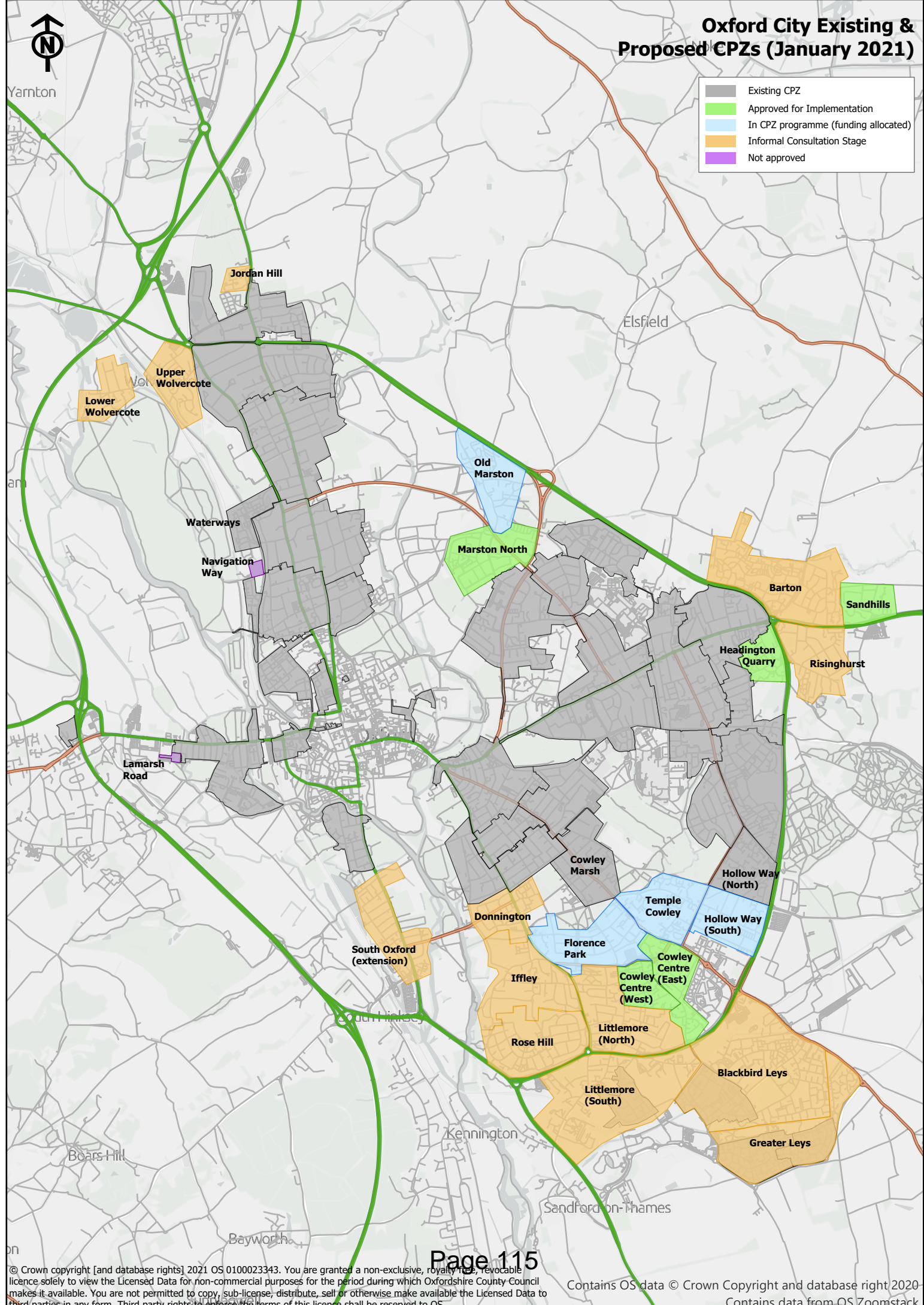
Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1: Oxford Controlled Parking Zone Map (existing & proposed)
	Annex 2: Consultation responses
	Annex 3: Equalities & Climate Impact Assessment

Contact Officers:	Hugh Potter 07766 998704
	James Whiting 07584 581187

March 2021

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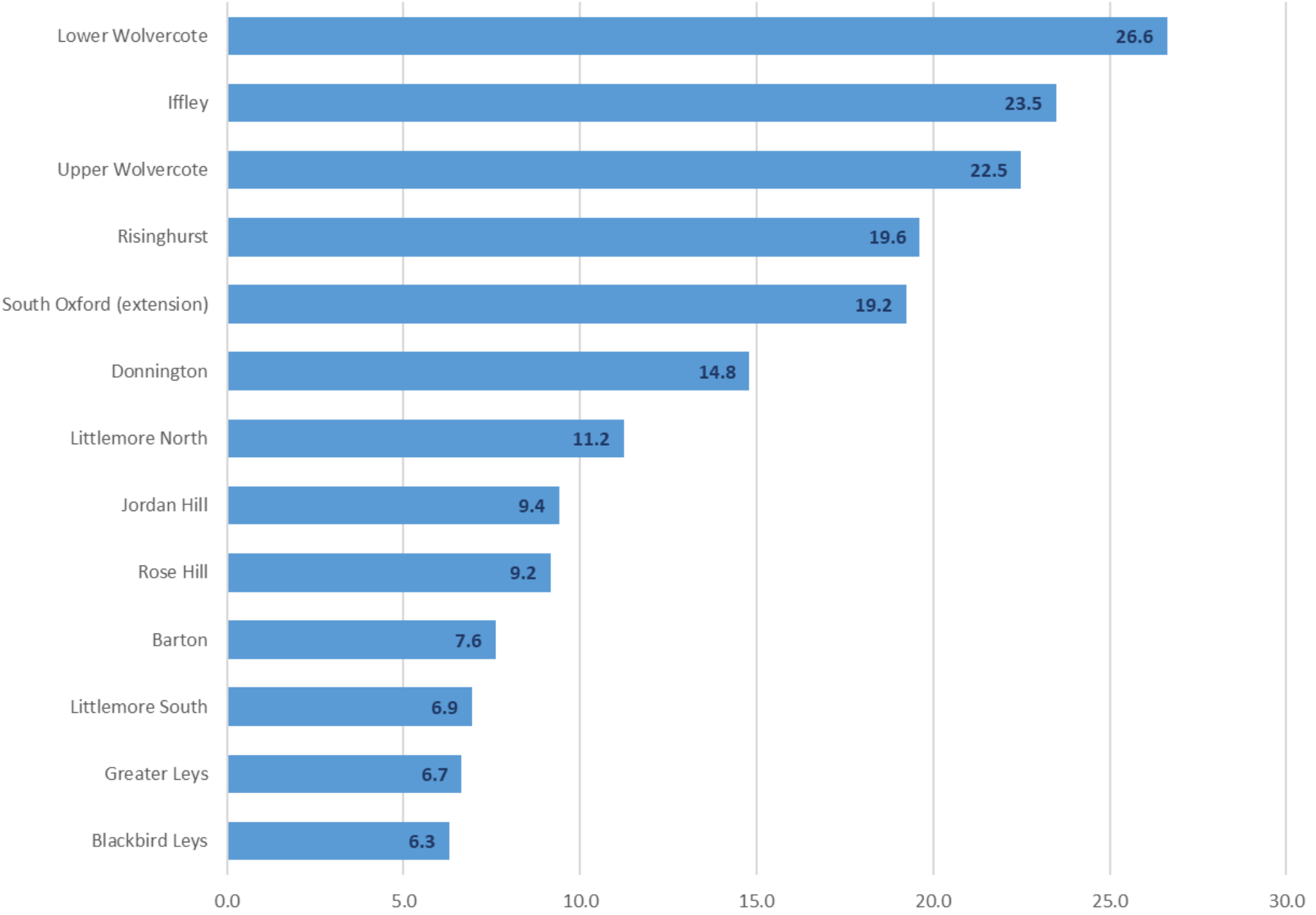


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Consultation Summary:

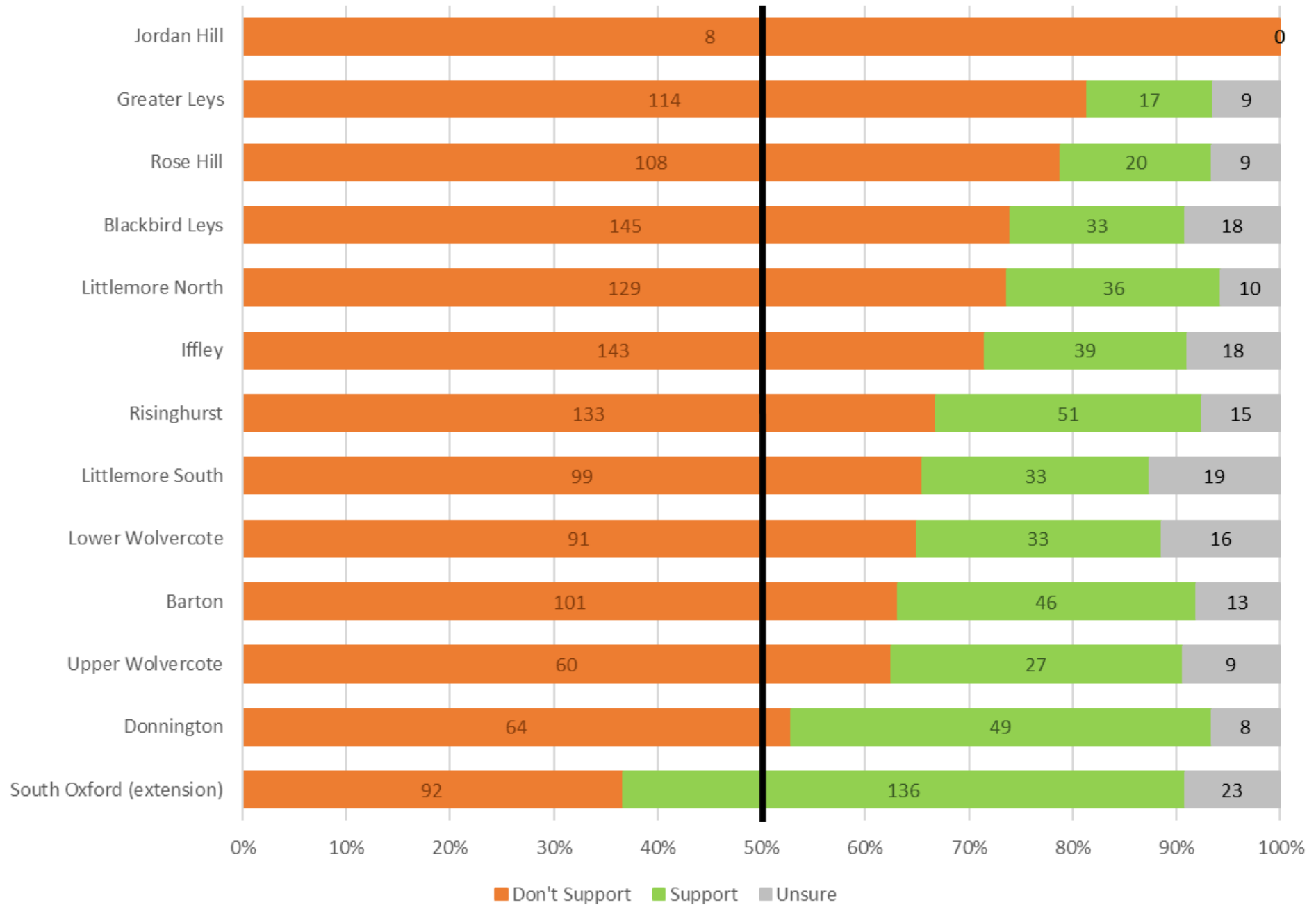
- Consultation carried out between 05th February & 05th March 2021.
- 17,587 letters sent directly to residents.
- 2,022 responses* were received:
 - 1,850 of which came via the online portal (91% of all responses).
 - * 172 (48 of which contained general comments or queries) other responses were received in letter/email format but not in a comparable format for the detailed analysis.*
- Giving an overall total response rate of approximately **11.5%**
 - *(broadly in line with the online response rate of the 2018 informal consultations)*

CPZ Informal Consultation - Calculated Response Rate



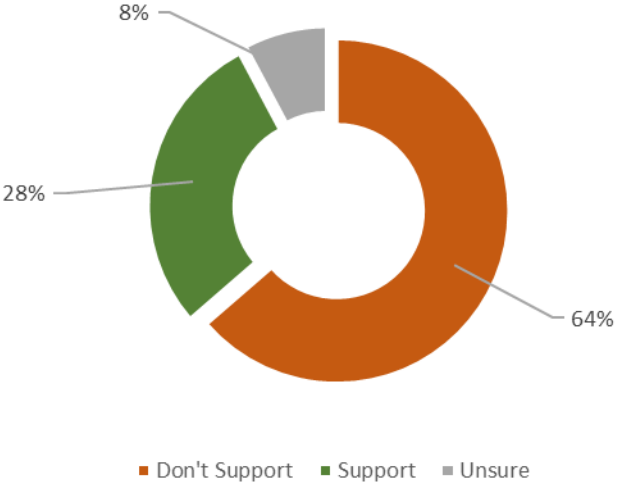
CMDE5

CPZ Informal Consultation - Level of Support

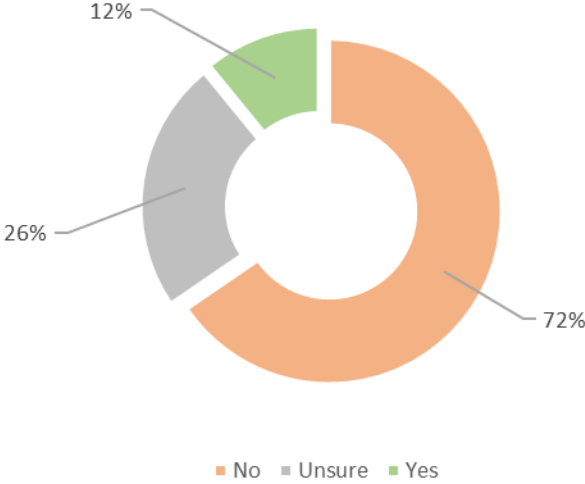


Barton *(online responses only):*

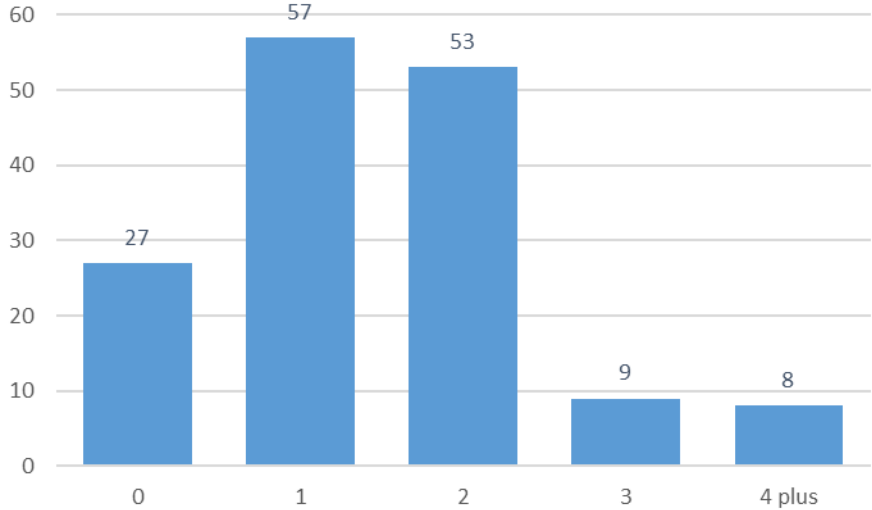
Do you support the introduction of a CPZ ?



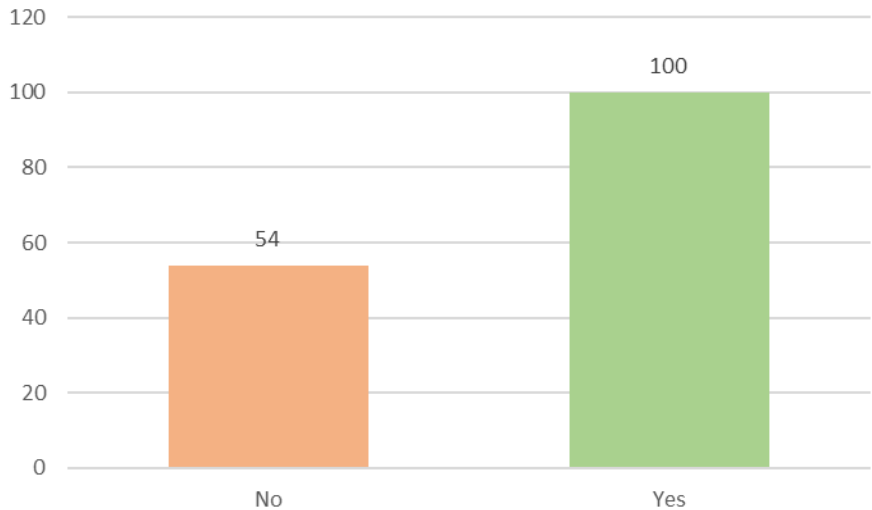
If not, do you think one may be necessary in future ?



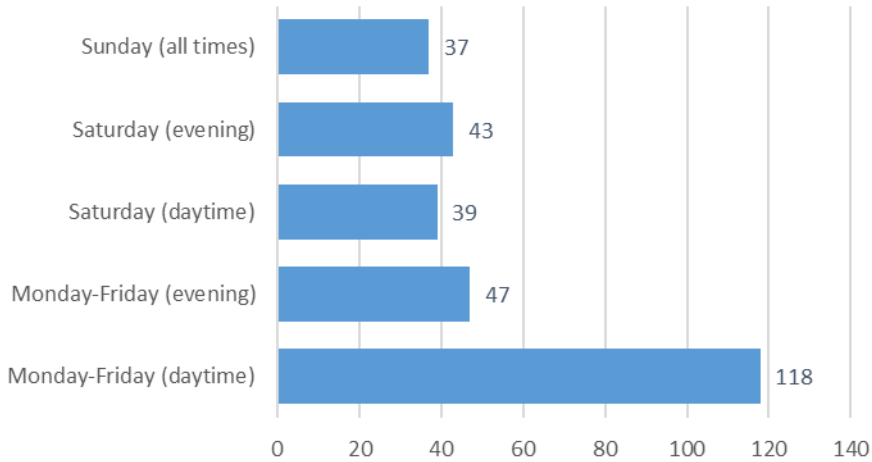
How many cars / vans are currently owned ?



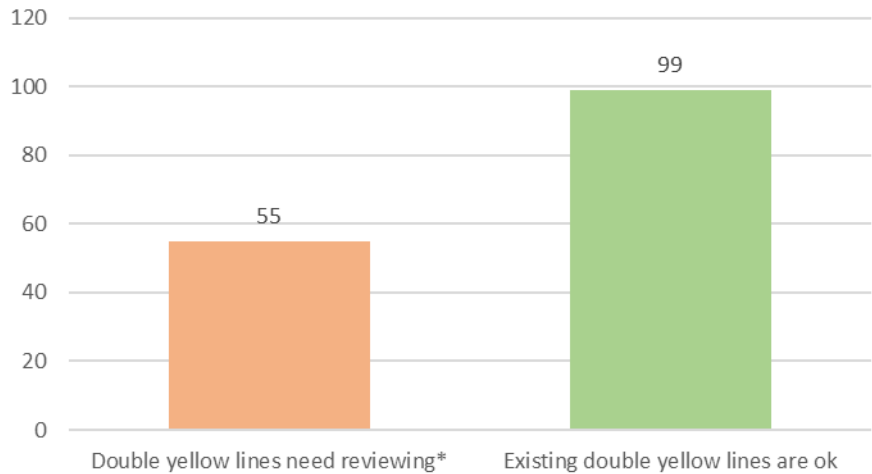
Do you have access to private/off-street parking ?



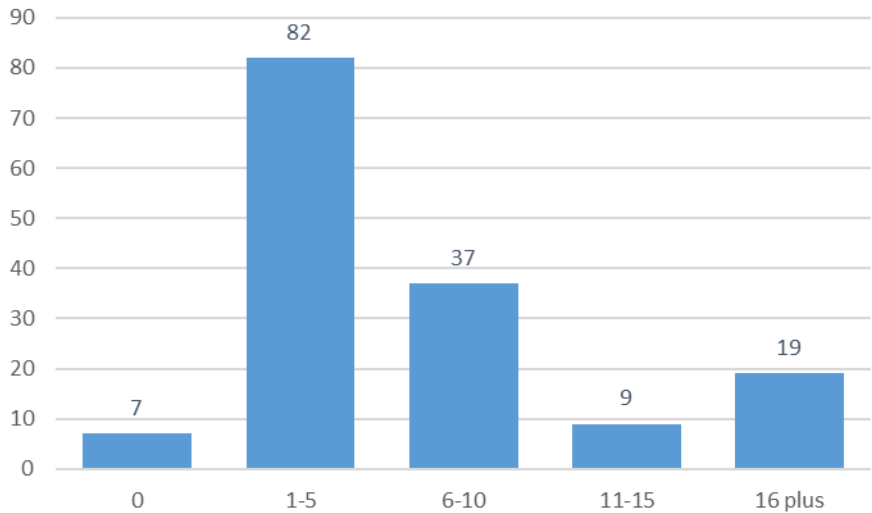
If a CPZ was introduced, when do you think the scheme should be in operation ?



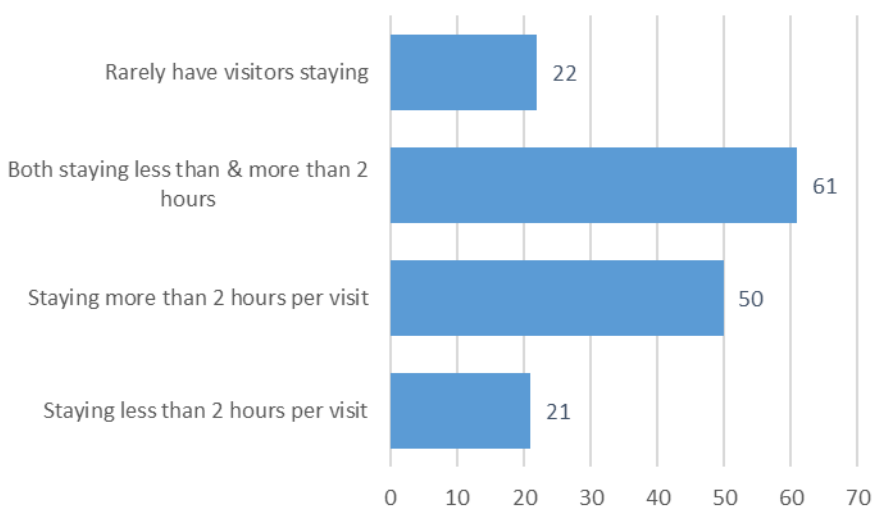
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

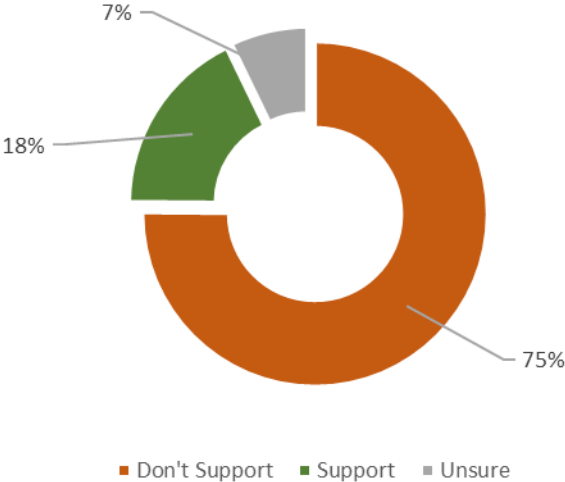


On average how long do visitors stay ?

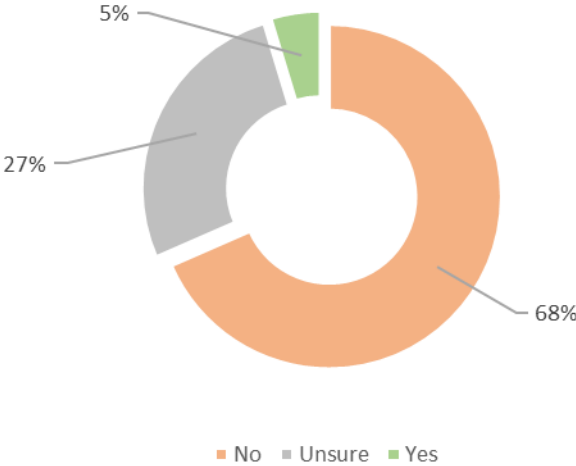


Blackbird Leys *(online responses only):*

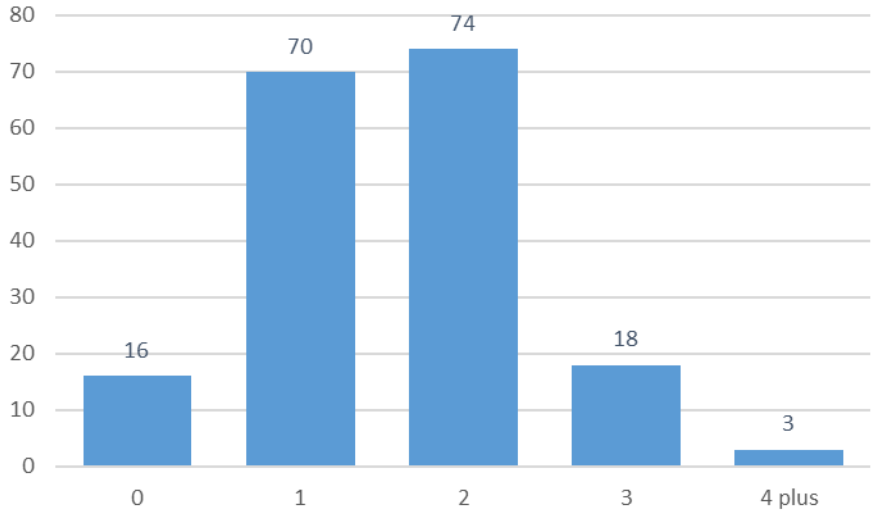
Do you support the introduction of a CPZ ?



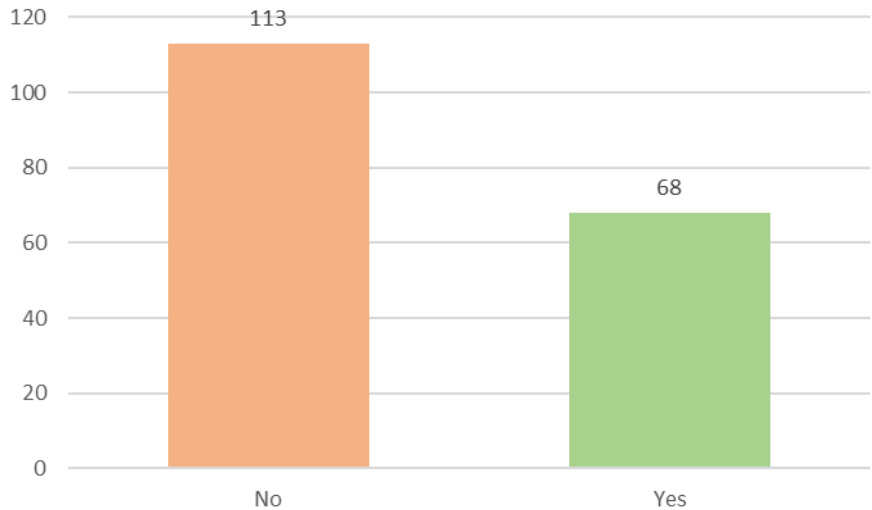
If not, do you think one may be necessary in future ?



How many cars / vans are currently owned ?

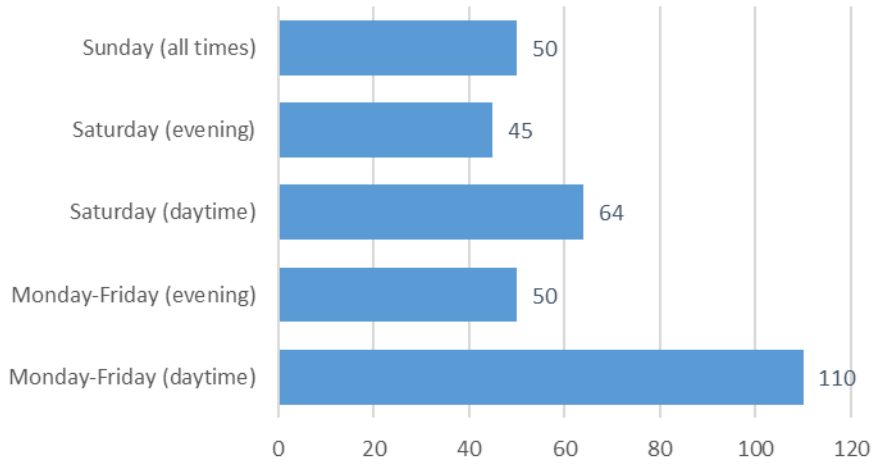


Do you have access to private/off-street parking ?

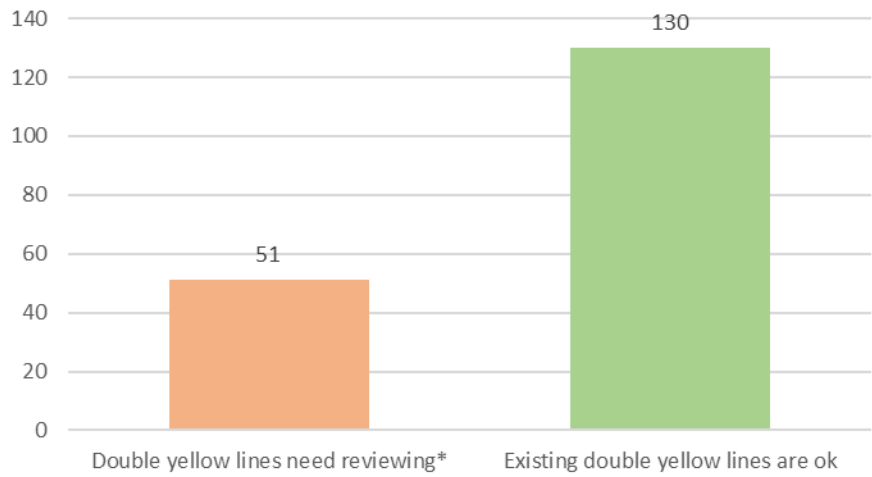


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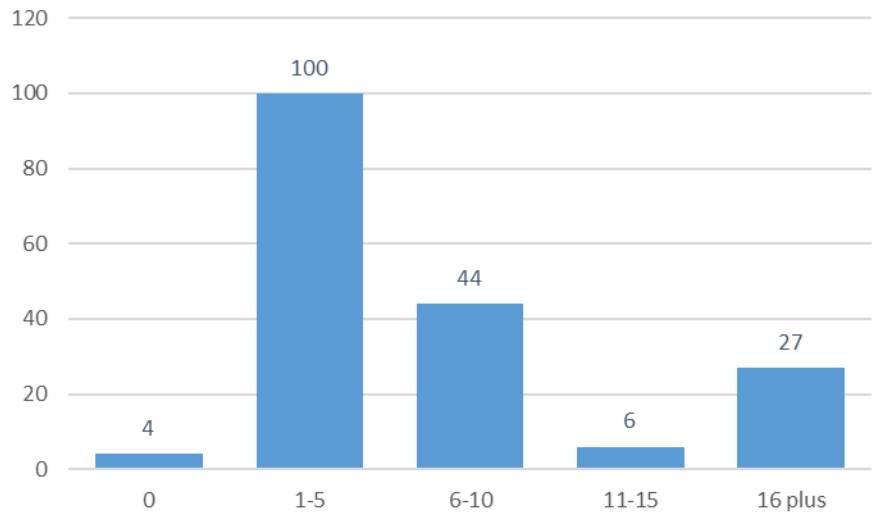
If a CPZ was introduced, when do you think the scheme should be in operation ?



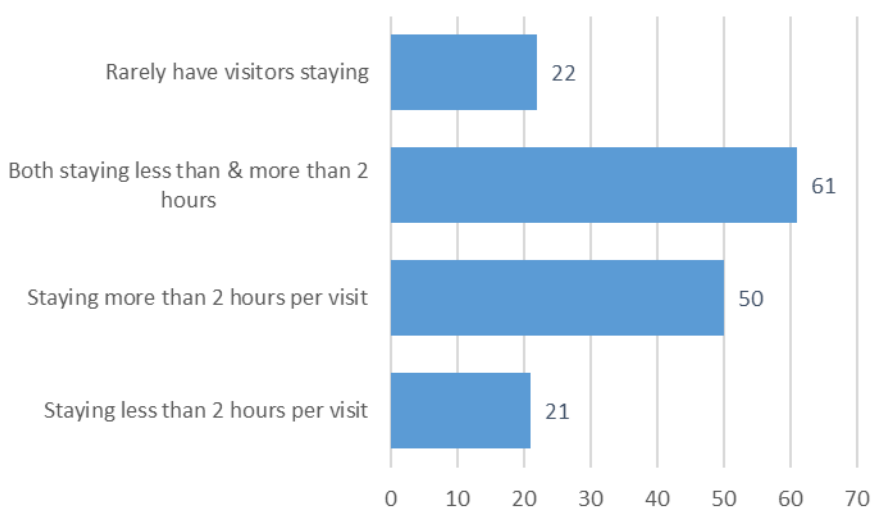
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

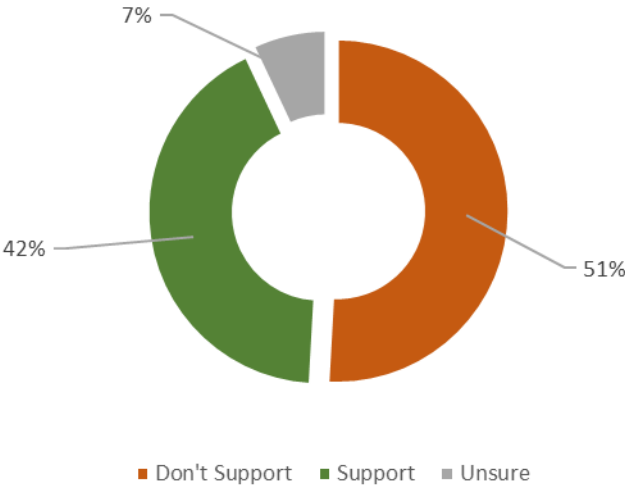


On average how long do visitors stay ?

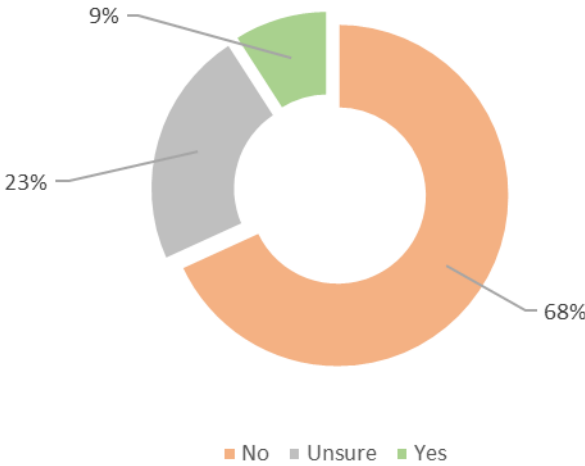


Donnington *(online responses only):*

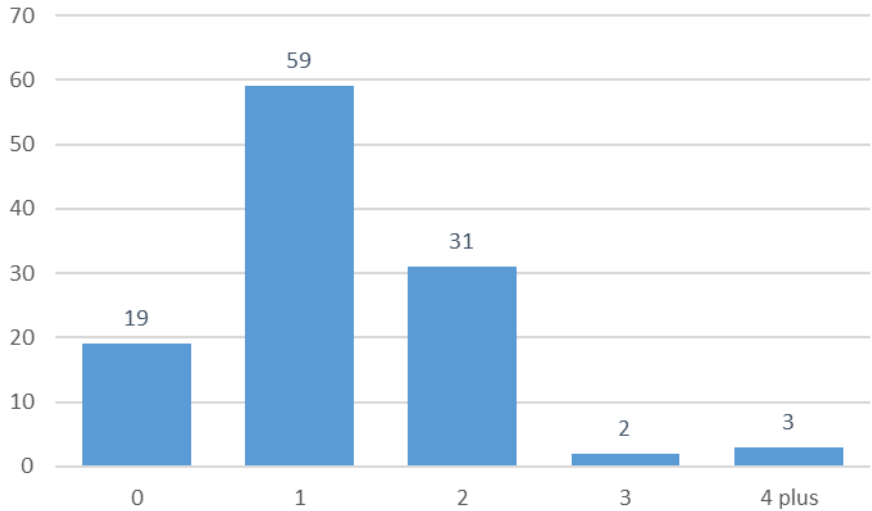
Do you support the introduction of a CPZ ?



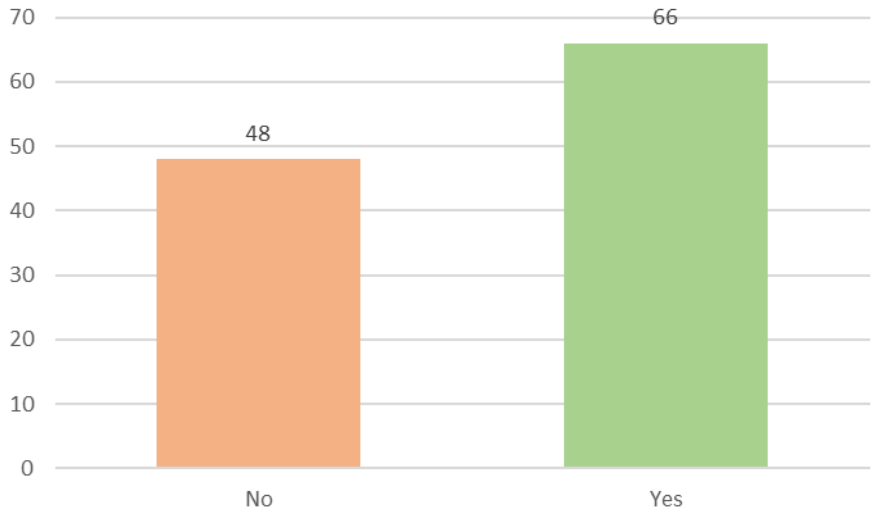
If not, do you think one may be necessary in future ?



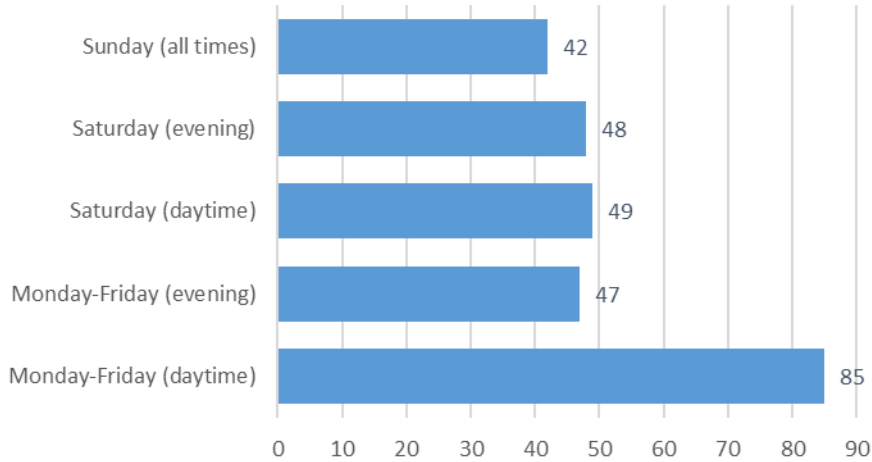
How many cars / vans are currently owned ?



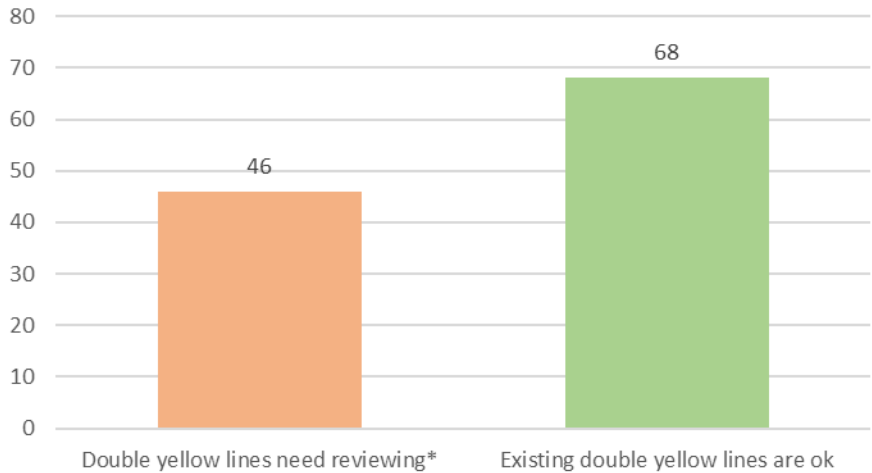
Do you have access to private/off-street parking ?



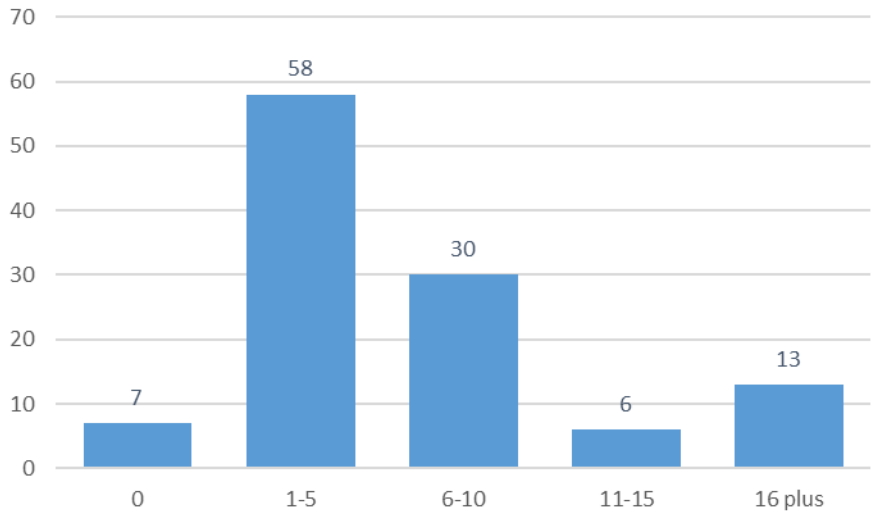
If a CPZ was introduced, when do you think the scheme should be in operation ?



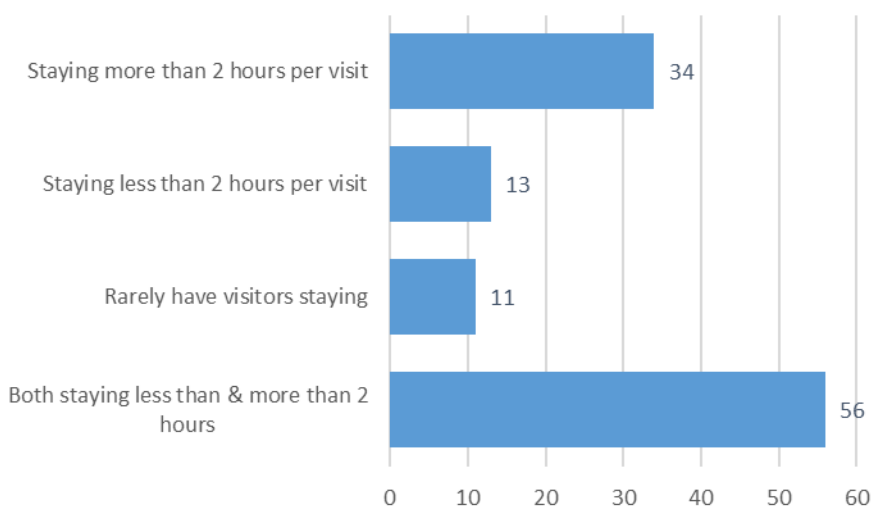
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?



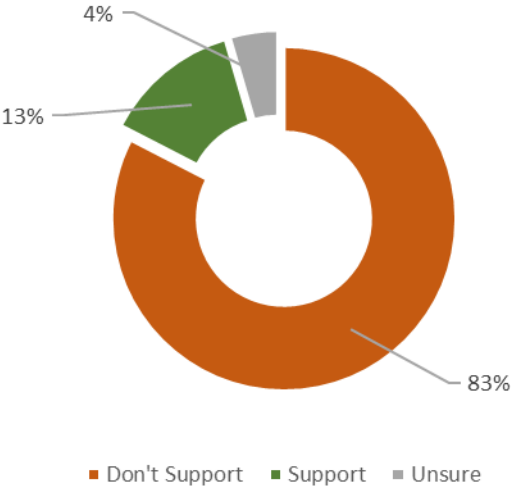
On average how long do visitors stay ?



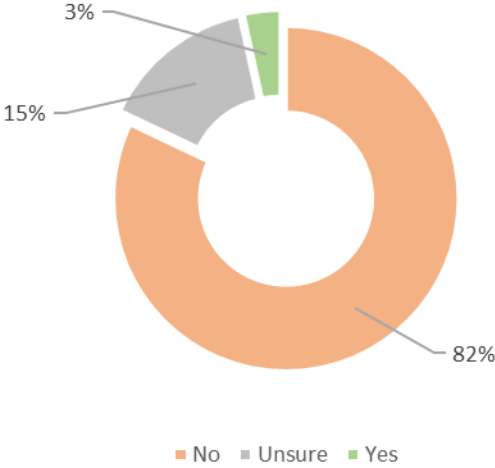
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Greater Leys *(online responses only):*

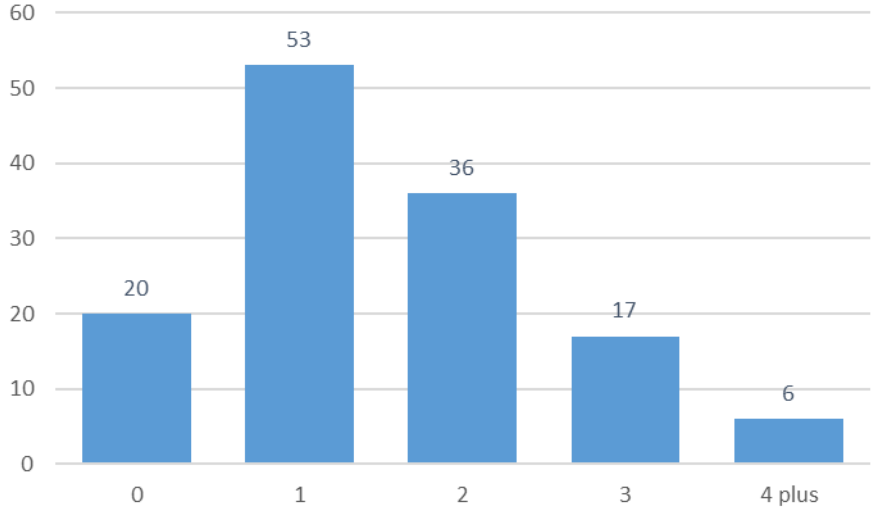
Do you support the introduction of a CPZ ?



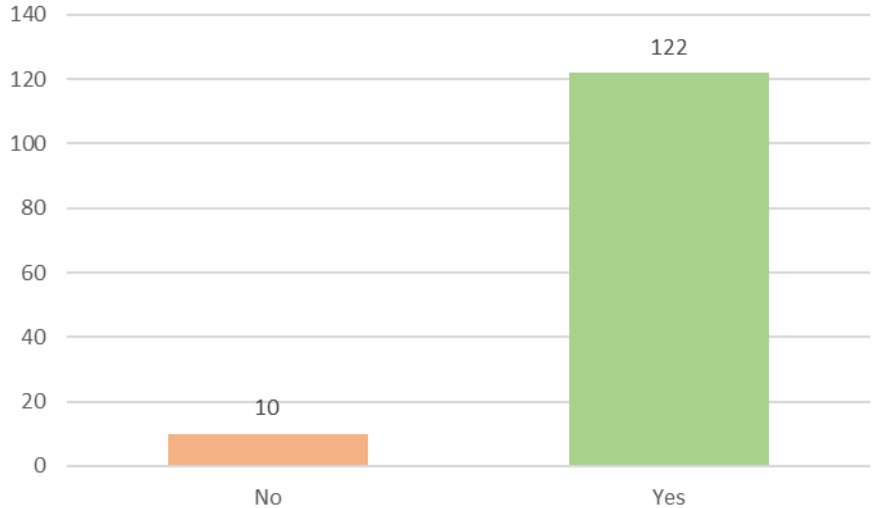
If not, do you think one may be necessary in future ?



How many cars / vans are currently owned ?

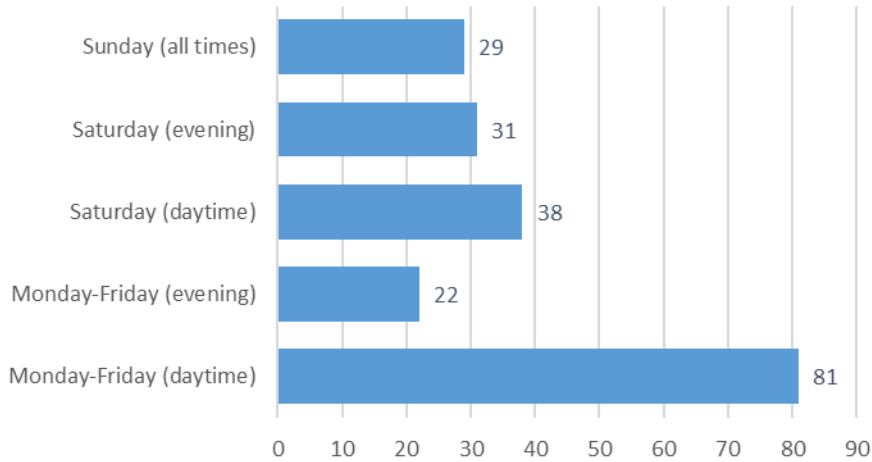


Do you have access to private/off-street parking ?

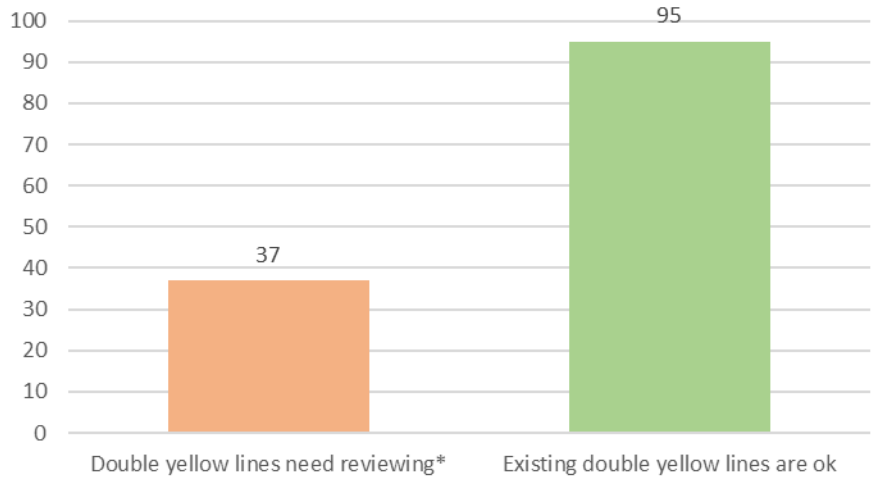


CMDE5

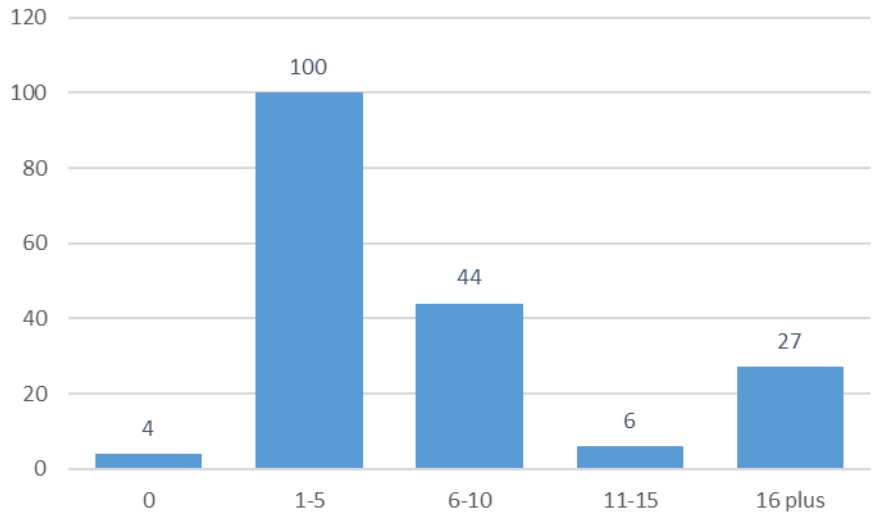
If a CPZ was introduced, when do you think the scheme should be in operation ?



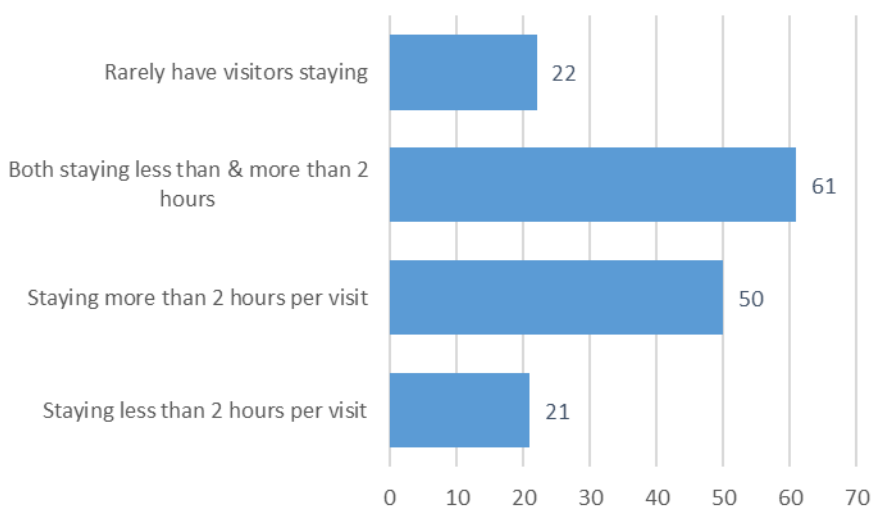
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

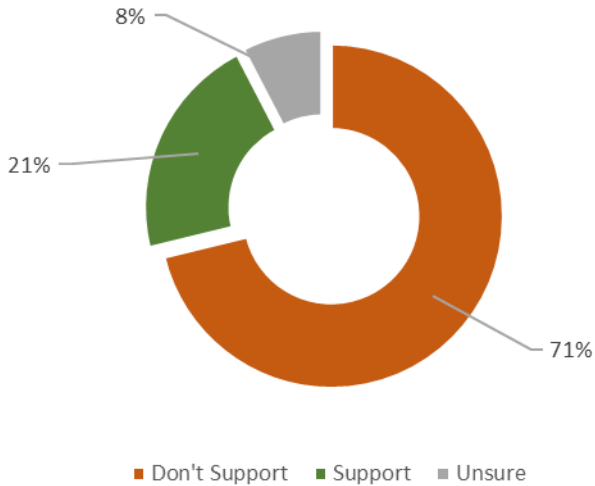


On average how long do visitors stay ?

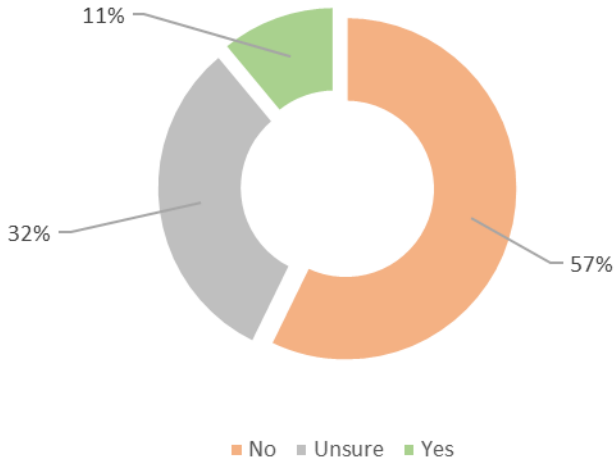


Iffley *(online responses only):*

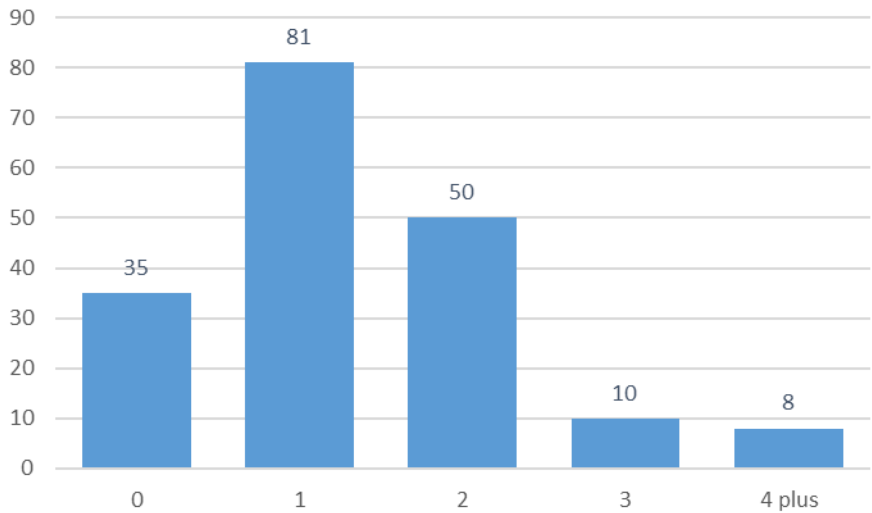
Do you support the introduction of a CPZ ?



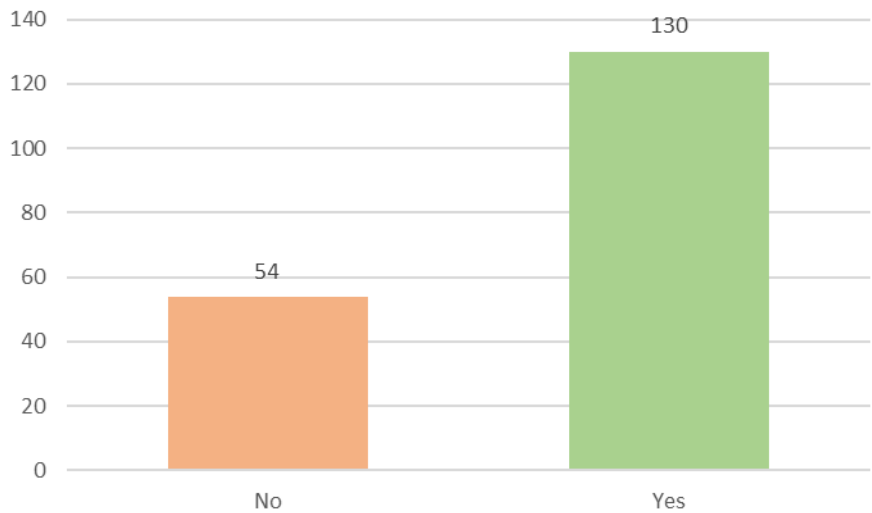
If not, do you think one may be necessary in future ?



How many cars / vans are currently owned ?

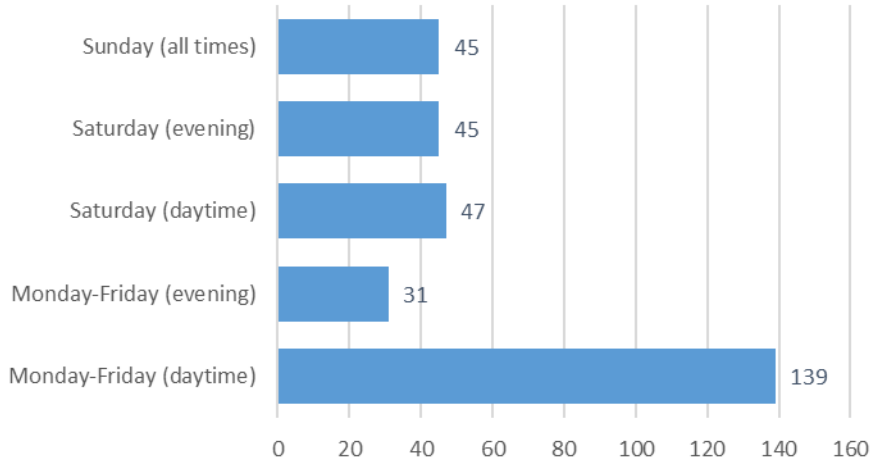


Do you have access to private/off-street parking ?

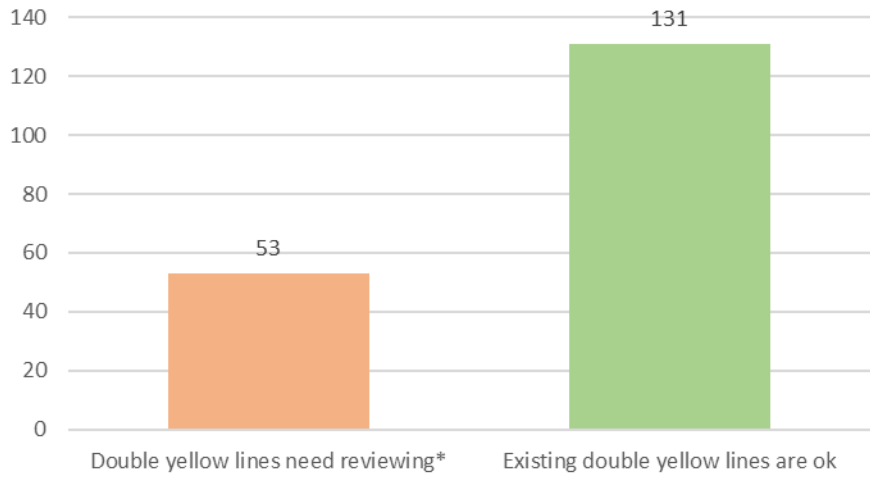


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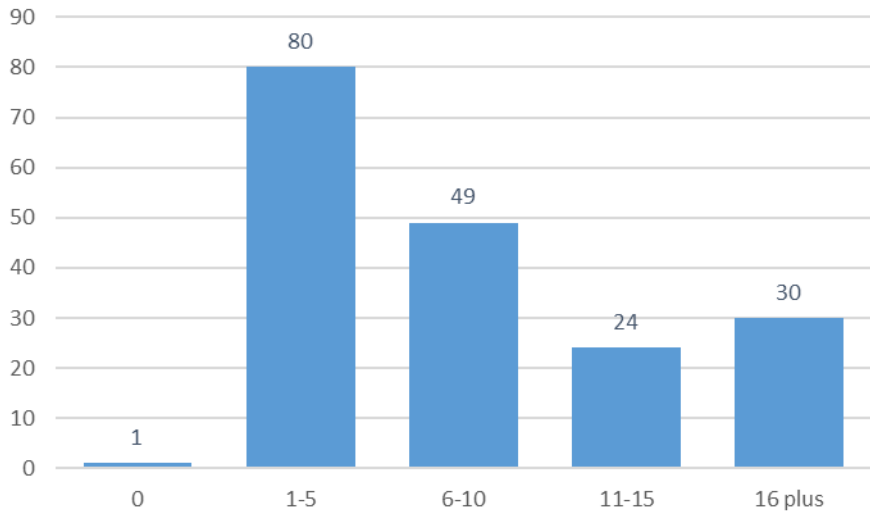
If a CPZ was introduced, when do you think the scheme should be in operation ?



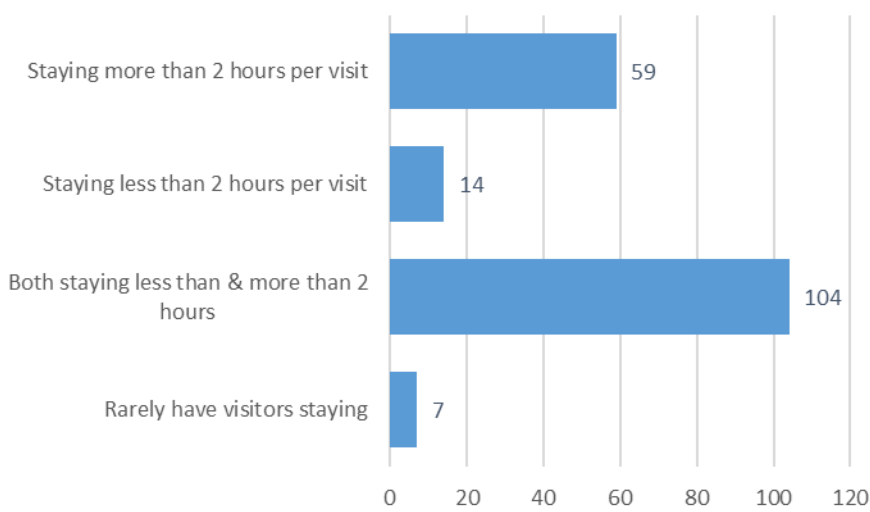
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?



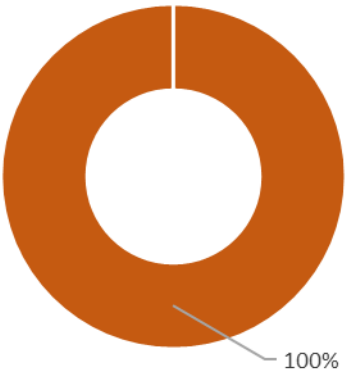
On average how long do visitors stay ?



CMDE5

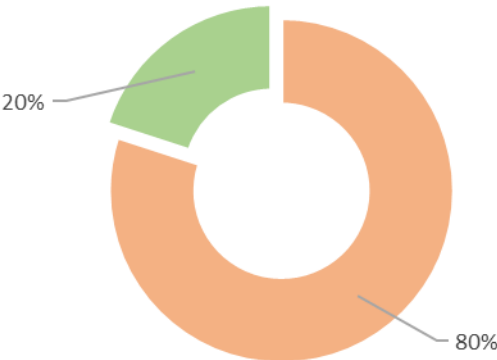
Jordan Hill (*online responses only*):

Do you support the introduction of a CPZ ?



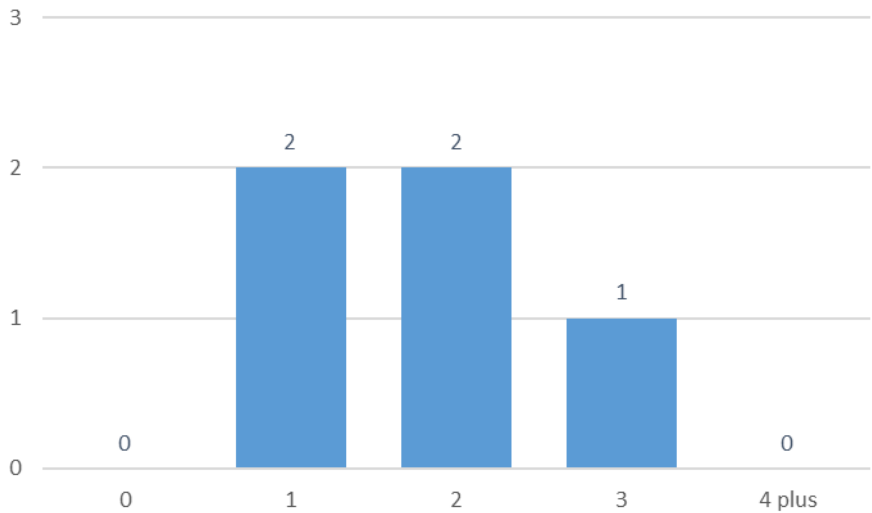
Don't Support

If not, do you think one may be necessary in future ?

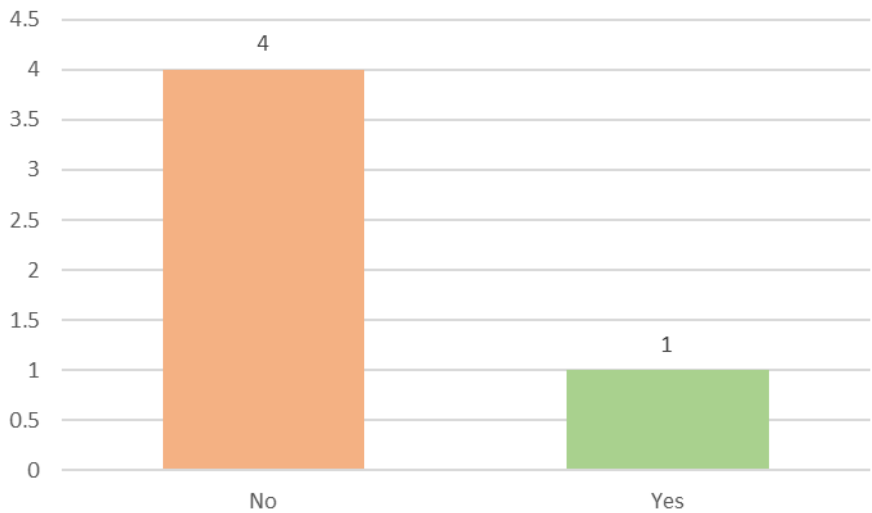


No Yes

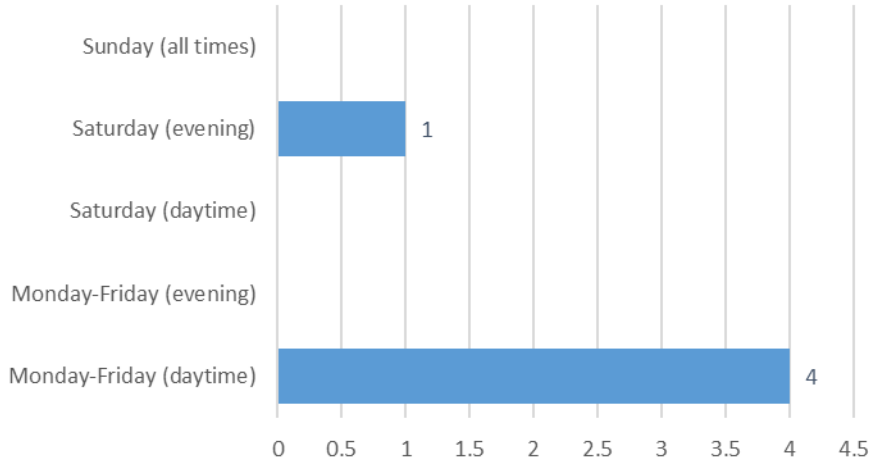
How many cars / vans are currently owned ?



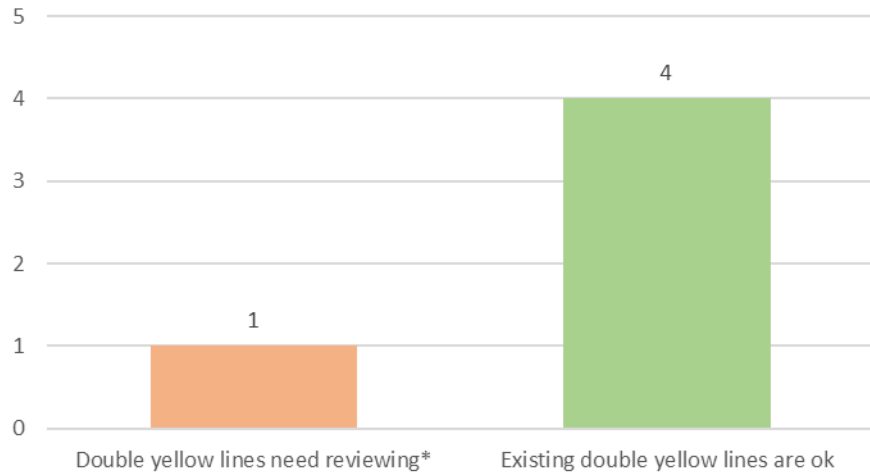
Do you have access to private/off-street parking ?



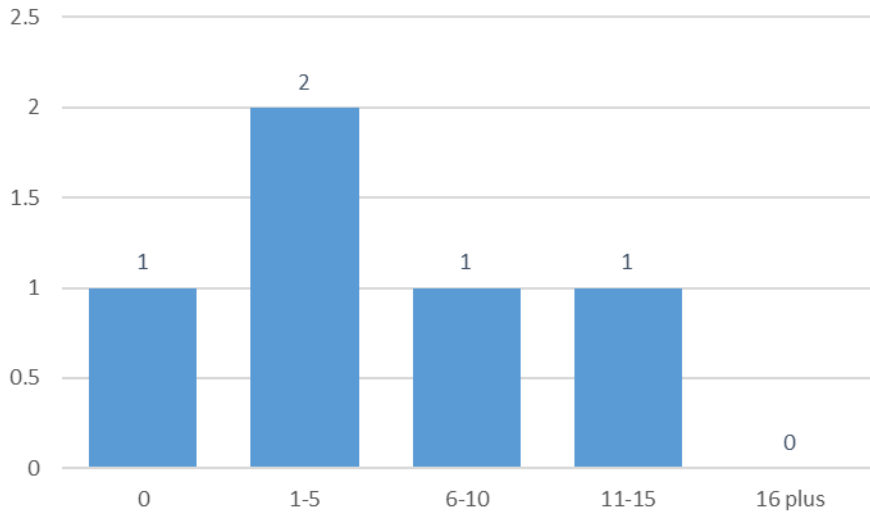
If a CPZ was introduced, when do you think the scheme should be in operation ?



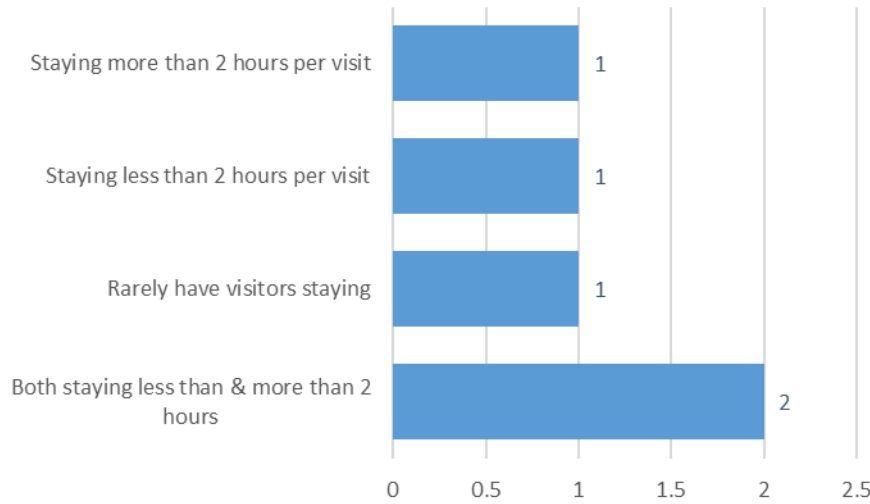
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

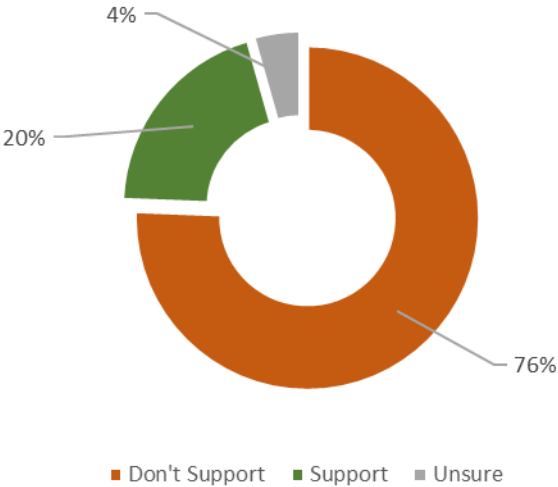


On average how long do visitors stay ?

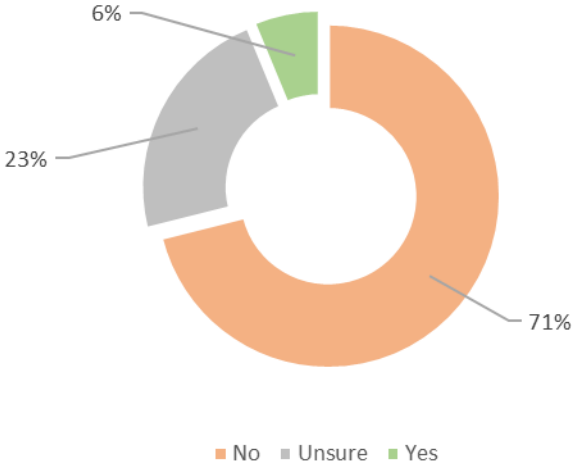


Littlemore North *(online responses only):*

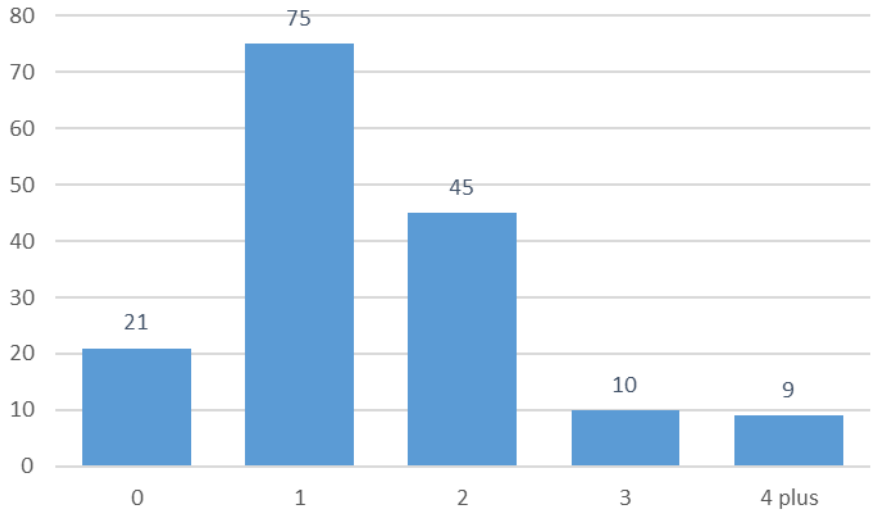
Do you support the introduction of a CPZ ?



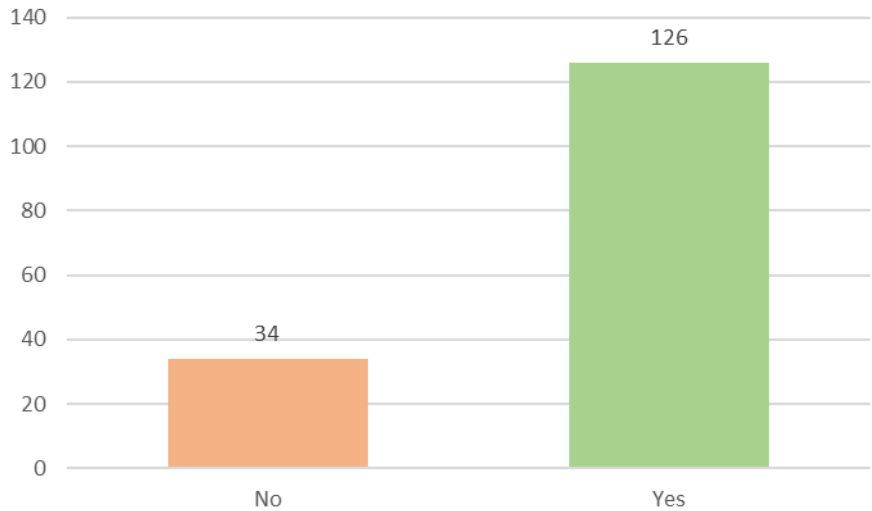
If not, do you think one may be necessary in future ?



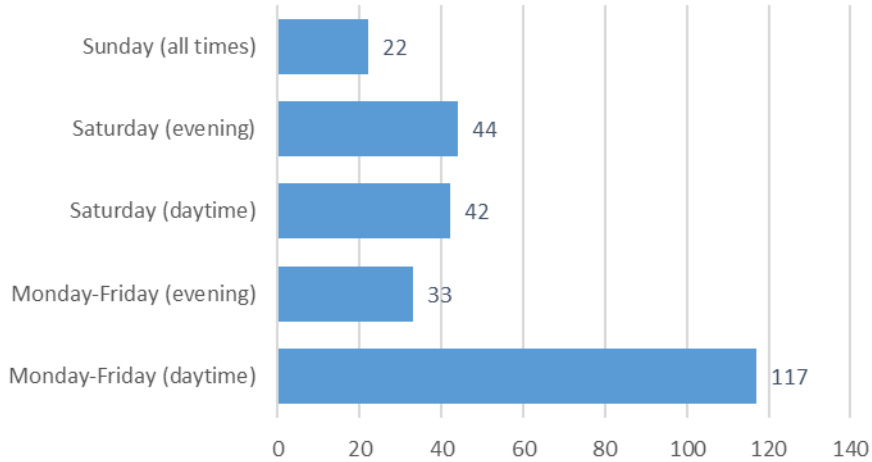
How many cars / vans are currently owned ?



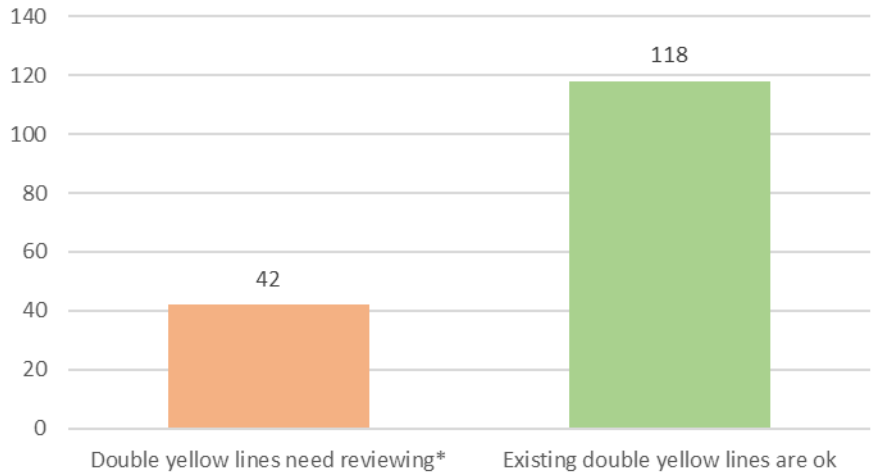
Do you have access to private/off-street parking ?



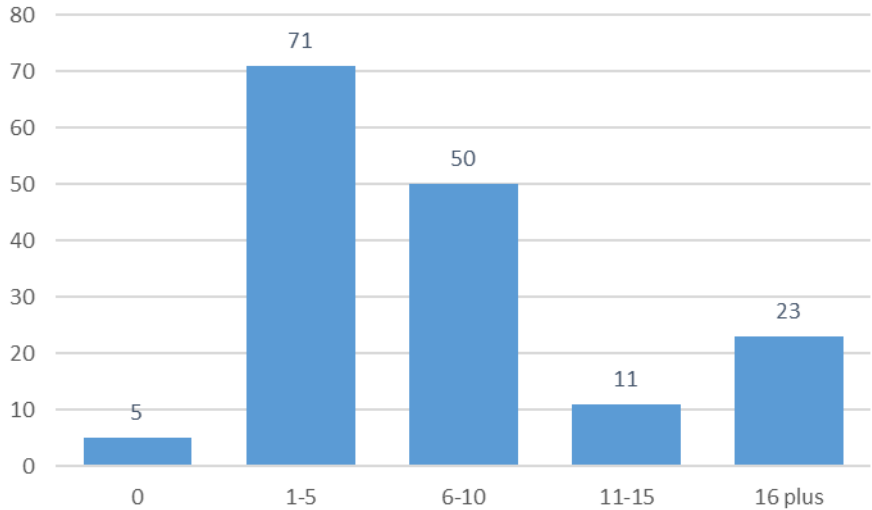
If a CPZ was introduced, when do you think the scheme should be in operation ?



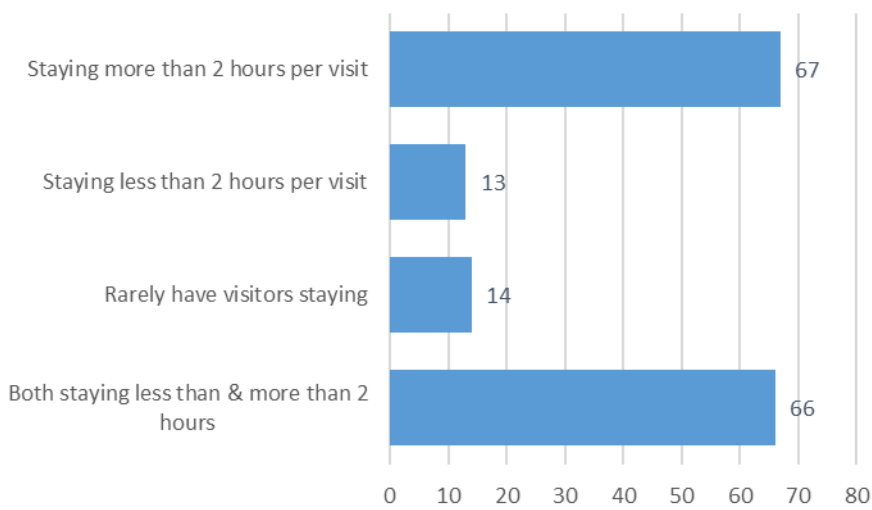
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

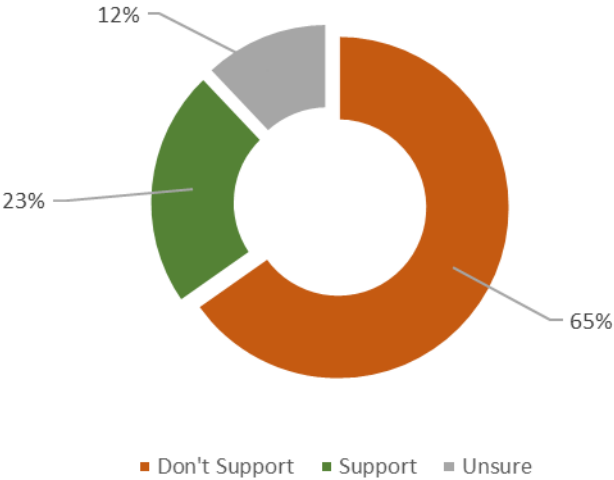


On average how long do visitors stay ?

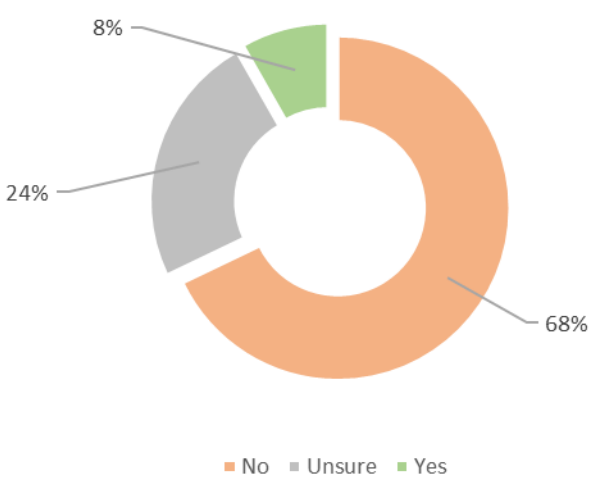


Littlemore South *(online responses only):*

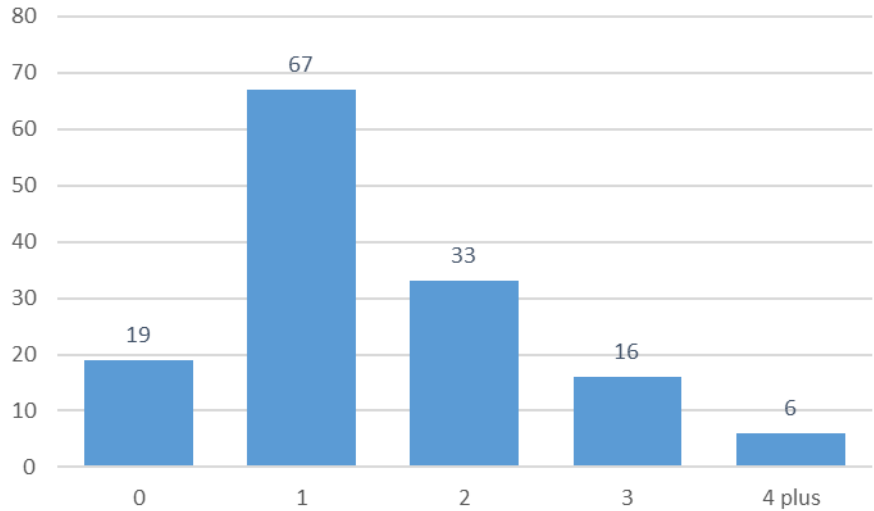
Do you support the introduction of a CPZ ?



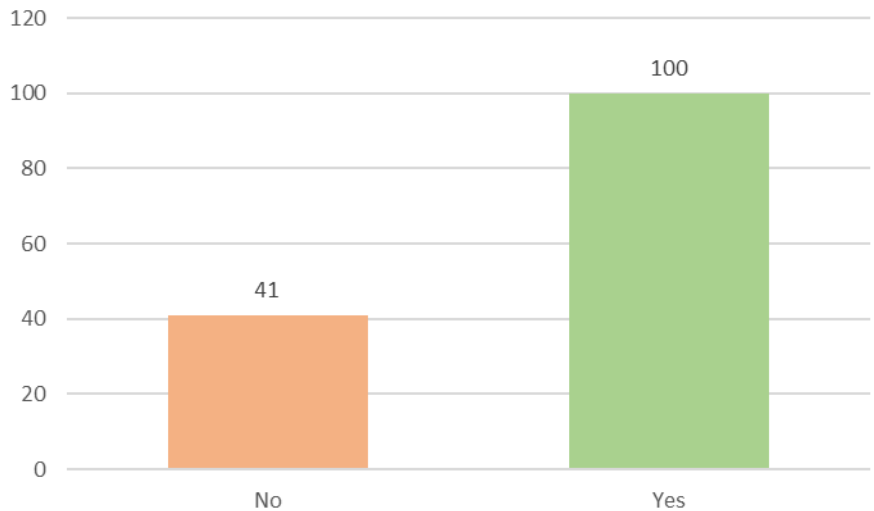
If not, do you think one may be necessary in future ?



How many cars / vans are currently owned ?

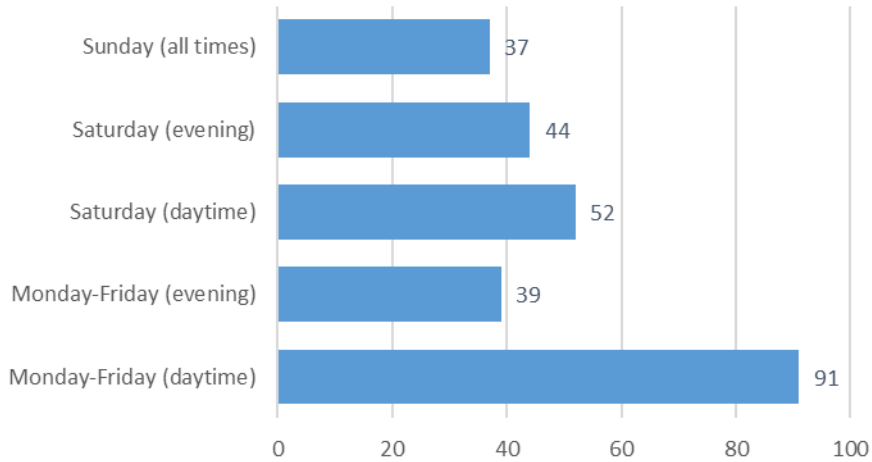


Do you have access to private/off-street parking ?

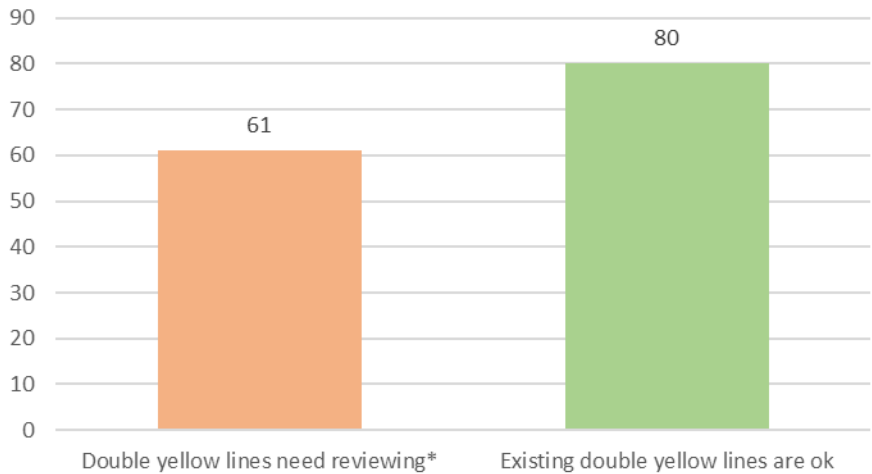


CMDE5

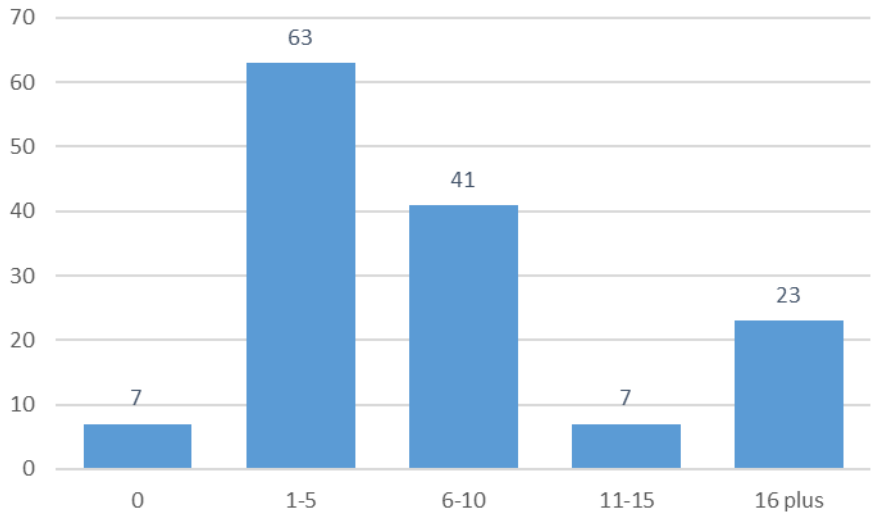
If a CPZ was introduced, when do you think the scheme should be in operation ?



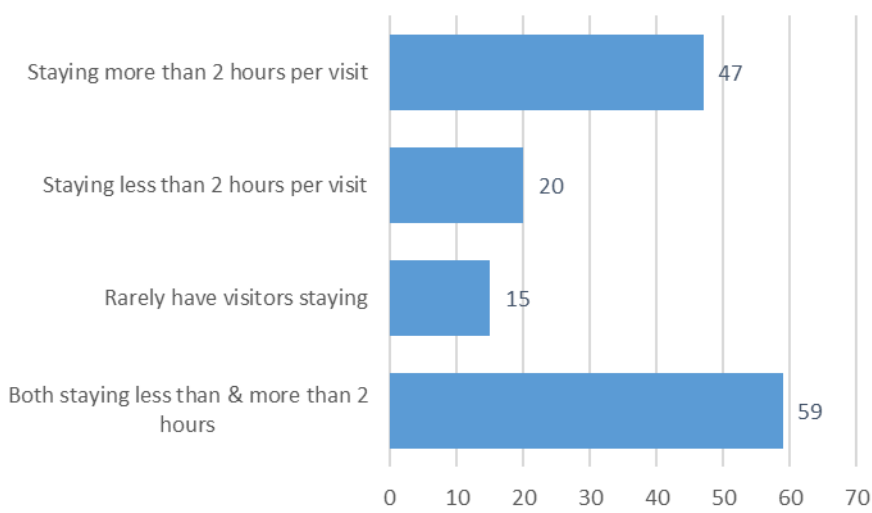
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

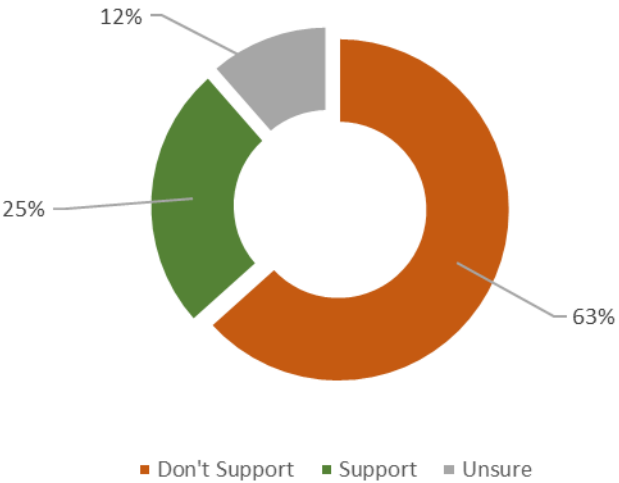


On average how long do visitors stay ?

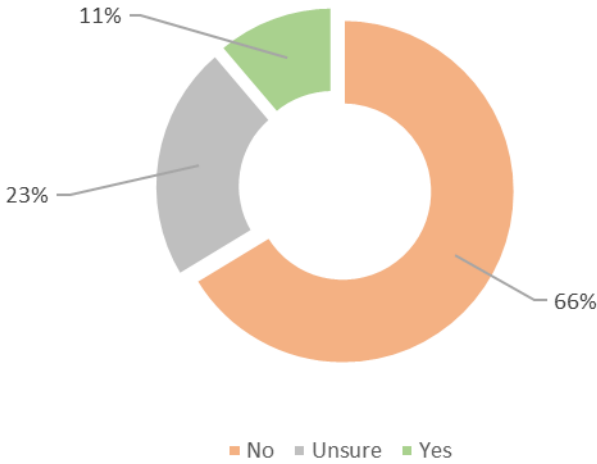


Lower Wolvercote *(online responses only):*

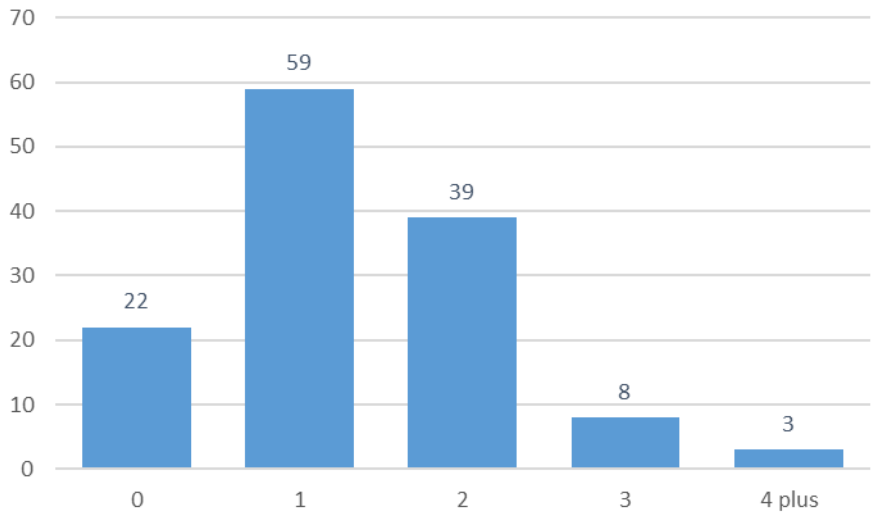
Do you support the introduction of a CPZ ?



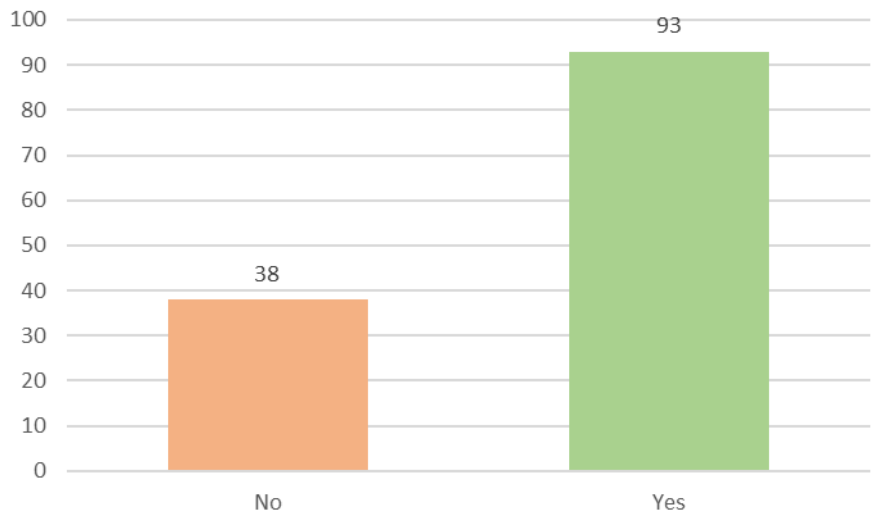
If not, do you think one may be necessary in future ?



How many cars / vans are currently owned ?

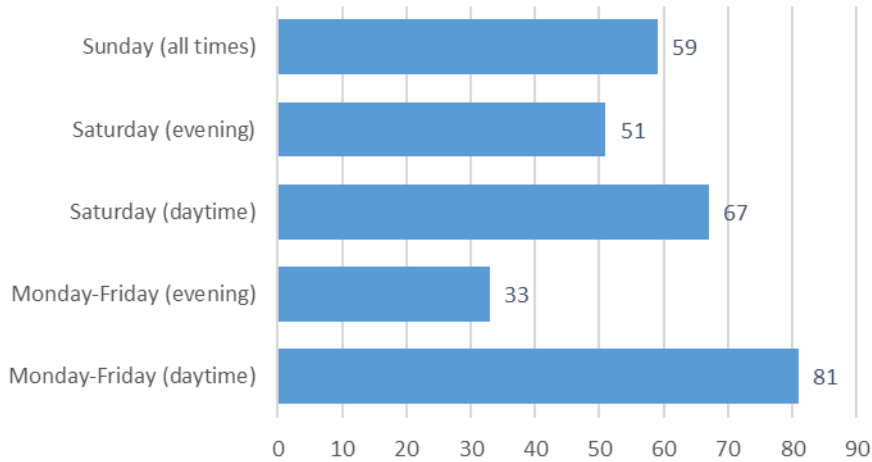


Do you have access to private/off-street parking ?

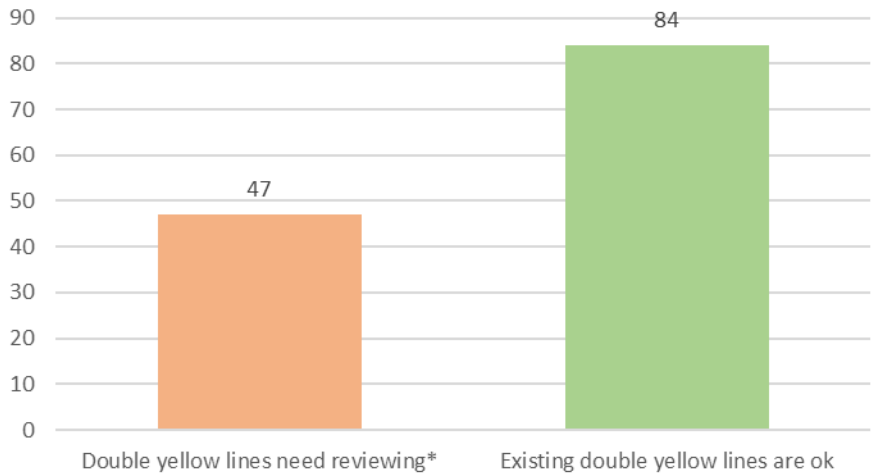


CMDE5

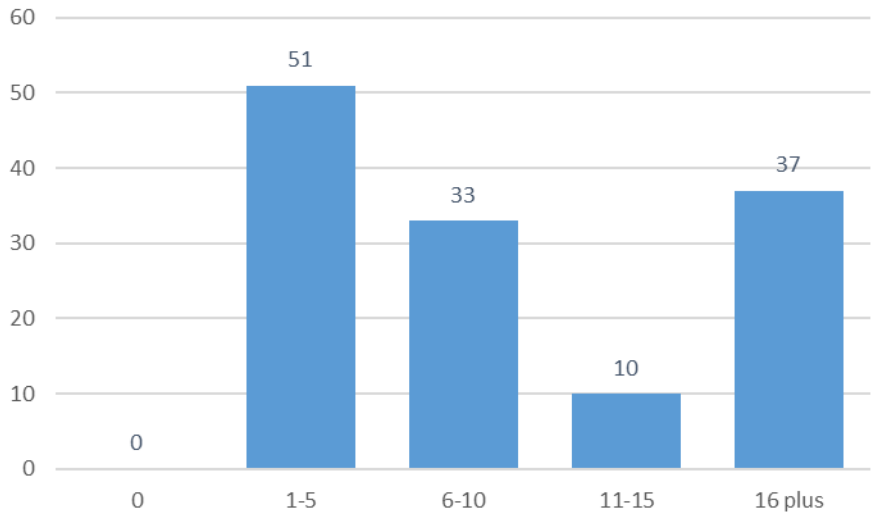
If a CPZ was introduced, when do you think the scheme should be in operation ?



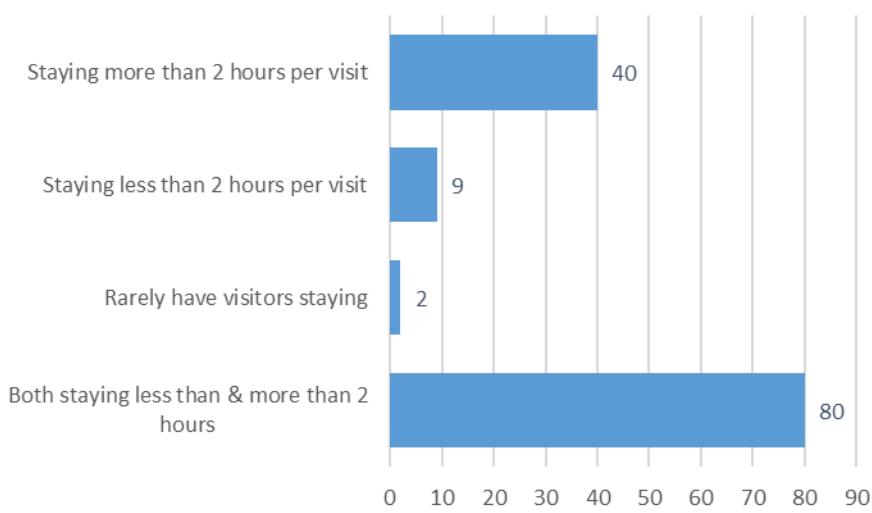
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

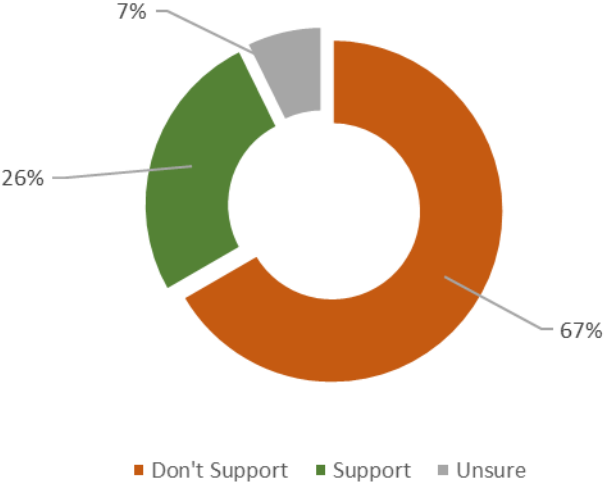


On average how long do visitors stay ?

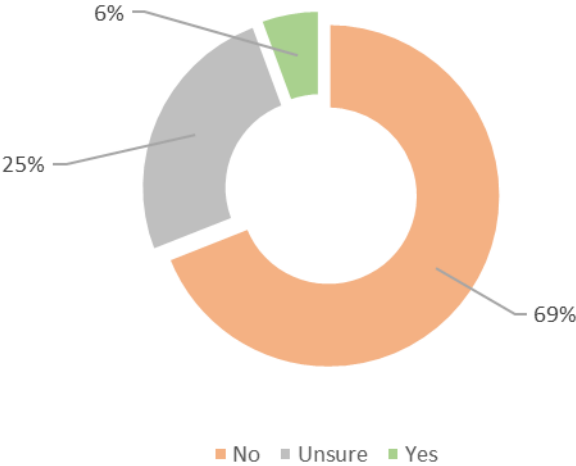


Risinghurst *(online responses only):*

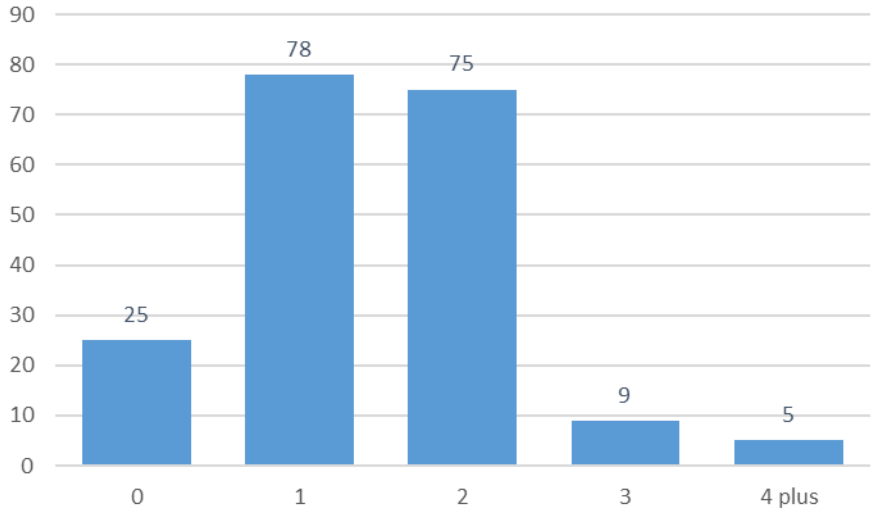
Do you support the introduction of a CPZ ?



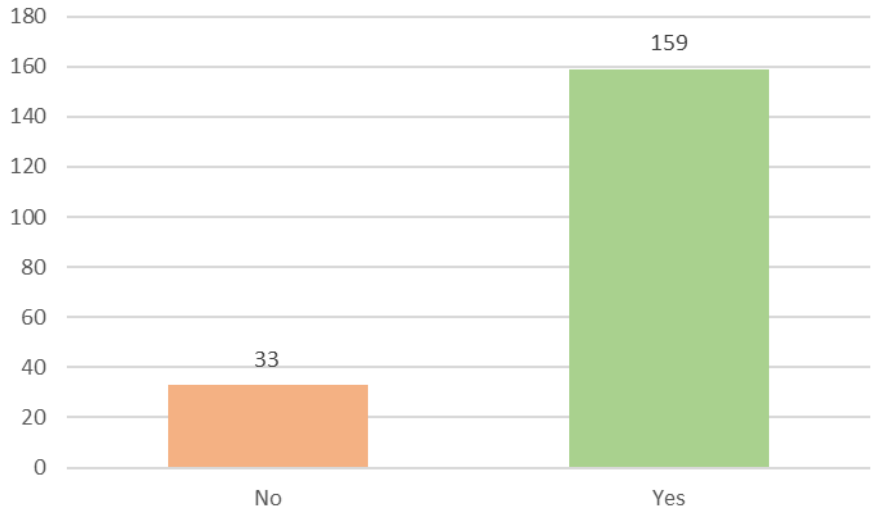
If not, do you think one may be necessary in future ?



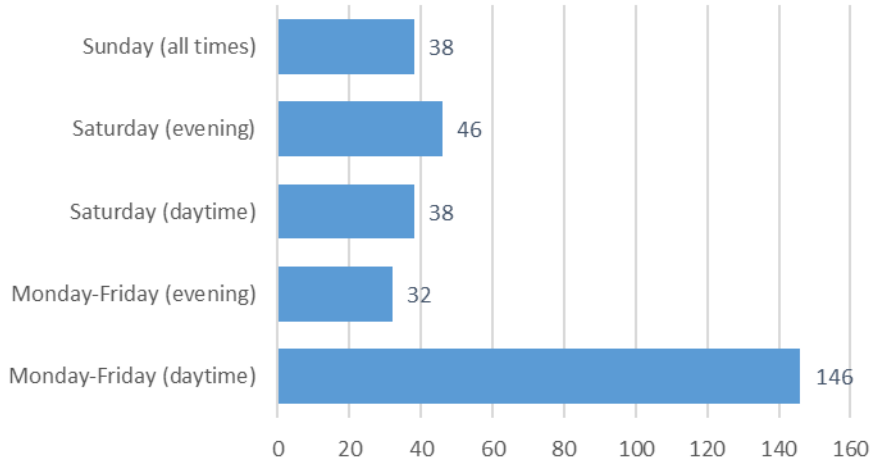
How many cars / vans are currently owned ?



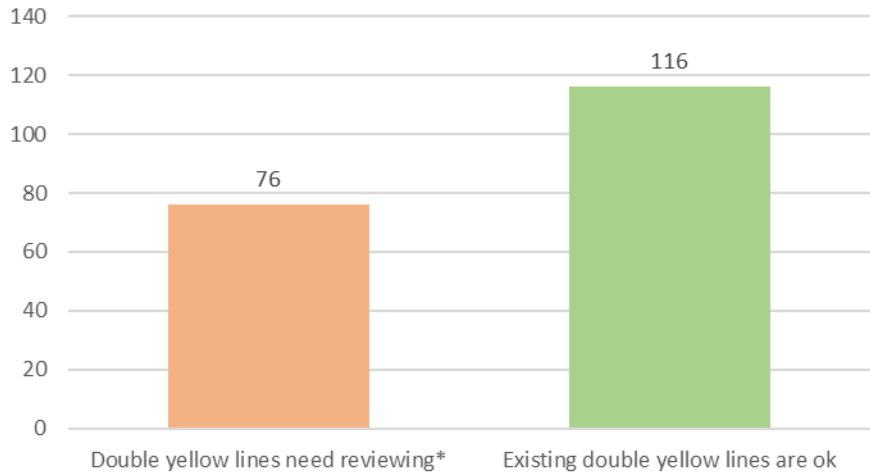
Do you have access to private/off-street parking ?



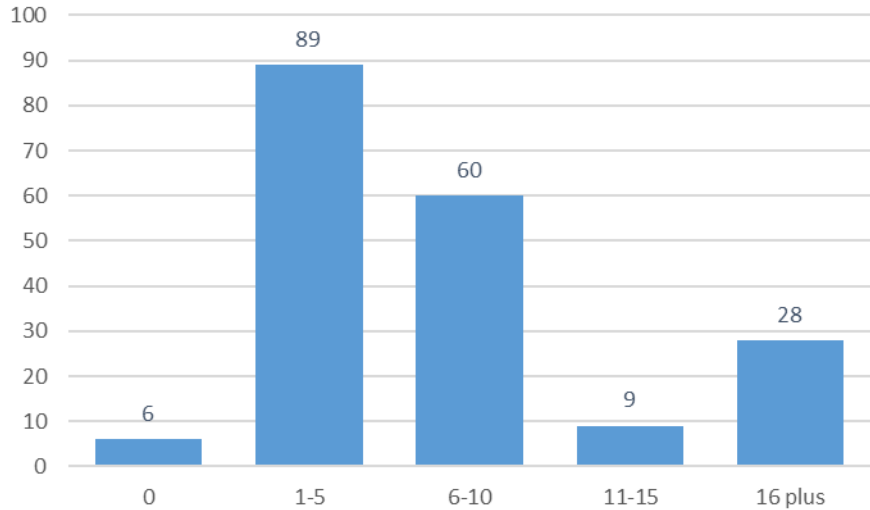
If a CPZ was introduced, when do you think the scheme should be in operation ?



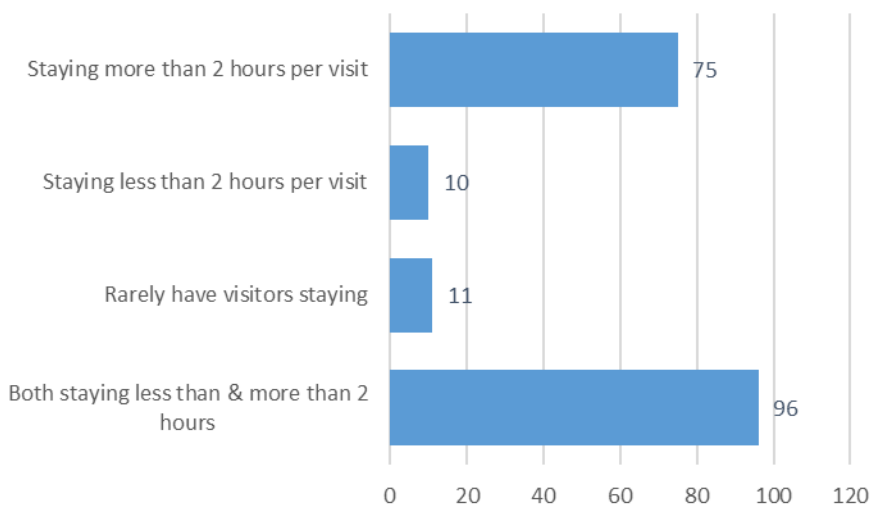
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

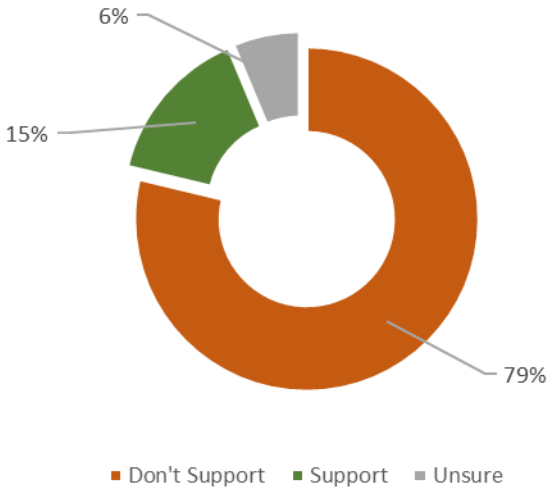


On average how long do visitors stay ?

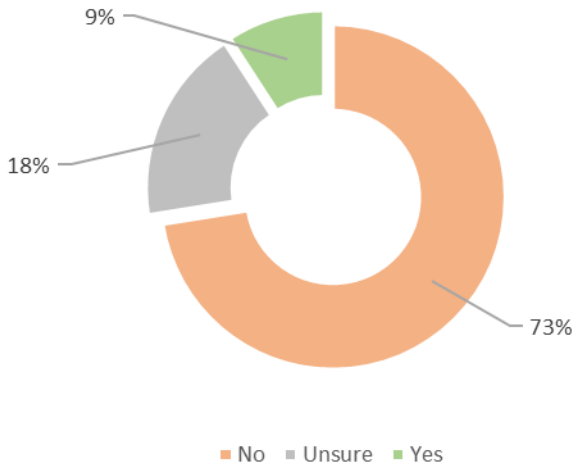


Rose Hill *(online responses only):*

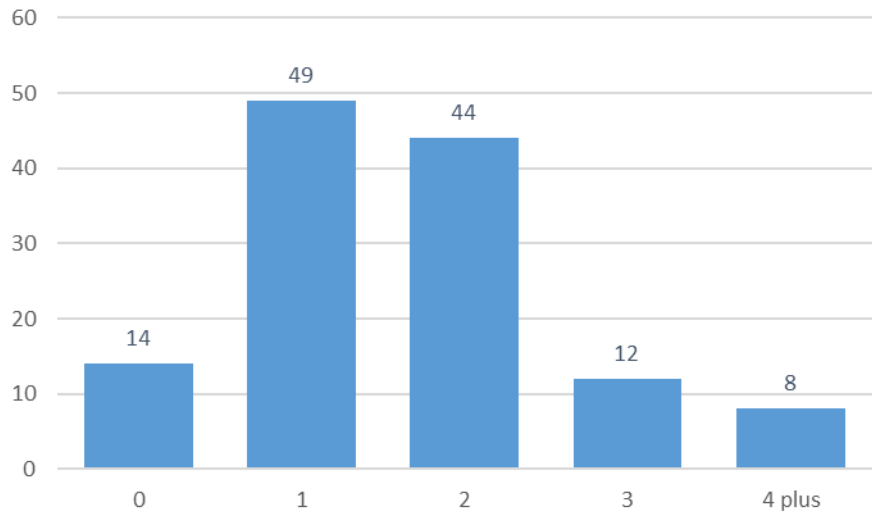
Do you support the introduction of a CPZ ?



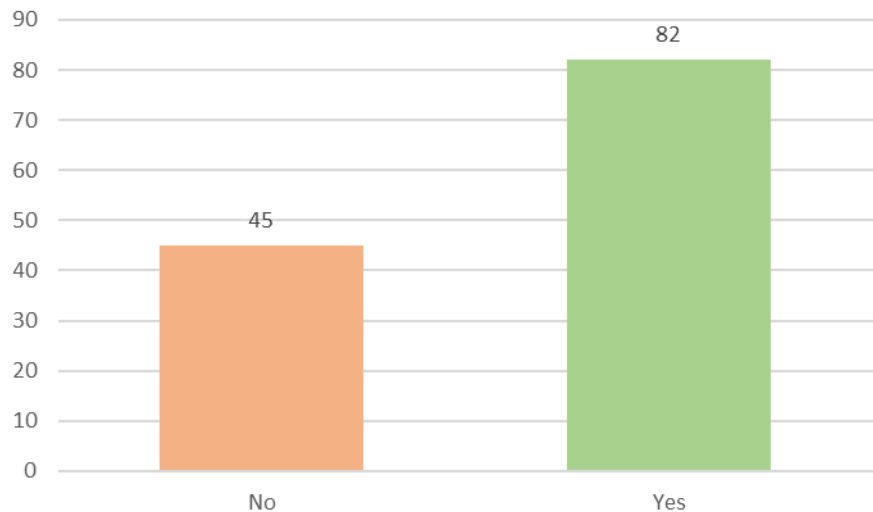
If not, do you think one may be necessary in future ?



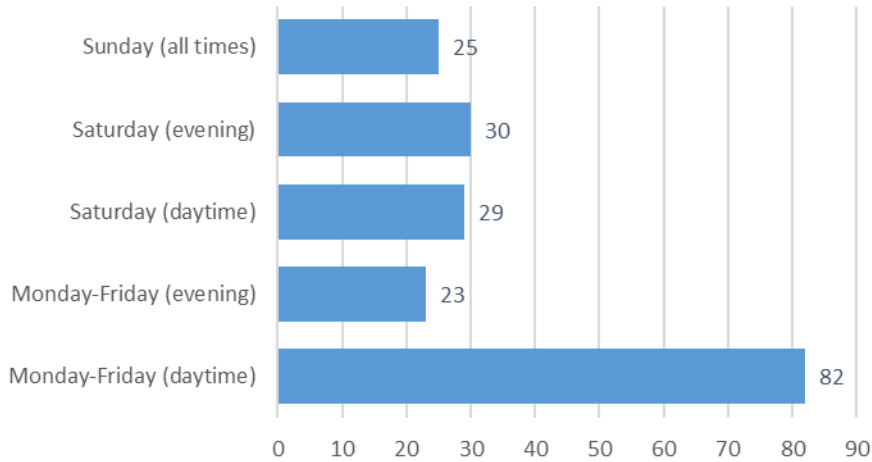
How many cars / vans are currently owned ?



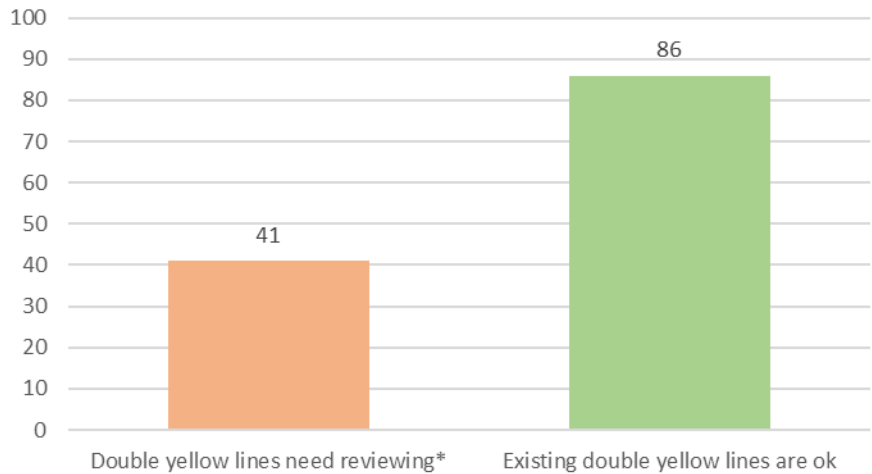
Do you have access to private/off-street parking ?



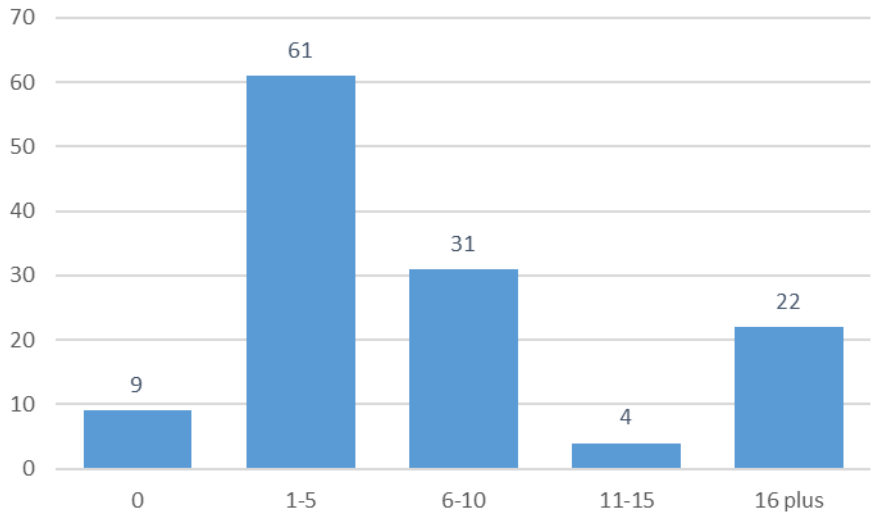
If a CPZ was introduced, when do you think the scheme should be in operation ?



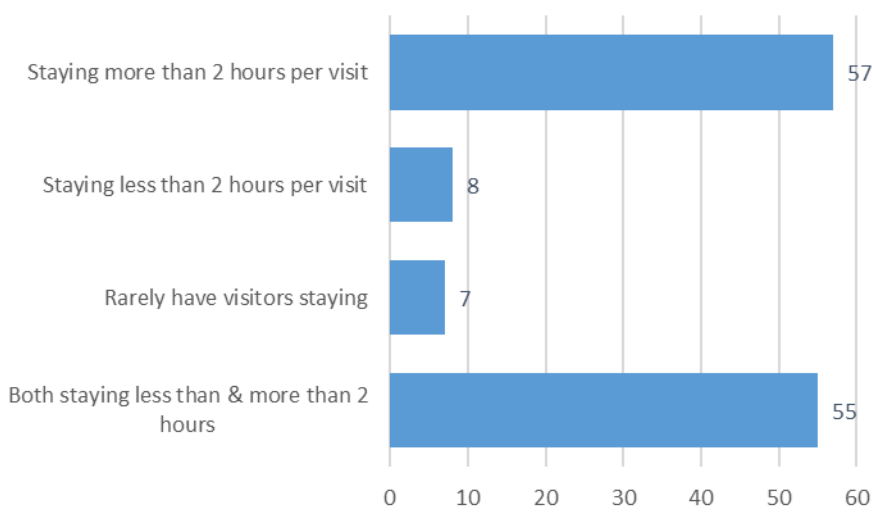
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

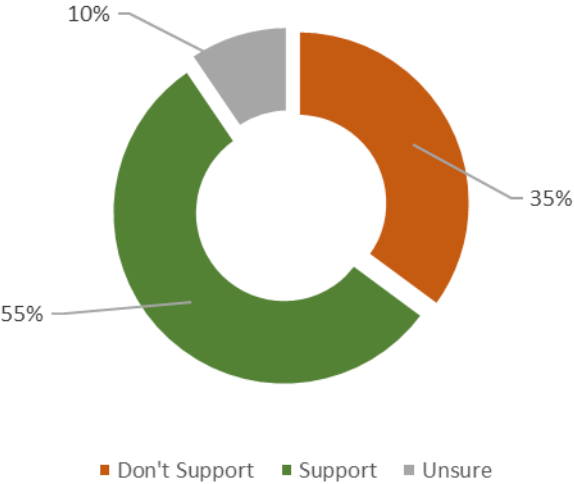


On average how long do visitors stay ?

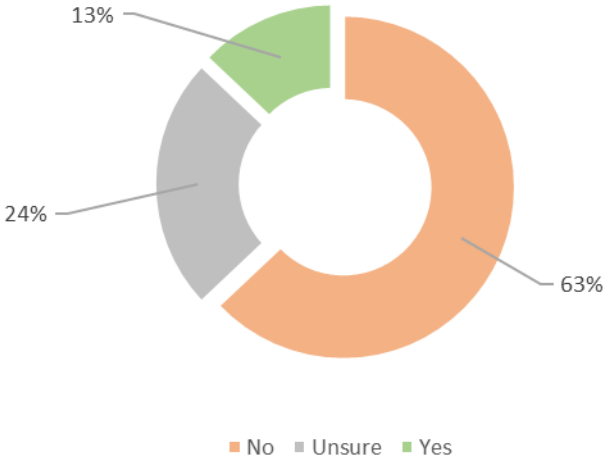


South Oxford (extension) *(online responses only):*

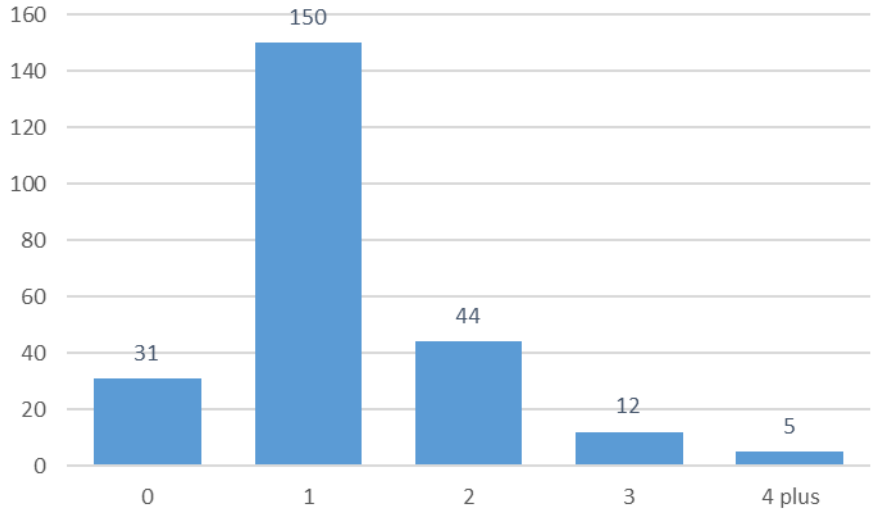
Do you support the introduction of a CPZ ?



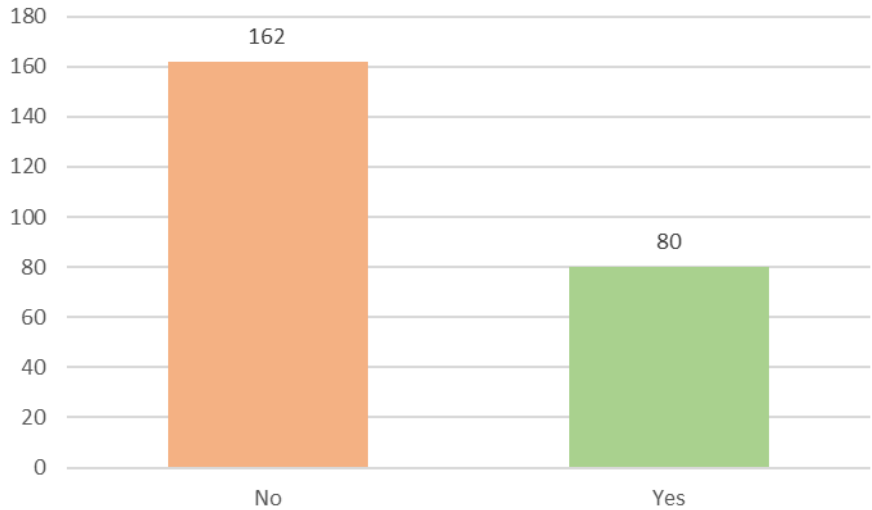
If not, do you think one may be necessary in future ?



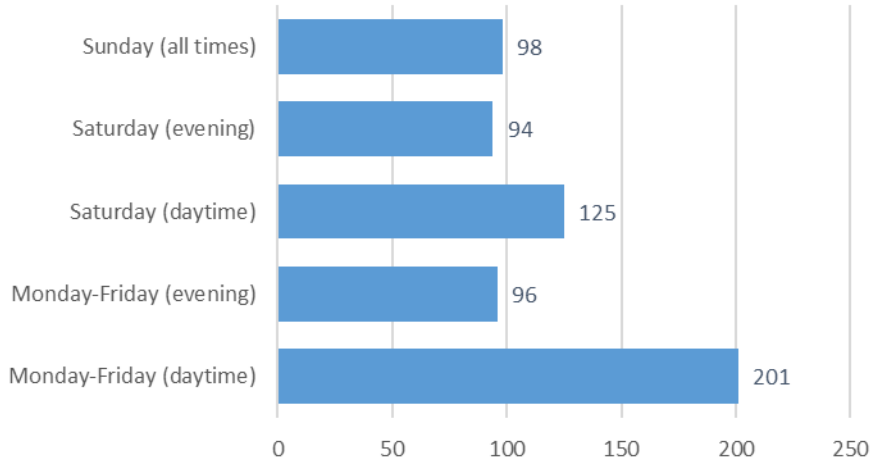
How many cars / vans are currently owned ?



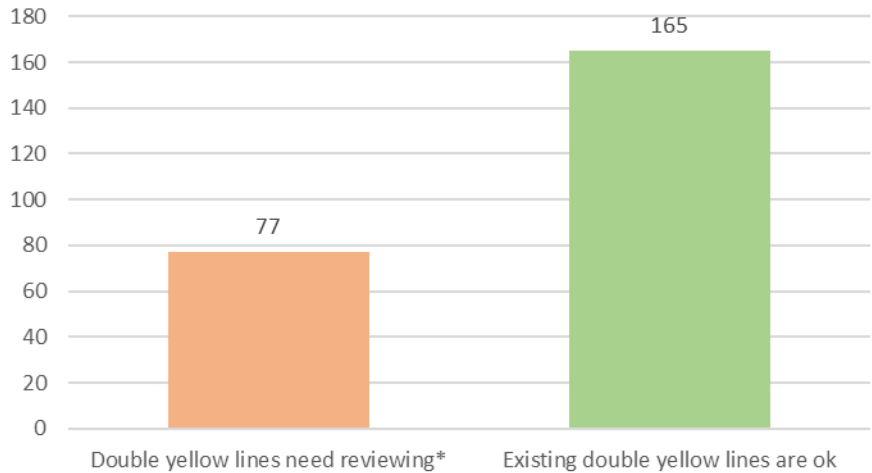
Do you have access to private/off-street parking ?



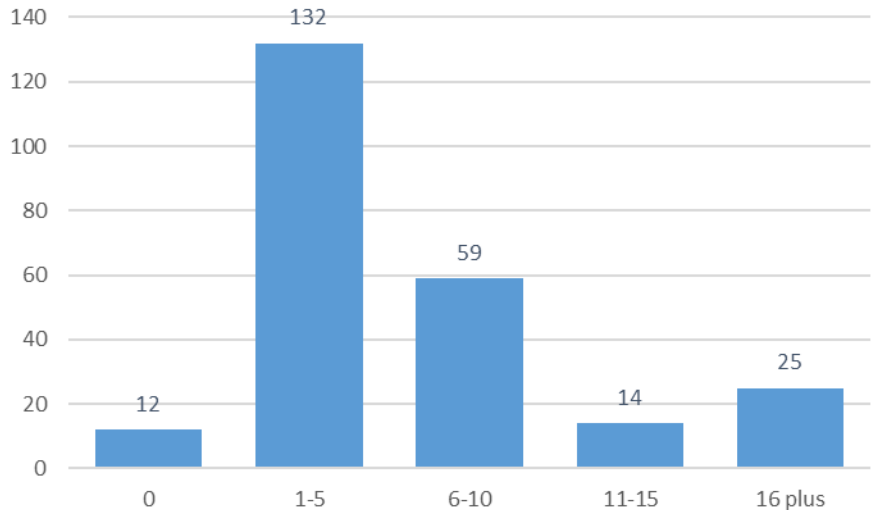
If a CPZ was introduced, when do you think the scheme should be in operation ?



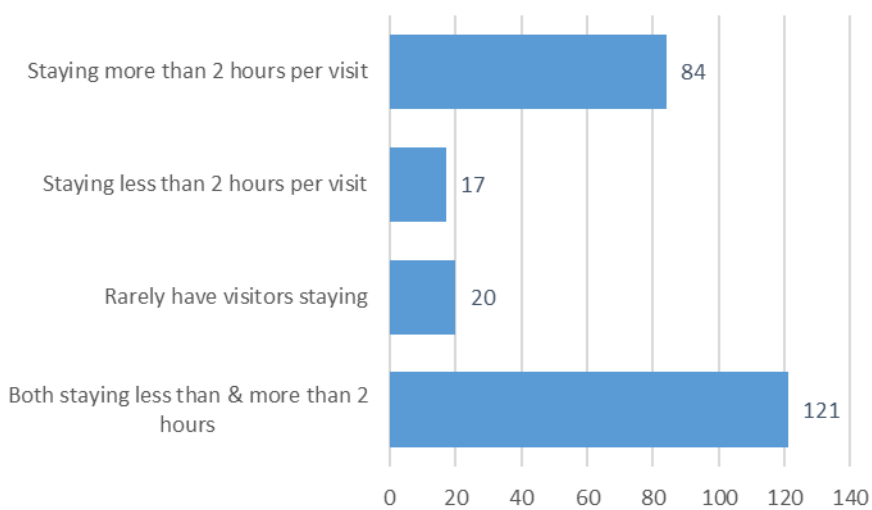
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?

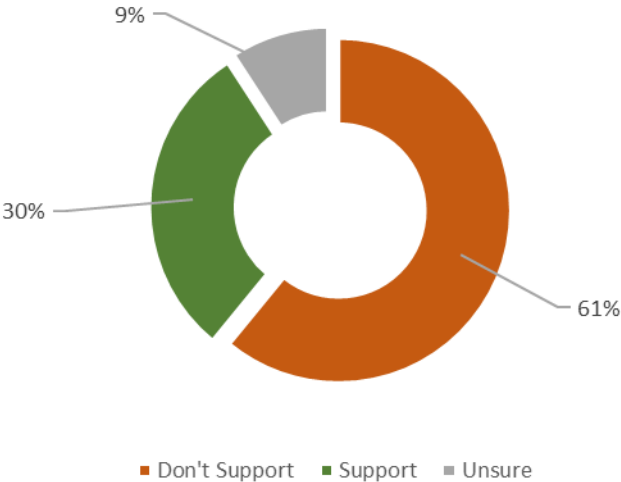


On average how long do visitors stay ?

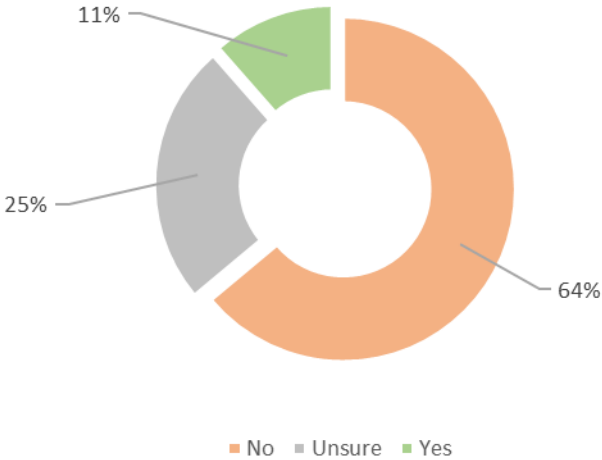


Upper Wolvercote *(online responses only):*

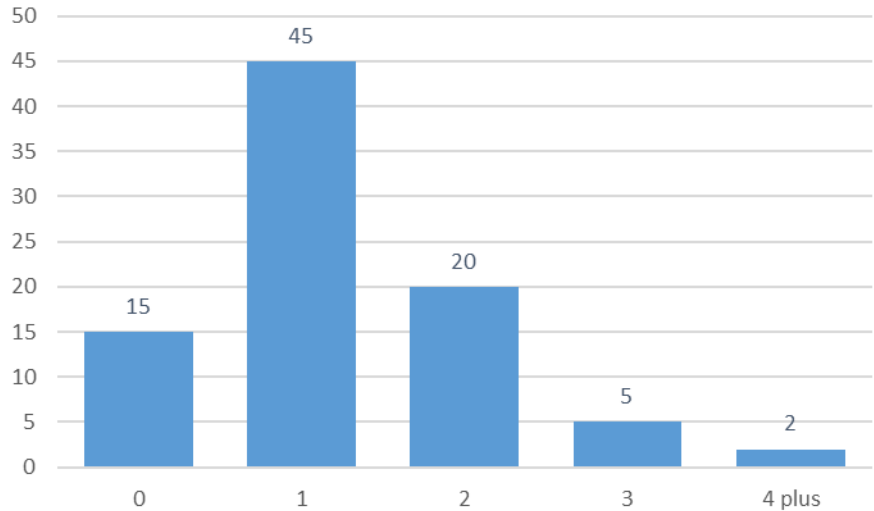
Do you support the introduction of a CPZ ?



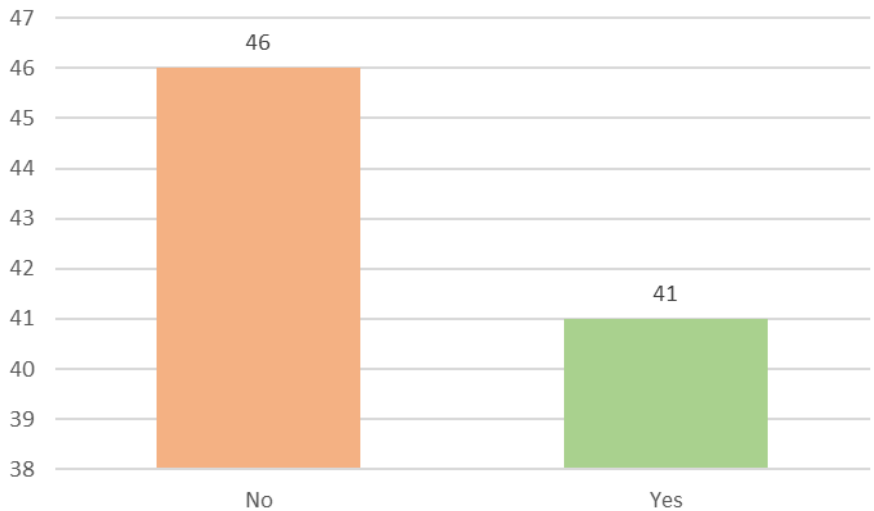
If not, do you think one may be necessary in future ?



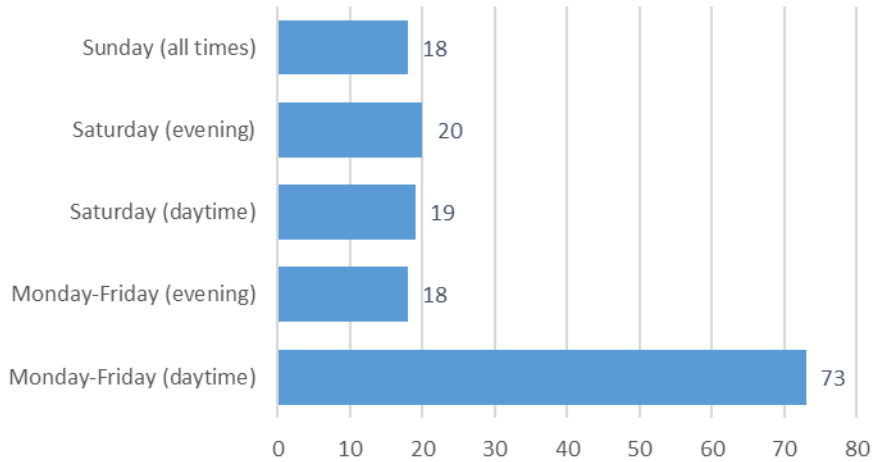
How many cars / vans are currently owned ?



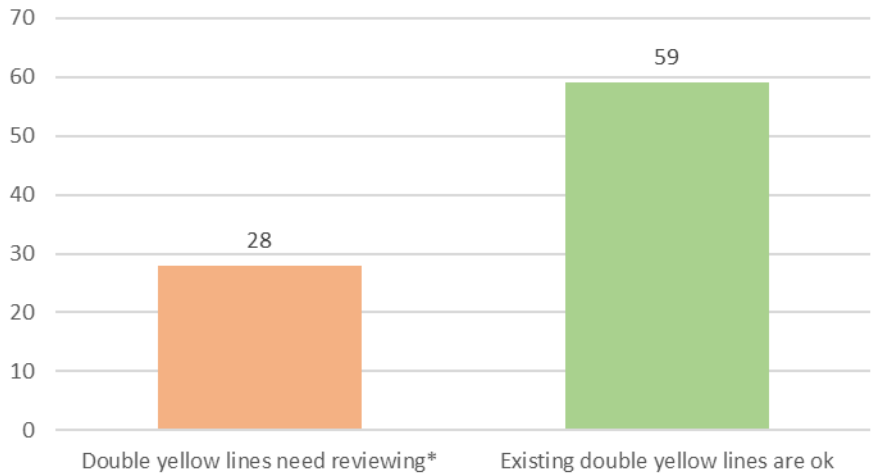
Do you have access to private/off-street parking ?



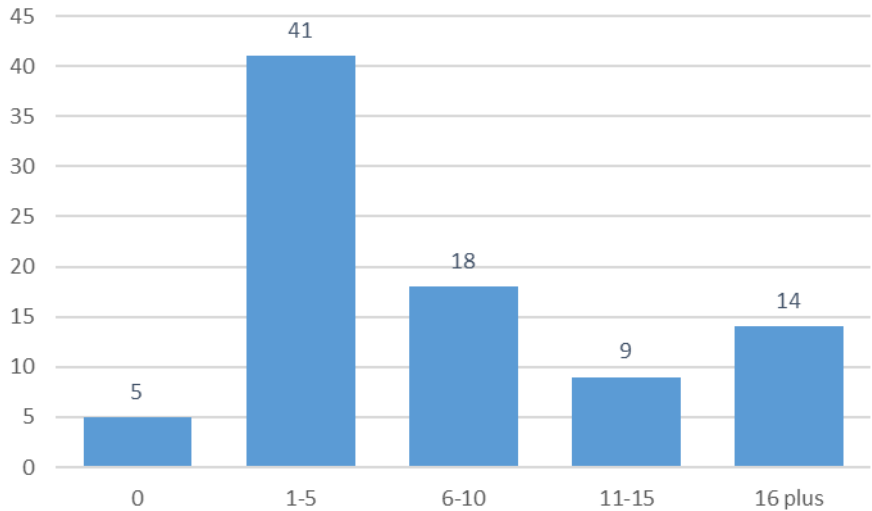
If a CPZ was introduced, when do you think the scheme should be in operation ?



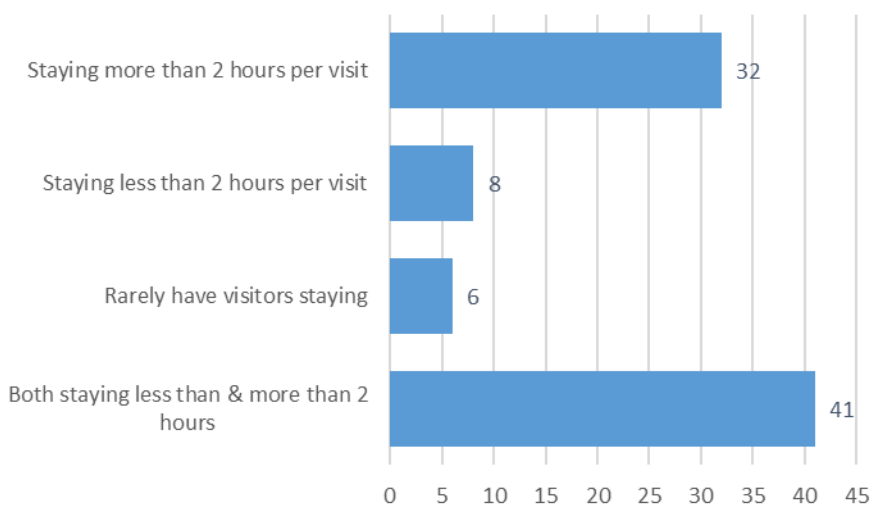
Do you think the existing double yellow lines in the area are appropriate ?



How many visitors on average do you have a month ?



On average how long do visitors stay ?



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Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE



Cherwell District Council and Oxfordshire County Council

Equality and Climate Impact Assessment (Interim)

OXFORD CONTROLLED PARKING ZONE PROGRAMME

March 2021

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Section 1: Summary details

Directorate and Service Area	Communities – Planning & Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Oxford Controlled Parking Zones (CPZs)
Is this a new or existing function or policy?	No.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Controlled parking zones (CPZ) are areas where on-street parking is subject to restrictions. In deciding on whether to introduce a CPZ both residents support and policy implications are considered. CPZs give residents preferential treatment when parking in the street around their home. Permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, usually for up to two hours. Disabled badge holders may park free of charge in CPZs.</p> <p>Large parts of Oxford are already covered by CPZs and where these have been implemented, they have been extremely successful in removing commuter parking. CPZs help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in CPZ areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits.</p> <p>Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a</p>

	household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits. This assessment is an interim assessment. It will be updated and published as part of any formal consultation on specific CPZs and will then be reviewed following formal consultation before being submitted as part of the officer report to the Cabinet Member for Environment on the CPZ.
Completed By	Stewart Wilson
Authorised By	
Date of Assessment	11 March 2021

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	<p>Controlled Parking Zones (CPZs) form part of the county's Local Transport Plan (adopted in 2015) and Oxford City Council's Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, as shown on the map at Annex 1, with the implementation of further CPZs underway or planned and which are required to support several local transport and planning objectives:</p> <ul style="list-style-type: none"> ▪ Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes; ▪ Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets; and ▪ Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor
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	<p>parking.</p> <p>Demand management measures being developed by the County and City Councils – particularly a workplace parking levy – also means further expansion of CPZs is required in the city to ensure that parking is not just displaced to residential streets.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The roll out of further Controlled Parking Zones is proposed across the city where zones are currently not in place. The map at Annex 1 shows the location of existing and proposed CPZs in Oxford. Several zones are to be implemented this year with some still subject to formal consultation.</p> <p>All CPZs are subject to a formal public consultation and approval of a Traffic Regulation Order by the council following formal consultation.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver</p>	<p>The evidence base for the Local Transport Plan is summarised within the LTP itself.</p> <p>Informal consultation has been carried out on several proposed CPZs across Oxford. Several factors are considered when deciding whether to approve and implement a CPZ including local support and existing and future parking pressure and other policy considerations. All CPZs are subject to formal consultation. Outcomes of formal consultations will be used to update this interim assessment. Any objections to the formal consultation will be reported to the Oxfordshire County Council Cabinet Member for Environment's decisions meeting – these are public meetings, which members of the public may apply to address.</p>

our climate commitments.	
Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	<p>Proposals to roll-out further CPZs in Oxford form part of the county's Local Transport Plan, and more specifically, the Oxford Transport Strategy. Alternatives to the overall strategy set out in the OTS were considered as part of the OTS and are covered within the OTS document, published online.</p> <p>Controlled parking zones work alongside other strategy proposals that aim to encourage more sustainable modes of travel (for example public transport, cycling or walking) by managing the availability and demand for parking. This is traditionally achieved by on street parking schemes with controls on who is able to park, for how long and a charge to do so.</p> <p>Doing nothing is not an option because existing parking issues would remain and potentially worsen, because of housing and economic growth, if measures are not taken to manage and reduce the demand for parking and encourage greater use of public transport, cycling or walking.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children.</p> <p>No specific impacts identified and CPZs not considered to impact disproportionately on any age group.</p>	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.		

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorised scooter.</p> <p>No specific impacts identified.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in CPZs unlimited.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.</p>		
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and CPZs not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and CPZs not considered to impact disproportionately on marriage or civil partnership.			

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Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property.		
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and CPZs are not considered to impact disproportionately on any race.			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and CPZs are not considered to impact disproportionately on either sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and CPZs are not considered to impact disproportionately in terms of sexual orientation.			
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and CPZs are not expected to impact disproportionately on any religious groups.			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Removes free on-street commuter parking in the city, which is mostly likely to impact on those travelling from outside the city. Parts of Oxford are highly accessible by public transport including Park & Ride.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ability to pay for a parking permit, if required, may be an issue for low income households. Though people in areas of deprivation are less reliant on a car. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected to help improve the street			

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Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
				scene and can make streets safer and more accessible for all road users.			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Generally positive as it will help reduce traffic and therefore pollution and emissions.			
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CPZs encourage use of sustainable transport, by removing free on-street commuter parking in the city.			
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

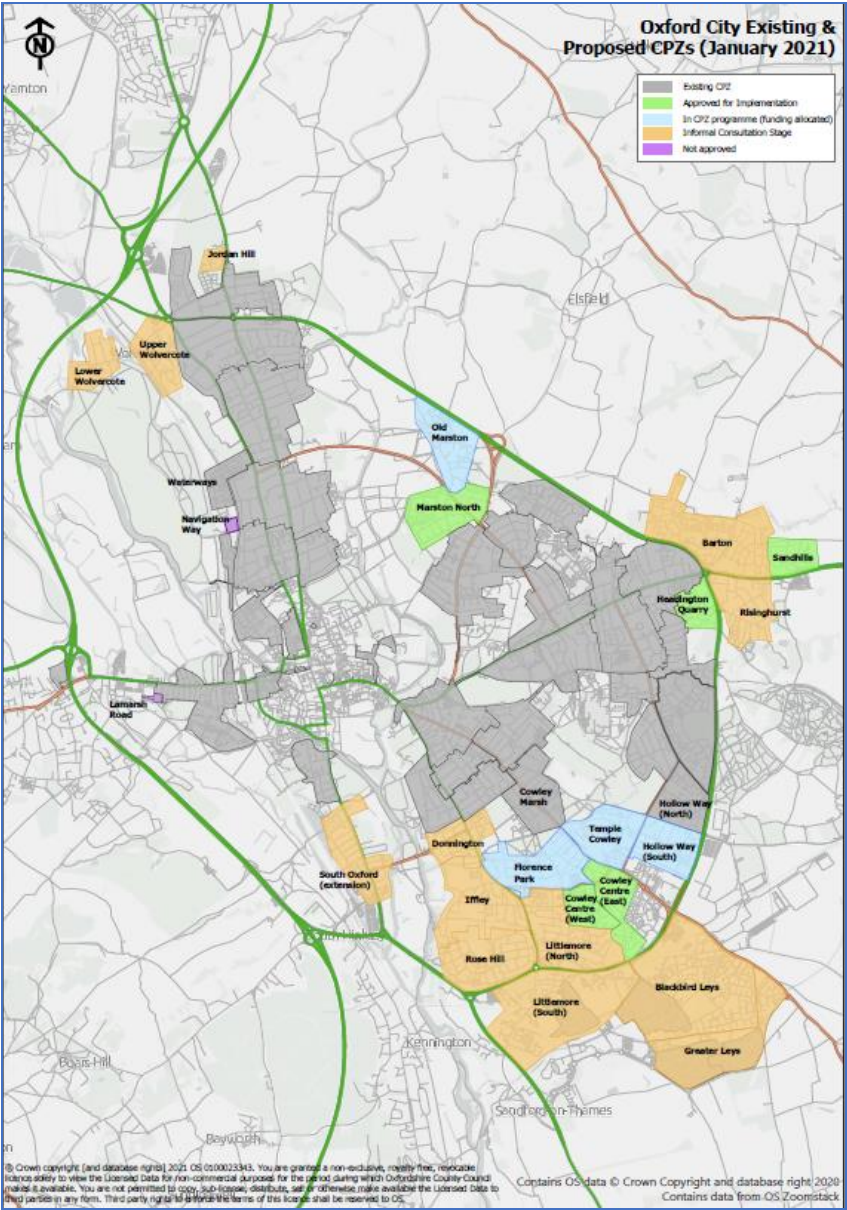
Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CPZs help to reduce traffic by removing commuter parking spaces and which in turn helps to encourage use of sustainable transport.			

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	June 2021
Person Responsible for Review	Stewart Wilson
Authorised By	

Annex 1 – Location of existing & proposed CPZs in Oxford



Divisions affected: Bicester West; Bicester North; Bicester Town

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

BICESTER – VARIOUS LOCATIONS – PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve:
 - a) waiting restrictions on Chalvey Road, Danes Road, Dryden Avenue, Dryden Avenue Cul-de-Sac, Huxley Close, Isis Avenue, Kennedy Road, Lawrence Way, Ray Road, Severn Close, St Edith's Way, Tubb Close, Tweed Crescent and Villiers Road as advertised;
 - b) a reduced extent of waiting restrictions on the west side of Hemingway Drive at the request of County Councillor Les Sibley as shown at Annex 4.

Executive summary

2. This report presents responses received to a statutory consultation on proposed waiting restrictions on various roads in west Bicester as shown at Annexes 1-9 to address hazardous and obstructive parking.

Financial Implications

3. Funding for consultation on the proposals has been provided from the Councillor Priority Fund for County Councillor Waine and County Councillor Sibley and, if approved, the installation of the proposals will be funded from the maintenance budget.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 28 January and 26 February 2021. A notice was published in the Bicester Advertiser newspaper and an

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email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Bicester Town Council and local County Councillors. Notices were placed on site and letters also sent to approximately 550 premises adjacent to the proposals.

7. Forty-seven responses were received. A summary of responses for the parking restrictions in the various roads are summarised in the table below:

Road	Object	Support	Concerns	No opinion / objection	Total
Chalvey Road	1	9	3	34	47
Danes Road	-	9	3	35	47
Dryden Avenue	-	10	6	30	47
Dryden Avenue Cul-de-Sac	-	9	5	33	47
Hemingway Drive	7	7	3	30	47
Huxley Close	4	8	5	30	47
Isis Avenue	2	8	3	34	47
Kennedy Road	1	8	2	36	47
Lawrence Way	1	8	3	35	47
Ray Road	1	1	2	38	47
Severn Close	-	8	2	37	47
St Ediths Way	-	9	4	34	47
Tubb Close	2	9	3	33	47
Tweed Crescent	-	7	2	38	47
Villiers Road	1	11	3	32	47

8. The responses for the Buckingham Crescent proposals are summarised in the table below:

Road	Object	Support	Concerns	No opinion / objection	Total
Double Yellow Lines	2	12	4	29	47
30-minute Parking	4	9	3	31	47
1-hour Parking	4	9	3	31	47
Disabled Persons Parking Place	2	11	3	31	47

9. The individual responses are shown at Annex 10 with copies of the original responses available for inspection by County Councillors.

10. Thames Valley Police did not object noting that the introduction of civil parking enforcement in the Cherwell District was being actively pursued and, once implemented, would facilitate enforcement of parking restrictions.
11. Bicester Town Council support the proposals.
12. The Fire and Rescue Service and Oxford Bus Company did not object.
13. The remaining responses were from members of the public, with most coming from residents of the area. As will be seen in the above summary tables, other than the proposals at Hemingway Drive and Huxley Close in the vicinity of the junction of these two roads, the balance of opinion expressed by respondents was favourable.
14. Annex 10 provides an officer response to objections and concerns raised, with one of the principal concerns being the loss of parking in areas with high parking demand and also the consequent displacement of parking pressure to adjacent locations. The proposals seek to address the road safety problems and the obstruction of traffic, particularly where parking currently is too close to junctions (and thereby not in accord with the Highway Code). Noting the concerns in respect of Hemingway Drive and Huxley Close, a review of these specific proposals has been carried out and it is now proposed to reduce the length of the restrictions proposed on the west side of Hemingway Drive.
15. As with other waiting restrictions introduced in Bicester as part of the review led by the local members the proposals, should they be approved, will be monitored to confirm they are operating satisfactorily.

BILL COTTON

Corporate Director, Environment and Place

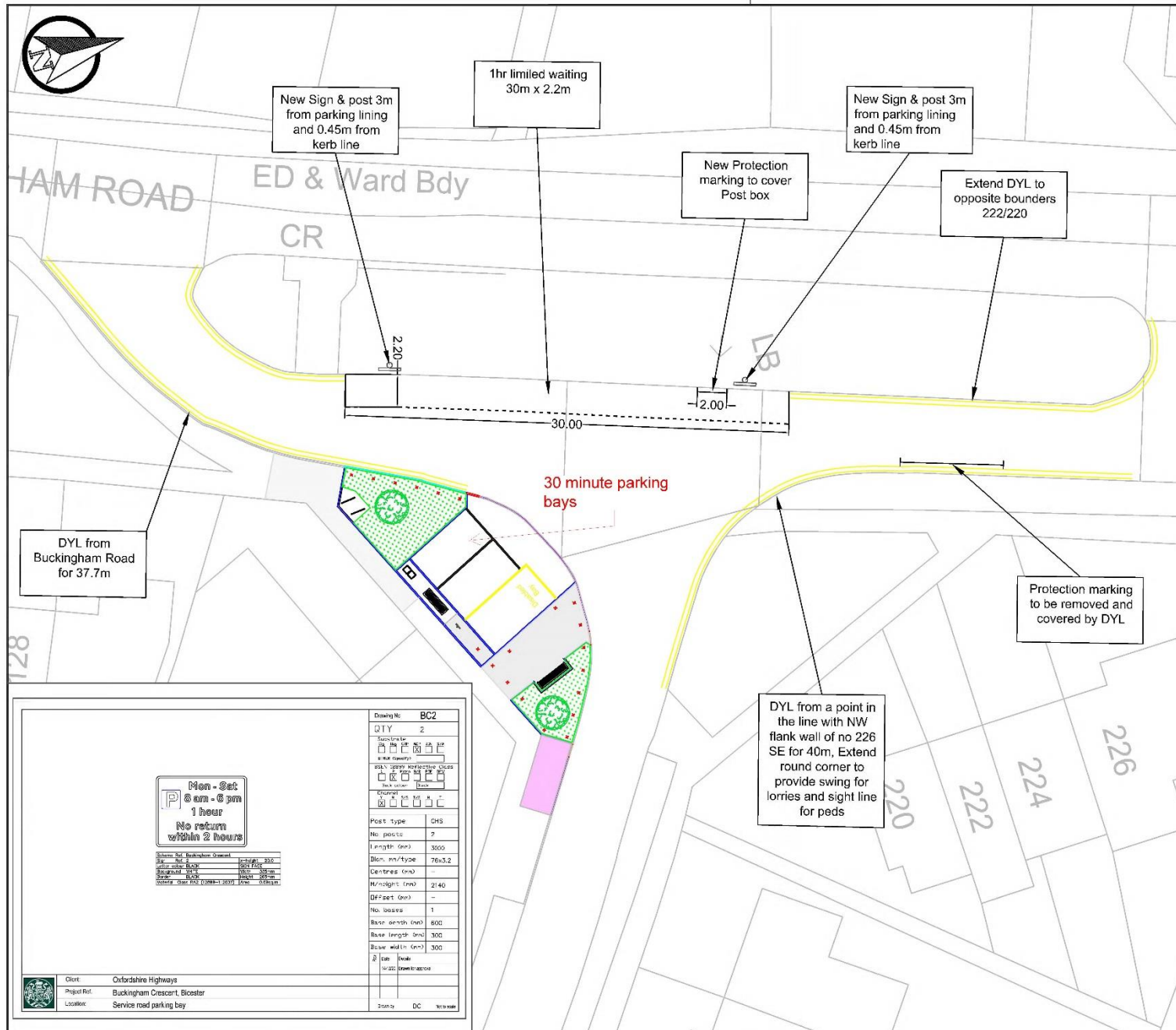
Annexes

Annex 1: Buckingham Crescent
Annex 2: Chalvey Road and Ray Road
Annex 3: Dryden Avenue
Annex 4: Hemingway Drive and Huxley Close
Annex 5: Isis Avenue
Annex 6: Lawrence Way
Annex 7: Severn Close / Dryden Avenue
Annex 8: Kennedy Road, Tubb Close & St Ediths Way
Annex 9: Villiers Road
Annex 10: Consultation responses

Contact Officers:

Tim Shickle 07920 591545
Mike Wasley 07393 001045

March 2021



Drawing No.		Revision
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NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION.
3. REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, STANDARD DRAWINGS - WOODEN POST - "HSD/0095/04/09" EDGING - "HSD/1100/030" VEHICULAR ACCESS - "HSD/1100/055" KERBING DROPPER - "HSD/1100/160" KERBING - "HSD/1100/165" DROP KERBING - "HSD/1100/185"

KEY

<ul style="list-style-type: none"> • Kerbing • Kerbing Dropper • Drop Kerbing • Post & Sign ⊖ • Wooden Post ⊗ • Disable Marking • Edging 	<ul style="list-style-type: none"> • Vehicular Access • Grass Area • Footway Patching • Bench • Bins ⊞ • Bike Rakes //
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

Proposed New Layout

Drawing title

New layout outside 132
Buckingham Crescent

Drawing Status

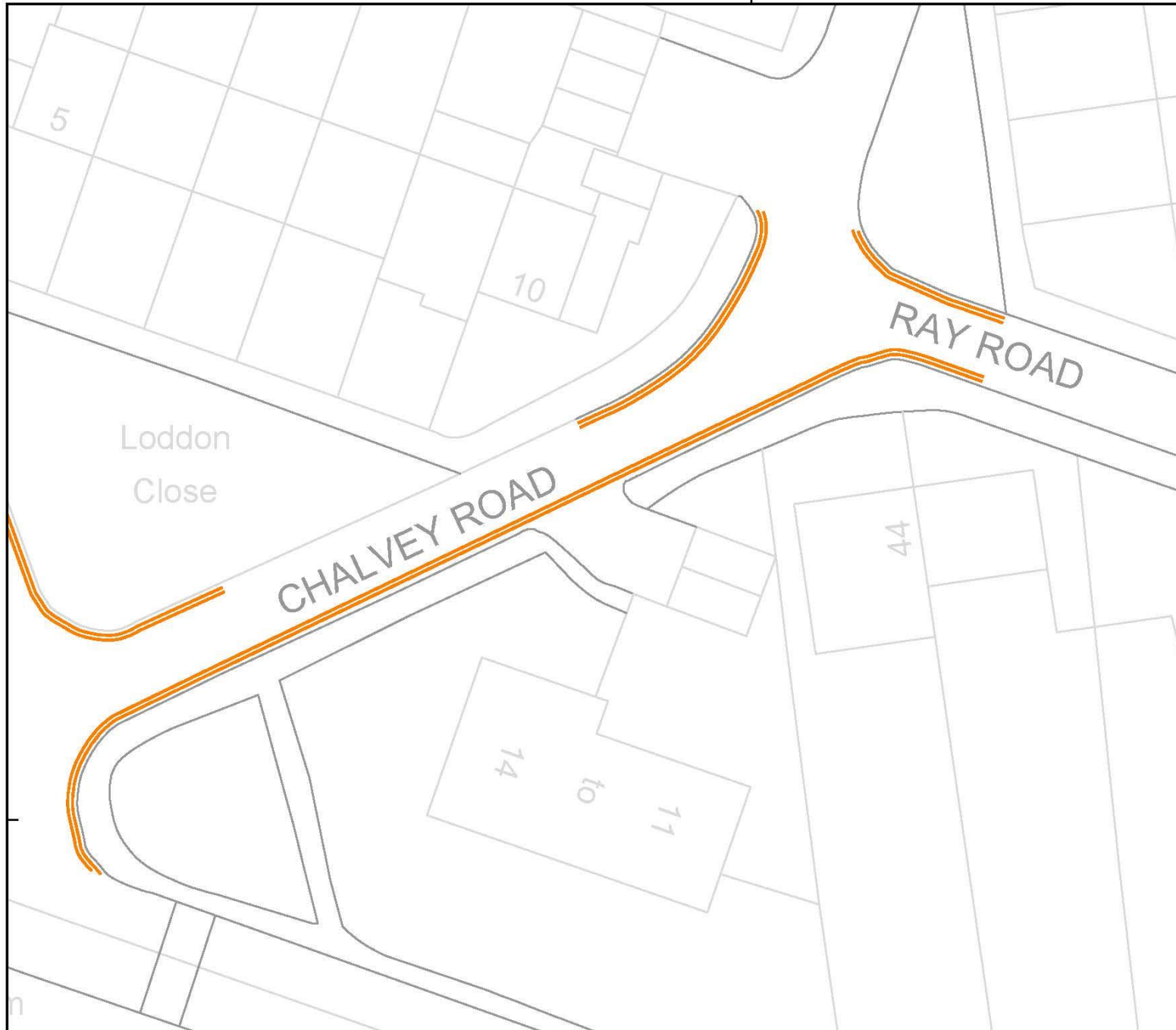
Consultation

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	Date drawn	Date checked	Date approved
	12/01/2021	XXXXXXXX	

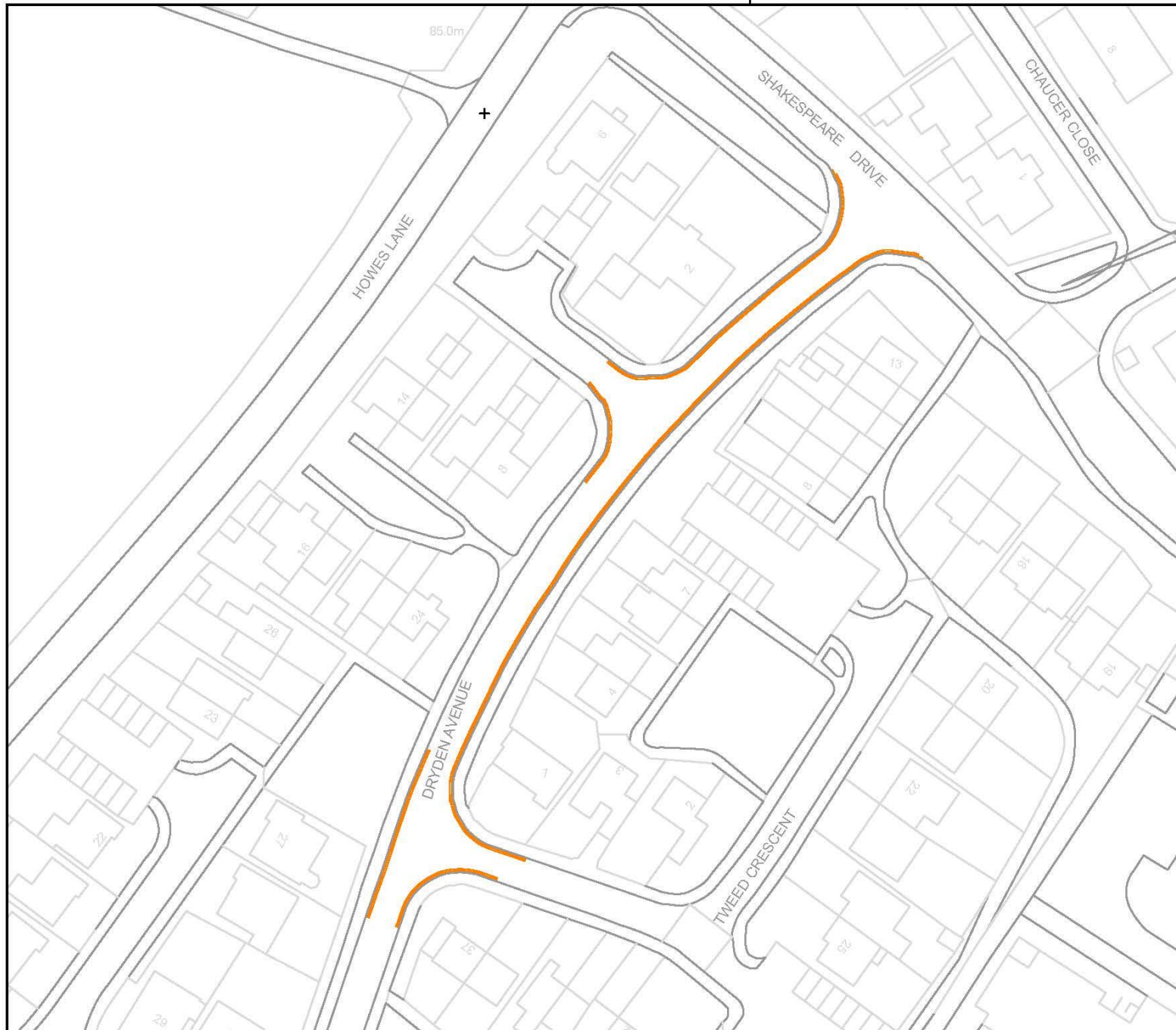
Oxfordshire Project No. & File Ref

Drawing No.	Revision

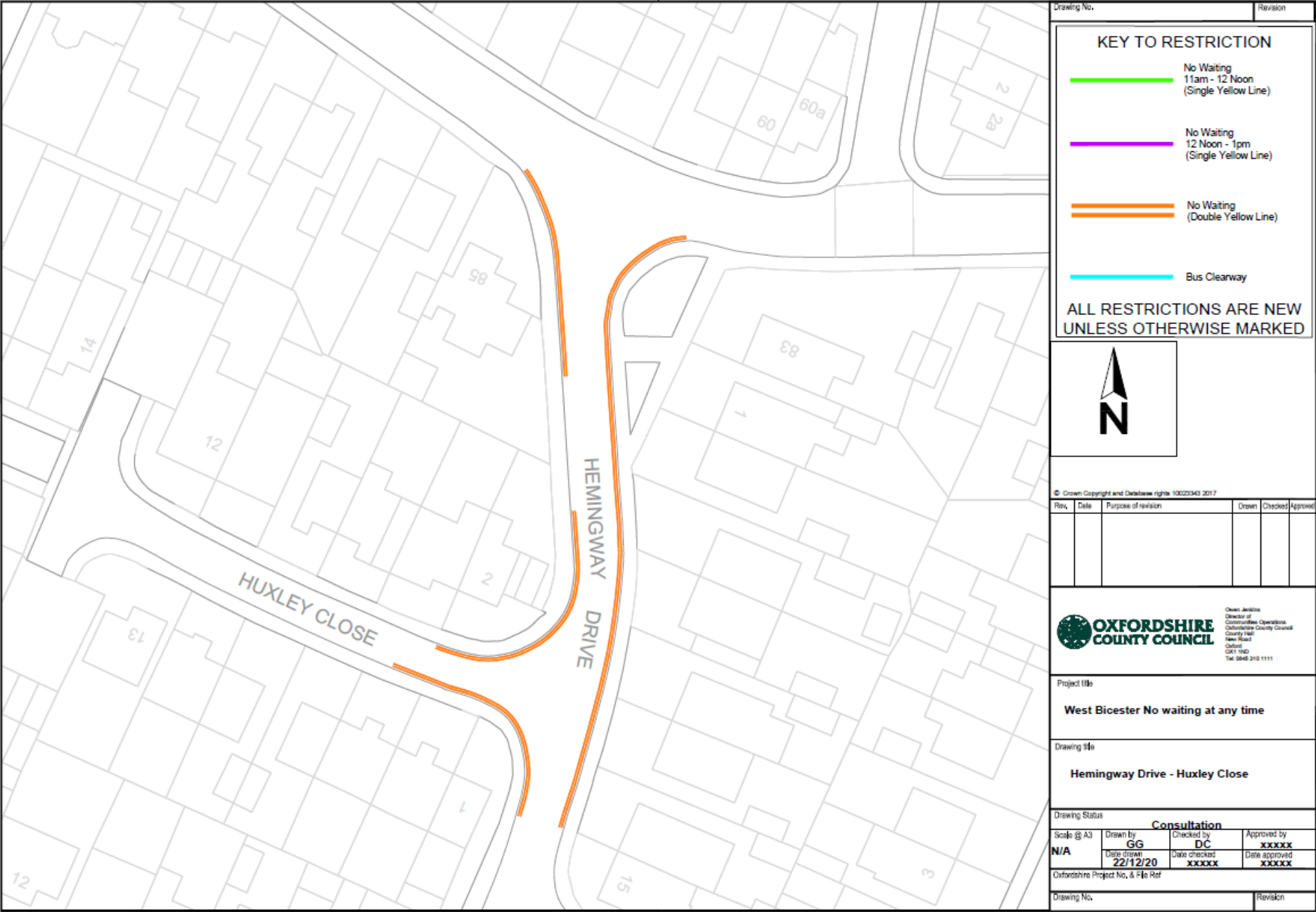
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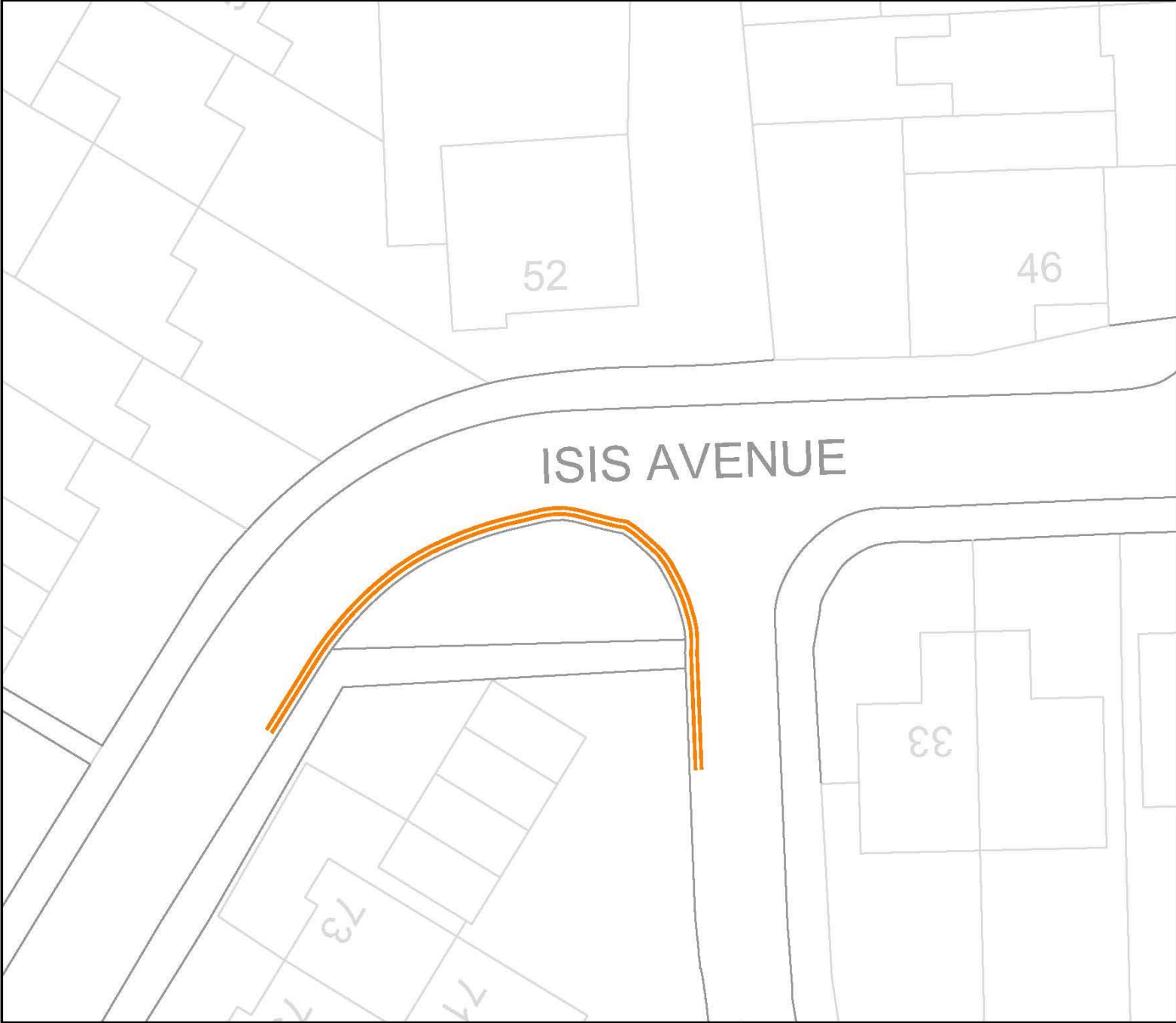


Drawing No.		Revision							
KEY TO RESTRICTION									
	No Waiting 11am - 12 Noon (Single Yellow Line)								
	No Waiting 12 Noon - 1pm (Single Yellow Line)								
	No Waiting (Double Yellow Line)								
	Bus Clearway								
ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED									
© Crown Copyright and Database rights 10023343 2017									
Rev.	Date	Purpose of revision	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">Drawn</td> <td style="width: 15%;">Checked</td> <td style="width: 15%;">Approved</td> </tr> <tr> <td style="height: 40px;"></td> <td></td> <td></td> </tr> </table>	Drawn	Checked	Approved			
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Project title Bicester No waiting at any time									
Drawing title Chalvey Road- Ray Road									
Drawing Status <div style="text-align: center; font-weight: bold;">Consultation</div>									
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N/A	GG	DC	XXXXX						
Date drawn	Date checked	Date approved	Date approved						
23/12/2020	XXXXX	XXXXX	XXXXX						
Oxfordshire Project No. & File Ref									
Drawing No.		Revision							



Drawing No.		Revision	
KEY TO RESTRICTION No Waiting 11am - 12 Noon (Single Yellow Line) No Waiting 12 Noon - 1pm (Single Yellow Line) No Waiting (Double Yellow Line) Bus Clearway			
ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED			
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Rev.	Date	Purpose of revision	Drawn/Checked/Approved
<div> Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111 </div>			
Project title West Bicester No waiting at any time			
Drawing title Dryden Avenue			
Drawing Status <div> <div>Scale @ A3</div> <div>Drawn by GG</div> <div>Checked by DC</div> <div>Approved by XXXXX</div> <div>Date drawn 22/12/20</div> <div>Date checked XXXXX</div> <div>Date approved XXXXX</div> </div>			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	





Drawing No.

Revision

KEY TO RESTRICTION

No Waiting
11am - 12 Noon
(Single Yellow Line)

No Waiting
12 Noon - 1pm
(Single Yellow Line)

No Waiting
(Double Yellow Line)

Bus Clearway

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COUNTY COUNCIL

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Project title

West Bicester No waiting at any time

Drawing title

Isis Avenue

Drawing Status

Consultation

Scale @ A3	Drawn by	Checked by	Approved by
N/A	GG	DC	XXXXX
Date drawn 23/12/20	Date checked XXXXX	Date approved XXXXX	

Oxfordshire Project No. & File Ref

Drawing No.

Revision



Drawing No.		Revision		
KEY TO RESTRICTION				
	No Waiting 11am - 12 Noon (Single Yellow Line)			
	No Waiting 12 Noon - 1pm (Single Yellow Line)			
	No Waiting (Double Yellow Line)			
	Bus Clearway			
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<div style="font-size: 8px; margin-left: 10px;"> Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111 </div>				
Project title <div style="text-align: center; padding-top: 5px;">West Bicester No waiting at any time</div>				
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Scale @ A3	Drawn by	Checked by	Approved by	
N/A	GG	DC	XXXXX	
Date drawn	Date checked	Date approved		
22/12/2020	XXXXX	XXXXX		
Oxfordshire Project No. & File Ref				
Drawing No.		Revision		



Drawing No.

Revision

KEY TO RESTRICTION

No Waiting
11am - 12 Noon
(Single Yellow Line)

No Waiting
12 Noon - 1pm
(Single Yellow Line)

No Waiting
(Double Yellow Line)

Bus Clearway

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Project title

West Bicester No waiting at any time

Drawing title

Severn Close - Dryden Avenue

Drawing Status

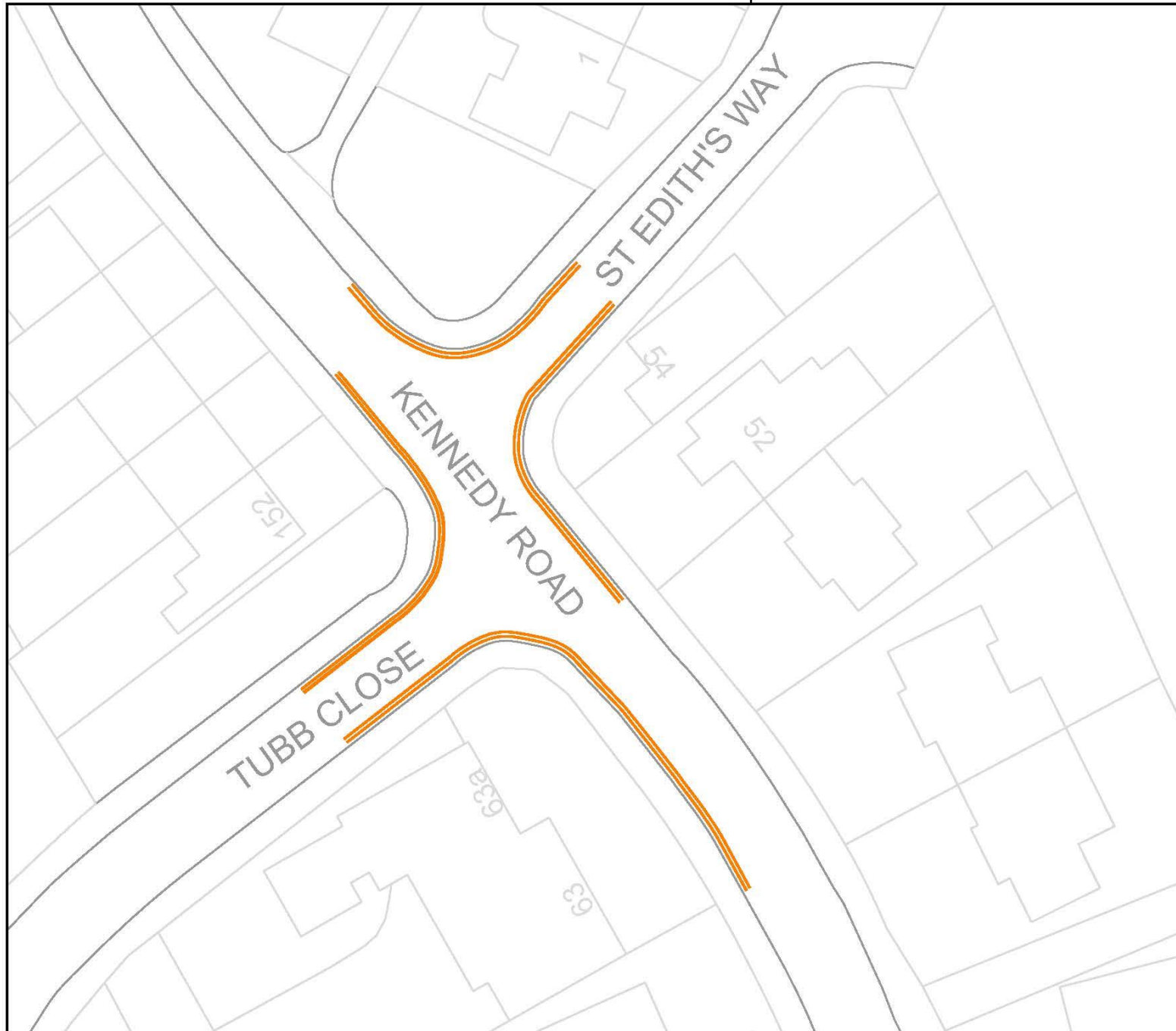
Consultation







Scale @ A3	Drawn by	Checked by	Approved by
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	Date drawn 22/12/20	Date checked XXXXX	Date approved XXXXX

Oxfordshire Project No. & File Ref

Drawing No.

Revision



Drawing No.		Revision	
<p>KEY TO RESTRICTION</p> <p>  No Waiting 11am - 12 Noon (Single Yellow Line) </p> <p>  No Waiting 12 Noon - 1pm (Single Yellow Line) </p> <p>  No Waiting (Double Yellow Line) </p> <p>  Bus Clearway </p> <p>ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED</p>			
			
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 <p>Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>			
<p>Project title</p> <p>Bicester No waiting at any time</p>			
<p>Drawing title</p> <p>St Ediths way and Kennedy Road</p>			
<p>Drawing Status</p> <p>Scale @ A3 Drawn by GG Checked by DC Approved by XXXXX</p> <p>Date drawn 23/12/2020 Date checked XXXXX Date approved XXXXX</p>			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	



Drawing No.

Revision

KEY TO RESTRICTION

No Waiting
11am - 12 Noon
(Single Yellow Line)

No Waiting
12 Noon - 1pm
(Single Yellow Line)

No Waiting
(Double Yellow Line)

Bus Clearway

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Director of
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Oxfordshire County Council
County Hall
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OX1 1ND
Tel: 0845 310 1111

Project title

West Bicester No waiting at any time

Drawing title

Villiers Road

Drawing Status

Consultation

Scale @ A3	Drawn by	Checked by	Approved by
N/A	GG	DC	XXXXX
	Date drawn 23/12/20	Date checked XXXXX	Date approved XXXXX

Oxfordshire Project No. & File Ref

Drawing No.

Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – The growth of the town requires constant consideration to traffic and control measures where this adds to a substantial already consolidated parking approach. The areas in question may require some supervision where parking control is a low Police priority and increases the burden without any nominal increase in resources. We understand that CDC are in the process of including the District as a whole in a De Criminalised Special Parking Area which would give the local authority control and emphasis on an area of higher priority to them.</p> <p>I know the areas involved and have visited the locations. Thames Valley Police have no objection to the order.</p>
(2) Bicester Town Council	<p>Support – Following Bicester Town Council's planning committee meeting held on Monday 8th February 2021, please see comment below regarding the above consultation.</p> <p>RESOLVED that Committee NOTED the consultation and welcomed the proposals.</p>
(3) Fire & Rescue Service	No objection
(4) Oxford Bus Company	No objection
<i>[A. Objections & Concerns]</i>	
(5) Local Resident, (Bicester, Tweed Crescent)	<p>Parking Restrictions – Concerns</p> <p>I agree with the majority of the proposals for the proposed double yellow lines in Dryden Avenue, but would welcome the removal of a short section on the east side to the rear of Nos 8 to 12 or 13 Tweed Crescent, which back onto</p>

	<p>Dryden Avenue.</p> <p>The reason for this is that parking in Tweed Crescent is currently extremely difficult, and up to full capacity. The owners of some of the properties mentioned above currently make use of this section of Dryden Avenue to park their vehicles and access their properties through gates in their rear fences. If these parking spaces are removed I fear that parking in Tweed Crescent will become absolutely ridiculous and residents will then need to resort to parking on the western side of Dryden Avenue, in conflict with the residents of 8 to 24 Dryden Avenue who currently use this section of road.</p> <p>Officer comments: <i>The proposals are designed to prevent nose-to-tail parking on the east side compromising visibility and safety for through traffic approaching or leaving the Shakespeare Drive junction, particularly at busy times e.g. school drop-off and pick-up.</i></p>
(6) Local Resident, (Bicester, Trent Crescent)	<p>Buckingham Crescent – Object</p> <p>Any relaxation to yellow lines means people will take advantage and no one will enforce.</p> <p>Officer comments: <i>The proposal is to add yellow lines – none of the existing are being removed.</i></p>
(7) Local Resident, (Bicester, Tweed Crescent)	<p>Parking Restrictions – Object Buckingham Crescent – Concerns</p> <p>Although I have concerns over the entire proposal mentioned in your letter and the “blanket approach” that seems to be taken with all roads, I will restrict my concern, suggestions and questions to point F. Hemmingway Drive as they affect me personally.</p> <p>I would firstly like to voice my objection to the proposal in its current guise of “F. Hemmingway Drive extend existing restrictions on the west side from Nos. 91 & 93 by 62 metres.</p> <p>Whilst I understand the concerns over safety and agree it is of utmost importance, extending the restrictions using double yellow line for the full extent on the west side of Hemmingway Drive from its junction with Blenheim Drive to Huxley Close will not help local resident or visitors and is, in my opinion overkill and an example of this blanket approach.</p>

You mention in your letter that “As a result of local concerns being raised over dangerous and inappropriate parking within parts of West Bicester, it is proposed to introduce/extend further restrictions”.

Can I ask specifically for Hemmingway Drive proposal;

- where all of these concerns are arising from?
- o Residents/businesses/agencies/visitors?
- How many concerns in total have been raised or received and from how many individuals?
- What are the details of those concerns and over what timescale?
- What is the evidence of dangerous or inappropriate parking on the west side Hemmingway Drive specifically along the straight section between Blenheim Drive and Huxley Close?

I presume that a proposal such as this being so wide and likely to cost a substantial amount of money has come about through substantial research, cost analysis and a large number of recorded concerns from not just residents but also other agencies and emergency services?

On this point I would like to ask whether vehicle usage studies have been undertaken on Hemmingway Drive specifically the stretch between Blenheim Drive & Huxley Close and what are those results?

Also, what are the statistics on accidents caused by dangerous or inappropriately parked vehicles on Hemmingway Drive between Blenheim Drive & Huxley Close?

I would be grateful if you could supply to me this data under the “Freedom of Information Act” or send me the links to this data or reports for all of the above questions.

I am fully for a safe environment for both pedestrians and vehicle owners and you would have no doubt noticed that I am not against the latest proposed addition of double yellow lines to the Huxley Close junction, as I agree this is needed and it is proportionate to the issue.

You will also no doubt be aware that I did not object to the original line painting on Hemmingway Drive completed in October 2020 as I agreed this was required and a proportional action to the issue.

Could this proportionate approach not be taken with the junction of Hemmingway Drive and Blenheim drive and placing lines there but retaining an amount of space for several visitors and delivery vehicles to park safely, as it is now on the west side?

Since the lines were painted on the east side stretch of Hemmingway Drive in October 2020 I have not seen nor heard

	<p>of any accidents along this stretch between Huxley Close and Blenheim Drive.</p> <p>Having been working from home since March 2020 and going for daily walks in the morning afternoon and evening, I again have noticed no inappropriate parking on the pavement or parking away from the curb as to cause an obstruction to passing vehicles on the west side of Hemmingway Drive between Huxley Close and Blenheim Drive. I have however noticed on a number of occasions for a few days at a time, vehicles have parked on the grass verges on the east side of Hemmingway Drive between Huxley Close and Blenheim Drive. Will action be taken to prevent this from taking place? Bollards or fencing?</p> <p>I also fear that by applying this blanket approach of painting double yellow lines specifically on Hemmingway Drive, you will simply move the vehicles that park there occasionally to areas further down Hemmingway Drive or surrounding roads which could cause issues with access to the roads or properties.</p> <p>Where does the painting of yellow lines stop? This is a residential area and as such parking is required. Limiting parking availability is in my opinion simply going to cause more dangerous or inappropriate parking as visitors and residents are forced to fight for space and take chances parking on the pavement.</p> <p>In short, I would like to suggest a more proportional tact be taken where lines are painted on the junctions of Blenheim Drive & Huxley Close as proposed but keeping space free along the straight stretch for vehicles on the west side of Hemmingway Drive between Huxley Close and Blenheim Drive as we have now.</p> <p>Officer comments: <i>An adjustment to the proposals for the west side of Hemingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>
(8) Local Resident, (Bicester, Ray Road)	<p>Parking Restrictions – Object</p> <p>I object to the parking restrictions on Chalvey Road and Ray Road as there is already a lack of parking spaces for residents and this will make it even more complicated to park.</p> <p>Officer comments: <i>Only 11 metres of double yellow line each side is proposed in Ray Road, to keep cars from parking on the junction, which is unsafe. Parking on the inside of the bend opposite the junction currently deprives through drivers of adequate forward visibility and can force them onto the offside as they approach the junction from</i></p>

	<p><i>Villiers Road. The proposed markings at the Villiers Road/Chalvey Road junction are designed to make sure that Chalvey Road is accessible for vehicles pulling in from Middleton Stoney Road. The amount of double yellow lines proposed has been kept to a minimum so as to preserve as much parking as possible.</i></p>
<p>(9) Local Resident, (Bicester, Eden Way)</p>	<p>Parking Restrictions – Concerns</p> <p>The reason why I am concerned is the impact parking on other roads. For example, much of Dryden Avenue will have yellow lines where lots of parents park for dropping off/collecting from King's Meadow School. Whilst the yellow lines will improve conditions on these roads, it will however cause problems on other roads where there are no double yellow lines, thereby moving the problem on to other roads.</p> <p>Officer comments: <i>The traffic team will be monitoring parking behaviour in the area following the implementation of new restrictions.</i></p> <p>In addition, I am concerned that no double yellow lines are planned for Shakespeare Drive. There is a lot of traffic up and down this road, and many areas where cars park and block traffic.</p> <p>In addition double yellow lines are needed on Wansbeck Drive where it meets Shakespeare Drive. There are cars always parked right next to the junction which prevent cars turning off Shakespeare Drive which is dangerous.</p> <p>Officer comments: <i>These areas can be looked at as part of a future review.</i></p>
<p>(10) Local Resident, (Bicester, Huxley Close)</p>	<p>Parking Restrictions – Object Buckingham Crescent – Object</p> <p>The space is required to park my car as I live in a HMO which is registered by the council. If the spaces are taken this could cause complaints from the neighbours and potentially cause hassle and time of council members in the future.</p> <p>Officer comments: <i>An adjustment to the proposals for the west side of Hemingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>

(11) Local Resident, (Bicester, Huxley Close)	<p>Parking Restrictions – Object</p> <p>Limited parking for the residents that could cause conflict among the neighbours.</p> <p>Officer comments: <i>A minimum amount of double yellow lines has been proposed in Huxley Close to protect the junction with Hemingway Drive.</i></p>
(12) Local Resident, (Bicester, Huxley Close)	<p>Parking Restrictions – Object</p> <p>There are multiple council registered HMOs in this area who rely on road parking to maintain harmonious relationships in the houses and with neighbours. Removing or limiting road parking is likely going to cause more conflicts with neighbours who also need these spots. Possible conflicts will lead to further drain on council resources. We're in stressful times as is, and people don't need to come home to stress about a parking space.</p> <p>Officer comments: <i>See above.</i></p>
(13) Local Resident, (Bicester, Huxley Close)	<p>Parking Restrictions – Object Buckingham Crescent – Object</p> <p>It's never been an issue so I don't understand why you would put parking restrictions on now. We are a family of 5 with 3 cars and we've always had one car on the road.</p> <p>Officer comments: <i>See above.</i></p>
(14) Local Resident, (Bicester, Hemingway Drive)	<p>Parking Restrictions – Concerns</p> <p>I agree that the areas around the corners in Hemingway Drive/ Blenheim Drive/ Huxley Close should be double yellow</p>

	<p>lines. I would disagree that the side of Hemingway Drive that runs next to 2 Huxley Close and 85 Blenheim Drive needs double yellows. If there are restrictions on the opposite side of the road, between 1 and 15 Hemingway Drive, this would ease any congestion caused by the few cars that would be able to park opposite these houses.</p> <p>Officer comments: <i>An adjustment to the proposals for the west side of Hemingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>
(15) Local Resident, (Bicester, Villiers Road)	<p>Parking Restrictions – Concerns</p> <p>I have concerns about the parking along Villiers Road. I support the introduction of yellow lines, particularly close to the junction of Middleton Stoney Road as there is a big safety problem at that junction. However, I am very concerned about where the vehicles normally parking there are going to then park. They are likely to just park further up the road, creating a knock-on problem. There a small number of residential carparking spaces, but some of these are used by commercial vehicles. Perhaps we should think about having permits in Bicester?</p> <p>Officer comments: <i>The proposal is for a minimum amount of double yellow lines to help alleviate the congestion around the Villiers Road/Chalvey Road junction, and on the inside of the bend north of Loddon Close, whilst still preserving parking spaces.</i></p>
(16) Local Resident, (Bicester, Kennedy Road)	<p>Parking Restrictions – Object</p> <p>I don't think that the measures proposed will address the key issues and risks down Kennedy Road, and think the measures proposed will simply compound the issues of speeding and limited visibility (with parked cars moving further down the road) elsewhere on the road, putting pedestrians and road users at more risk. In principle i support some form of traffic control down Kennedy Road and its tributary roads.</p> <p>As a resident and regular driver on the road, i can report that vision is not good on the bends in road and you often need to overtake parked vehicles without full vision of what is coming, as the road is too narrow to accommodate street parking passing cars. I am concerned that the focus of the proposed traffic measures will compound the issue</p>

	<p>further down Kennedy road, particularly opposite our house on 42 Kennedy Road. Currently there are few cars and vans park in our section of the road, but when they do it is hard to see oncoming traffic, particularly when reversing out our driveway and crossing the road, i am concerned that these measures may make this situation worse. I don't think that this will address the key issue of speeding and dangerous driving, whilst it is a quiet road, there is a high proportion of people who drive faster than the 30 mile an hour speed limit (I have witnessed handbrake turns, illegal off road motorbikes etc), i am often concerned with the safety of our child when we walk down the road.</p> <p>As an example, our cat was unfortunately run over early in 2020 directly outside our house, the person who committed this did a hit and run without knocking on the door to inform us. While we will try our best to protect our child from the traffic, i am concerned that this road puts her at risk, and i believe there will be a death by dangerous driving along the road at some point in the future.</p> <p>I would suggest speed limiting measures, such as priority passing places, speed-bumps etc. The issues noted above are not limited to the junctions at Edith Way and Tubbs close, but all the way down Kennedy Road, and particularly on the junction of St Edbergs Close, Ashdene Road and Villers Road and Kennedy Road. This route is often used as a rat run, have the council considered limiting the traffic along Kennedy Road's access to Danes Road i.e. closing the road after Tubbs close, as there is no benefit with this being an open loop, this simply encourages speeding?</p> <p>Officer comments: <i>The measures proposed are purely to prevent parking too close to the Tubb Close and St Edith's Way junctions so as to preserve sight lines for drivers pulling out onto Kennedy Road and Danes Road. Other concerns will need to be looked at separately.</i></p>
(17) Local Resident, (Bicester, Huxley Close)	<p>Parking Restrictions – Object</p> <p>I would like to object to the proposal for Hemmingway Drive to extend existing restrictions on the west side from Nos. 91 & 93 by 62 metres.</p> <p>I understand the concerns over safety and agree it is of utmost importance, extending the restrictions using double yellow lines but doing so for the full extent on the west side of Hemmingway Drive from its junction with Blenheim Drive to Huxley Close will not help local resident, visitors or delivery drivers. The picture/diagram shows that these yellow lines will be painted all the way from Blenheim drive junction with Hemmingway Drive all the way down Hemmingway drive and into Huxley Close.</p> <p>I am concerned by painting double yellow lines specifically on Hemmingway Drive will simply move the vehicles that</p>

	<p>park there to areas further down Hemmingway Drive or surrounding roads which could cause issues with access to the roads or properties. For instance more people may try and park up Huxley Close instead, which is already a crowded road, this would cause numerous issues such as - emergency services and bin men not being able to get up the road. I completely understand the need to keep corners clear of parking so that vision is not restricted when turning into or out of a road but putting yellow lines all the way along that stretch on Hemmingway Drive is excessive. I am also wondering whether there are enough resources to ensure people aren't parking on these yellow lines - I have noticed since the yellow lines have been painted on Blenheim Drive that several people are still parking on these yellow lines with seemingly no repercussions.</p> <p>Officer comments: <i>An adjustment to the proposals for the west side of Hemingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>
(18) Local Resident, (Bicester, Derwent Road)	<p>Parking Restrictions – Concerns Buckingham Crescent – Concerns</p> <p>I am not opposed to the double yellow line layout on Dryden Road and Dryden cul-de-sac as they are merely enforcing the highway code. I do have concerns that it doesn't tackle the issue that was highlighted during the original lockdown when this road was relatively free of cars. This suggests that the majority of vehicles parked along this area are in fact non-residents, especially so during the school run.</p> <p>Unfortunately my household on Derwent Road and several others do not have viable off street parking, I am concerned that we will be negatively impacted with the reduction in parking space by vehicles that are not necessarily associated with the properties they are parking near. This especially impacts my family as both my wife and I are critical key workers who work shifts so cannot be assured favourable parking due to the nature of our jobs and times we finish.</p> <p>I appreciate that it is a public road and we are not entitled to have guaranteed parking but it is frustrating that there are vehicles parked along there that were absent during the original lock down in March.</p> <p>Officer comments: <i>OCC will continue to monitor this location and patterns of parking behaviour.</i></p>

<p>(19) Local Resident, (Bicester, Huxley Close)</p>	<p>Parking Restrictions – Concerns Buckingham Crescent – Concerns</p> <p>My concerns/objections are premised on several fronts;</p> <p>FIRST. Whilst parking is generally becoming more of a problem with increasing multi-vehicle/household ownership, particularly where this spills out from private land - and Huxley Close is by no means immune, never-the-less the proposed restrictions do (in my opinion) represent overkill for any perceived issue.</p> <p>SECOND. The existing parking within the close presents issues which for the most part are tolerable at the moment. Any removal of parking amenities outside the three directly affected properties (#2, #3 & #5) may have the unintended consequence of forcing (particularly, visitor) parking related to these properties further into the close, precipitating potential obstruction to residents parking access onto their own property and thus severely exacerbating any problems.</p> <p>THIRD. There is the question of enforcement. The Highway Code already provides for any parking concerns the authorities may have; specifically, rule 243 bullet point 5 "DO NOT stop or park... opposite or within 10 metres (32 feet) of a junction..." One has to ask if remedies so provided have been enforced by the legally empowered bodies - if so claimed (we) are not aware of any attempts to advise residents or 'offenders' accordingly. Have you really exhausted all enforcement potential thus already provided? Do you have the resources to enforce compliance against BOTH those directly offending with their parking AND those obstructing access to residents off-road parking further into the Close. Or is this another example of wishful thinking on the part of planners?</p> <p>FOURTH. Have all means of "educating" offenders been exhausted first? Surely it would be better to take this route (even at the expense of providing personnel and/or resources to such means) than to alienate a number of households by use of the 'nuclear' option?</p> <p>FIFTH. If planning deems this move to be an absolute necessity (evidence PLEASE), then the deprivation of on-street parking amenities - particularly for visitors to the close (which currently PRE-EXIST - even if not strictly in compliance with the Highway Code) for the affected properties, should be replaced by commensurate facilities elsewhere. For example, a parking bay at the opposite end of Huxley Close accessed from Shakespeare Drive in the same manner as that in front of Osbourne Close. THIS SHOULD BE PROVIDED IN ADVANCE OF THE PROPOSED RESTRICTIONS BEING PUT IN PLACE.</p>
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	<p>SIXTH. The County Council planning authorities - yet again - do not seem to be acting in a "joined up manner" - particularly where co-responsibility for a geographical area is shared with another authority. Cherwell District Council has allowed multi-occupancy dwellings in the affected areas with the consequent disproportionate increase in parking needs, two in particular affect Huxley Close; #2 Huxley close and IMMEDIATELY opposite the close entrance, on Hemmingway Drive.</p> <p>SEVENTH. Has consideration been given to the effect that these restrictions (both in Huxley Close and Hemmingway Drive will have in moving the problem on to neighbouring streets? This has been demonstrated by parking issues now present on Shakespeare Drive, either side of its junction with Blenheim Drive. While the issue may be very localised, one car extra parked inappropriately is one too many for affected residents. Or will the response to such issues be to impose even further restrictions (this is the second tranche of parking restrictions in twelve months)? Another case of 'kicking the can down the road' without thought for those whose life may be so blighted. EIGHTH. Will the Council undertake to review the effects of such proposals (if carried out) and consult in one year to redact the legislation if it proves to be counter-productive TO THE AFFECTED RESIDENTS IN THE AREA?</p> <p>Officer comments: <i>Whilst acknowledging the above concerns OCC does have a duty in the short term to make safe the approaches to both Huxley Close and Blenheim Drive junctions.</i></p>
(20) Local Resident, (Bicester, Isis Avenue)	<p>Parking Restrictions – Object</p> <p>I'm writing to you with my objection to the proposed double yellow line program in Bicester. In particular the case of the proposed lines being placed in "H", Isis Avenue, Bicester of the letter sent out to residents.</p> <p>From what I can make out these double yellow lines will on the bend in the Avenue forcing any residents that park there to seek alternative parking in a road which now has seen increased parking with residents children now grown up and owning their own vehicles and these times where they are finding it increasingly more expensive to live are staying longer with their parents in order to get themselves in a better position to go forward with their lives.</p> <p>Isis Avenue is a Cul-De-Sac a no through road so the only vehicles coming into it are either residents, delivery services or visitors so no through traffic, and as far as I'm aware there have been no accidents where you plan to put the yellow lines. Also during any working day there is even fewer vehicles parked so the road is normally clear. I cannot see what purpose putting these yellow lines would serve only to give the people living here stress in finding suitable places to park where they would not impose an issue with emergency services getting through</p>

	<p>Officer comments: The proposed lines are to prevent parking on the inside of the bend, which presents a hazard to drivers travelling in each direction. The length of line has been kept to a minimum and there are no frontages where the lines are proposed.</p>
<p>(21) Local Resident, (Bicester, Isis Avenue)</p>	<p>Parking Restrictions – Object</p> <p>I rely heavily on parking outside of where I live for many reasons:</p> <ul style="list-style-type: none"> - in order to get the kids in and out of the car safely and to get accessories for the children into and out of my car (car seats, bikes, scooters, etc) - when they fall asleep it is easier to carry them/get them into the house (which will be much harder when heavily pregnant) - when I go shopping and have to carry multiple heavy bags into the house (I can't do this with children if my car is parked roads away from where I live) - I will need to get them in and out as well as the buggy in and out of the back of the car, doing this when parked far away is an absolute ball ache with 2 other children, at least if I'm outside I can take each one in safely and I can still see them while doing so. <p>I rent this property. I have always parked outside of my address. Attached to it is a garage but it is positioned behind my address and the reason I never park outside of it is because:</p> <ul style="list-style-type: none"> - it is incredibly tight and it is not possible to park there without driving all over the side lawn of the neighbour who lives behind me. - There isn't sufficient room to park there. <p>It's a nightmare getting both kids out safely on either side without potentially hitting the car door into the neighbour's van (which is parked outside his garage to the left) or the side of his house which is to the right of my vehicle.</p> <p>I have multiple items/storage within the garage but even if I had to clear the garage and get rid/sell everything that I</p>

	<p>have in there, it's just not practical for me with children to drive around there and open up a garage door then reverse in then get all kids out from all sides and manage them all around the garages and into my home.... it would be a nightmare having to do this multiple times a day with 2/3 children on my own when doing school runs, nursery runs, working, shopping, etc.</p> <p>If I was a single person living here I would not feel so strongly about this because I'd be perfectly capable of driving and parking elsewhere then walking back to my address/ and/or parking in the garage behind but the reality is I'm not a single person. How am I going to manage on a daily basis doing everything that I do if I can't park outside of the address?</p> <p>I would agree that sometimes it does get very busy down Isis Avenue when it comes to parking but that is due to people who live here having multiple cars per one address.</p> <p>Some residents park 1 or 2 Vehicles outside of their home on their drive (if they have one... most who have garages do not use their garage to put their Vehicle in) and still have other cars that they park on the street! That's too much I would agree, I would at least request that I am entitled to a permit or something equal to that so I am able to park outside where I live because it helps me greatly with managing my children and all matters relating to them!</p> <p>It's been hard enough through the lockdowns, not being able to get online shopping deliveries, having to go shopping and offload it with children at the same time.... it's very stressful and difficult especially if raining or poor weather conditions.</p> <p>I am please asking that you take this into consideration because I am a mother of children and I rely heavily on being able to park outside my address.</p> <p>it is vital to me and going about my every-day life that I'm able to park outside with young children living at my address. Until I am in a position to move I would kindly ask that I am still able to park outside at least until I move because I was always able to before this proposal was made and it makes a huge difference to me and my children.</p> <p>Officer comments: <i>The proposed lines are to prevent parking on the inside of the bed, which presents a hazard to drivers travelling in each direction. The length of line has been kept to a minimum and there are no frontages where the lines are proposed.</i></p>
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<p>(22) Local Resident, (Bicester, Buckingham Crescent)</p>	<p>Buckingham Crescent – Concerns</p> <p>Would like to voice a concern. Whilst I absolutely applaud the introduction of this scheme I am also afraid that this does not go far enough as it will just push even more people to park further round and actually along Buckingham Crescent. I have constant problems with parking along the entire street by non-residents. People park here to use the train station, Oxford to Cambridge bus route and even the shops on the other side of Buckingham Road. The Domino Pizza delivery people and people collecting pizzas seem to think that it is perfectly fine to park wherever they like and also people using the Pharmacy.</p> <p>All I am asking is that any intended new parking restrictions should be extended to include Buckingham Crescent to help alleviate the current problem for all residents.</p> <p>Officer comments: <i>This is something that could be looked at as a potential future project, though all residents would again need to be consulted.</i></p>
<p>(23) Local Resident, (Bicester, Derwent Road)</p>	<p>Parking Restrictions – Concerns</p> <p>Regarding double yellow lines being put in place along Dryden avenue, I reside on Derwent and currently park my car across the green on Dryden, just outside of tweed crescent, all the free spaces in the street are taken up so we have nowhere else to park. Would a resident parking scheme allocated to residents be of benefit? Or an allowance on the double yellow line you intend to install to allow for us very close residents? A lot of the cars parked along outside Derwent road and the houses on the little green on Dryden are residents of those particular houses.</p> <p>Within certain hours of the day it is hectic with the school run, then clears again. Having lived in greenwood for 30 plus years a lot of the problem is parents driving children when they live a 5-10 minute walk away.</p> <p>I'm not opposed to anything, just a little bit of thought or a survey? For us residents that live in the houses with no driveways or spaces would be great.</p>
<p>(24) Local Resident, (Bicester, St Ediths Way)</p>	<p>Parking Restrictions – Concerns</p> <p>I am a resident in St Edith's Way from Danes road/Kennedy road opposite Tubbs Close. I have no issues with the</p>

	<p>restrictions going ahead my one huge concern is that as the lay-by in front of the field is a public one it will become over used and I will have nowhere to park my car as this has already become more difficult within each lockdown. Public use the lay-by when using the field and also there are households with more than one car per family. I am in and out all day long due to my Key Worker job and need my car to be parked safely and near to my house as possible.</p> <p>So I propose in return for the restrictions that numbers 1-5 St Edith's Way receive an allocated marked parking bay within the lay-by from the start of the lay-by on the right as you drive in to St Edith's Way.</p> <p>If this is not possible I need to ask you for one disabled parking spot at the beginning of the lay-by as my foster daughter and I both have disabilities, struggling with walking far and also carrying shopping from car to house.</p> <p>Officer comments: <i>The amount of double yellow lines proposed has been kept to a minimum so as to preserve the maximum number of parking spaces. Unfortunately, it is not possible to allocate individual parking spaces on the highway.</i></p>
(25) Local Resident, (Bicester, Isis Avenue)	<p>Parking Restrictions – Concerns</p> <p>I agree to the parking restrictions, although this has been an issue for over 20 years it's nice to think that someone is actually looking at this. I would look at making some amendments to your plan. I would say that the double yellow lines should extend past no.73 and the house next door. The residents for these properties have off street allocated parking but they choose to park outside of the property creating a dangerous situation. As for the other end of the double yellow line I'm not aware of people parking in that section however on the opposite side of the road (down the side of 33) lots of vehicles park on this section, parking on to foot path restricting use of the foot path. I would also consider double yellows out the front of no.52 to down the side of no.46 people often park or dump cars here even though they have driveways. Sometimes when coming down the road if cars are parked outside the side of no.46 then cars coming out of that cul-de-sac cannot see you and pull out thinking the road is clear.</p> <p>To make matters worse some people visiting No.60 & 62 often park on the corner on the path outside the houses. This makes it difficult to get past with children as you either need to walk across peoples' gardens or walk on the road which some residents treat as a race track. I think that to ensure this area is safe enough then double yellow lines should be on both sides of the road otherwise you will only end up with cars parked on the public foot path used by many residents.</p>

<p>(26) Local Resident, (Bicester, Chaucer Close)</p>	<p>Parking Restrictions – Concerns</p> <p>Can these restrictions be extended to include Browning Drive and Chaucer Close? During school drop off and collection, this area is dangerous.</p> <p>I live in Chaucer Close and am unable to get out of my drive, other residents, some elderly are unable to get their support services as unable to access the houses. Kings Meadow Primary School, Shakespeare Drive. Cars are abandoned rather than parked, double parked, on pavements, on junctions. The council would raise significant income in parking charges, this area alone.</p>
<p>(27) Local Resident, (Bicester, Dryden Avenue)</p>	<p>Parking Restrictions – Concerns</p> <p>We live at number on Dryden Avenue (Dryden Avenue Cul-de-Sac) and would like to know the relevance of the double yellow lines that will be behind our house.</p> <p>We have two cars and would like to know where we are supposed to park our second vehicle as the yellow lines will affect our present parking behind our house. Will residents be issued with parking permits and extra permits for when we have family visit us?</p> <p>We are just concerned as the parking on Dryden Avenue is very limited and most of us who back onto the Cul-de-Sac have more than one vehicle and have family/friends visit and have never had any trouble with the parking situation in the Cul-de-Sac.</p> <p>The notification states the restrictions will be behind numbers 2-6 on both sides. Does that mean the whole Cul-de-Sac will have double yellow lines? There are white markers on the pavement, is that where the double yellows will end in the mouth of the Cul-de-Sac? Apologies but we're not quite sure where the lines will be and how it will affect us.</p> <p>Officer comments: <i>The lines proposed extend 10 metres into the cul-de-sac on both sides to prevent parking on the junction with Dryden Avenue.</i></p>

(28) Local Resident, (Bicester, Loddon Close)	<p>Parking Restrictions – Concerns</p> <p>I wish to make the following comments on the proposed parking restrictions for Loddon Close (East). My Position – I occupy a property Loddon Close, am 65+ years old and although find difficulty walking, own a car, which I park in Loddon Close as I do not possess a garage. The car is required as I have a disabled daughter who looks to me for transport and I have occasionally to attend her in emergencies. I have underlying entitlement to Carers Allowance. Another resident of Loddon Close has a Mobility vehicle and parks in Loddon Close (East).</p> <p>My Concerns - If the proposal to double yellow line Loddon Close (East) is carried, I should have difficulty finding an alternative on-road parking space, sufficiently near my property without a difficult walk to it. It appears that the nearest location for such parking would then be the south end of Chalvey Road and outside another property, who would propose that as their normal parking space.</p> <p>I understand the need to keep the highway free, to allow the passage of Emergency Vehicles, and the need not to hinder safe turning into and egress from Loddon Close, from Middleton Stoney Road. I do object to the proposal to extend the double yellow lining more than say thirty (30) feet from the junction with Middleton Stoney Road. This would then leave sufficient space for residents of Loddon Close to park safely and not cause an obstruction. It would also give parking access for Health and Social Care visitors to some elderly residents of Loddon Close.</p> <p>As an alternative – Would you be prepared to provide some parking bays along Loddon Close (East) using a Residents Parking Permit Scheme?</p>
(29) Resident, (Oxford)	<p>Buckingham Crescent – Object</p> <p>Visibility and road safety is a priority over private use of public space for parking.</p>
(30) Resident, (Woodstock)	<p>Parking Restrictions – Object</p> <p>I would like to object to the proposal for Hemingway Drive to extend existing restrictions on the west side from Nos. 91 & 93 by 62 metres.</p> <p>I understand the concerns over safety and agree it is of utmost importance but doing so for the full extent on the west</p>

	<p>side of Hemingway Drive from its junction with Blenheim Drive to Huxley Close will not help local residents, delivery drivers or visitors such as myself. It appears that the yellow lines will be painted all the way from Blenheim drive junction with Hemingway Drive all the way down Hemmingway drive and into Huxley Close. I park on this stretch myself as a regular visitor to the area. I have never seen any inappropriate parking or dangerous parking along this stretch. There are always cars parked along here as there is seldom room anywhere else if visiting or resident in the surrounding area. I completely understand the need to keep the corners of Huxley Close clear of parking so that vision is not restricted when turning into or out of a road, but putting yellow lines all the way along that stretch on Hemmingway Drive seems excessive and unnecessary and will result in actual inappropriate and dangerous parking.</p> <p>Officer comments: <i>An adjustment to the proposals for the west side of Hemingway Drive has been tabled which would reinstate some parking whilst still improving visibility on the exit from Huxley Close and approaching the Blenheim Drive junction.</i></p>
[A. Support]	
(31) Local Business, (Bicester, Buckingham Crescent)	<p>Parking Restrictions – Support Buckingham Crescent – Support</p> <p>I object to the proposals for the wooden bollards, as they will be blocking our staff car park and the replacement dropped curve needs to be provided to Dominos too as the single dropped curve for both shops on our side will mean that Dominos staff will be accessing their shop front via our land. This will impact our terms of the lease as our lease shows parking in front.</p>
(32) Local Resident, (Bicester, Thames Avenue)	<p>Parking Restrictions – Support Buckingham Crescent – Support</p> <p>Parking around Bicester is getting so bad that these restrictions will help with parking problems that occur at these locations at the moment. When Shakespeare drive is double yellows at the junction of Blenheim drive it will be even better hopefully in the future as this area is an accident waiting to happen.</p>

(33) Local Resident, (Bicester, Kennet Close)	<p>Parking Restrictions – Support Buckingham Crescent – Support</p> <p>Can be difficult to drive safe with cars parked all over on bad parts of Bicester. However, it does make me wonder where the cars will park after its done, possibly making another road hard to drive on safely</p>
(34) Local Resident, (Bicester, Isis Avenue)	<p>Parking Restrictions – Support</p> <p>I support the proposal of double yellow lines on Isis Avenue. It is a dangerous bend in the road. I also find it difficult to get off my driveway as my view is blocked. Myself and my family have had some very near missies. The other problem is that one-bedroom houses have been converted to two bedrooms and families are living in them.</p>
(35) Local Resident, (Bicester, Isis Avenue)	<p>Parking Restrictions – Support</p> <p>I am a resident of Isis Avenue and support the painting of lines on the roads to reduce the amount of parking that restricts the view of leaving the cul-de-sacs along the Avenue. From my exit I have a very restricted view to the left and a car parked opposite my junction making it very unsafe. Some vehicles are also parking on pavements preventing walking in a safe manner.</p> <p>My concern is that the vehicles currently parking in these inconsiderate ways will move into the already crowded cul-de-sacs blocking existing driveways and causing residents parking issues.</p>
(36) Local Resident, (Bicester)	<p>Parking Restrictions – Support</p> <p>I support the parking restrictions at Tubb Close/ Kennedy Road/ St. Edith's Way and Danes Road. I also support parking restrictions at Villier's Road and Chalvey Road. There are numerous cars parked on or too close to the junctions, causing them to be dangerous as we frequently have to pull out onto the wrong side of the roads.</p>

<p>(37) Local Resident, (Bicester, Buckingham Road)</p>	<p>Buckingham Crescent – Support</p> <p>I am pleased to see at last the local residents of Buckingham Crescent are hopefully getting this bad situation of parking sorted out. It has gone on for far too long. I hope you will be able to Police it with all the cuts to authorities I do not have much faith. Yellow lines and time limits are all very well if they are policed. The main offenders here causing problems are Lewis Motors who rents the garage opposite. Domino Pizza who triple park and commuters to Bicester North who do not want to pay the extortionate car park fees. Furthermore, I read in your letter you are concerned about obstructing visibility at junctions and restricting the passage of Traffic. This also applies to the Bus stops on Buckingham Road sitting in the middle of the Buckingham Crescent entry/exit and Cedar Drive and a pedestrian crossing outside 107/109 Buckingham Road where a child was knocked down by a motorist a couple of years ago. Peak times pre Covid there is an Oxford tube coach which sits on stop for up to 5 mins heading south. Also in this time X5 and S5 buses stop to pick up or drop off. At 7.30 in the morning road users are not patient.</p> <p>Unfortunately there will be a death. These bus stops are in a dangerous place. 50 years ago the volume of traffic was much less with much less passenger transport. I am asking please at your next meeting that you discuss that these bus stops are moved to the North between the 2 entrances to the Crescent. The grass areas outside the Coop and opposite could be made into proper bus bays enough to get 2 buses in off the road safely.</p>
<p>(38) Local Resident, (Bicester, Buckingham Crescent)</p>	<p>Buckingham Crescent – Support</p> <p>While supporting what you are trying to do. What do you intend to do with the rest of Buckingham Crescent as we already suffer from people using our road for parking for the station or parking to work locally no concern for dropped kerbs, we also already have people using the road for parking for the fast food outlets. Is there going to be any form of parking restrictions for us (such as the single yellow you put in other roads locally with no parking for a one hour period in the day, seems to do the job in Brashfield road)</p> <p>Also where you intend to put the one hour parking is used by all the domino drivers and they sometimes double even triple park where they can along there.</p> <p>Who is going to police it as I don't think they are going to take any notice they already park on double yellow lines without a care.</p> <p>I also notice in the plans to do kerbside repairs where cars have been parking on the verges, will that also be</p>

	extended down the Crescent?
(39) Local Resident, (Bicester, Buckingham Road)	<p>Buckingham Crescent – Support</p> <p>I wanted to say what a wonderful idea your proposed parking Restrictions in Bicester, on the Buckingham Road, opposite the Gulf garage, KFC and Pizza Hut and on the corner especially, Domino's pizza, where the parking is often 4 deep. The garage Luis Motors which uses the front of my house to park its own vehicles and its customers, is also a nightmare, I have a driveway outside my house which has a white line across it but it doesn't stop people from parking on it. I have often spoken to Mr Waine about the grass verge which is frequently damaged by Luis Motors vehicles, often large 4 x 4 and vans. I welcome your parking restrictions with open arms and really hope you will be successful in your efforts.</p>
(40) Local Resident, (Bicester, Buckingham Crescent)	<p>Buckingham Crescent – Support</p> <p>As residents of Buckingham Crescent my partner and I, are in favour of all of the proposed parking restrictions in Buckingham Crescent/Road for the following reasons:</p> <ul style="list-style-type: none"> - Some of the local businesses in the area have been using the access road as a place to store vehicles, which combined with the vehicles from both staff and customers of other business, restricts access and visibility of the junction(s) thus making it dangerous for drivers and pedestrians. - It is common place to see vehicles parked 3 a breast on the service road, and on occasions totally blocked access to the Buckingham Crescent cul-de-sac. <p>I have the following questions/concerns:</p> <ul style="list-style-type: none"> - What proposals are there to prevent vehicles being parked further into the already crowded Buckingham Crescent cul-de-sac or further north along the service road towards Toad Hall Day Nursery if the proposed restrictions are put in place? - How are the proposed restrictions going to be enforced? <p>What measures will be put in place to stop the restrictions from simply being ignored, which commonly happens, for</p>

	example, on the double yellow lines on sheep street (between The Bell and The Angel public houses) and around the perimeter of market square?
(41) Local Resident, (Bicester, Hemmingway Drive)	<p>Parking Restrictions – Support</p> <p>With regards to the parking restriction for Lawrence Way, Hemingway Drive and Huxley Close: I would just like to add my approval for the proposal.</p> <p>I live on the corner of Hemingway Drive and Blenheim Drive, where the new traffic restrictions have already been implemented. What I have found recently is where the traffic restrictions end, there has been a mad frenzy to park cars along the side of my house in a tight and compact manner, all the way down to the corner of Hemingway Drive and Huxley close.</p> <p>When reversing off my driveway, I have found it invariably more difficult of late, as the line of cars parked along this area, make it extremely difficult for me to see what is coming in my direction, as the cars approaching me will be on the wrong side of the road, and it is hard for me to see between the parked cars, exactly what danger is approaching.</p> <p>I believe the new restrictions proposed will make it more safe, not just for me, but also the countless children that cross over this area to attend the local school. With the cars parked in a tight and compact manner along this road, the children face difficulty in finding a suitable location to physically cross.</p>
(42) Local Resident, (Bicester, Dryden Avenue)	<p>Parking Restrictions – Support</p> <p>I live on Dryden Avenue, which backs onto the cul-de-sac at the top of the road near the junction with Shakespeare.</p> <p>Generally, I welcome the proposals - parking is often dangerous on Dryden and visibility is low when pulling out of the cul-de-sac due to cars parked on the corner.</p> <p>However, I would appreciate it if the situation could be monitored after the changes are implemented. The roads are very busy with parked cars at the start and end of the school day, and I'm concerned that double yellows everywhere else will push more parked cars into the Dryden cul-de-sac.</p>

<p>(43) Local Resident, (Bicester, Kennedy Road)</p>	<p>Parking Restrictions – Support</p> <p>Following complaints from myself and residents who use these roads on a regular basis regarding the lack of safety due to parking problems, particularly in the Villiers Road and Chalvey Road areas.</p> <p>ON STREET PARKING IN VILLIERS ROAD AND CHALVEY ROAD, BICESTER</p> <p>I live in Kennedy Road and as Bicester has grown obviously traffic flow has increased substantially. Access to our estate, known as Weston Development, from the Middleton Stoney Road through Chalvey Road and Villiers Road has also increased, not only with residential vehicles but supermarket and building supply delivery lorries.</p> <p>Parking in Villiers Road, and in particular from the garages next to Number 1 along to the junction with the Middleton Stoney Road, continues to cause a serious safety hazard</p> <p>The problem is that vehicles travelling from the estate along Villiers Road towards the Middleton Stoney Road junction cannot see vehicles coming in the opposite direction due to cars parked outside Number 5 Villiers Road, until they are committed to moving into the oncoming lane.</p> <p>The owners of all the parked cars in Villiers Road have been allocated either garages or driveways so their parking on the highway is laziness and causes a dangerous obstruction. However, the owner of Number 2 is running a vehicle breakdown service with sometimes more than 6 vehicles parked on the roads, including a breakdown recovery vehicle and car.</p> <p>Hazard 1 - All cyclists and small wheeled motor bikes cannot travel near the kerb (shown in blue) as the carriageway continues to break up with very large holes appearing on a regular basis.</p> <p>Hazard 2 - When St Edburg's School is fully operational this area is used by parents to take their children to school. The young children cross the road between the row of parked cars and their safety is seriously at risk.</p> <p>Hazard 3 – because the driver didn't see me until he/she came out from behind the parked vehicles, they had to brake violently stopping very close to my front wheel. I would add that this is not the first time that I have had a near miss along this section of highway.</p> <p>I have spoken to my neighbours in Kennedy Road who use this route regularly and they agree that this parking has become one of their major safety concerns when driving in and around Bicester.</p>
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(44) Local Resident, (Bicester, Derwent Road)	<p>Parking Restrictions – No objection</p> <p>Having reviewed the proposed changes to the road markings on Dryden Avenue/Tweed Crescent and Severn Close , I have no objections to the proposed new yellow lines.</p> <p>Parking around the school has always been an issue at the start and close of the school day and hopefully this will go a long way to alleviating the parking problem,</p>
(45) Local Resident, (Bicester)	<p>Parking Restrictions – Support</p> <p>I hope that the addition of double yellow lines will be approved for the areas marked on the attached two maps and are to be implemented. I would also strongly suggest that double yellow lines are also approved and applied to the section of Dryden Avenue opposite Severn Close from Dove Green through to the existing double yellow lines close to Derwent Road (except for the layby between Trent Crescent and Derwent Road). This will then keep the entire 's' bend section of Dryden Avenue clear of parked vehicles at all times, thus making it much safer for pedestrians and vehicles to negotiate this section of Dryden Avenue and the various side turnings safely and with unrestricted views at all times. The new restrictions would obviously need to be strictly enforced at all times but particularly during school drop off and pick up times.</p> <p>Please let me know when these measures have all been approved and implemented or if you require any further information to achieve this important road safety improvement measure.</p> <p>In summary, the health and safety of all local residents, schoolchildren and road users will, in my view, be undoubtedly improved by the application of double yellow lines throughout these potentially very dangerous sections of Dryden Avenue.</p>
(46) Local Resident, (Bicester)	<p>Parking Restrictions – Support</p> <p>Please note that I am in favour of the new parking restrictions for Dryden Ave, Tweed Cres & Severn Close as it's</p>

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	<p>becoming increasingly dangerous to drive between Shakespeare Drive & Severn Close at school finishing times. I believe however that these restrictions will literally drive these motorists into nearby roads, which doesn't solve this problem permanently.</p> <p>There is a large grassed area in front of Kings meadow School contained within the perimeter gates. With some thought could this be utilised as a drop off & pick up point for children driven to school?</p>
(47) Local Resident, (Bicester)	<p>Parking Restrictions – Support</p> <p>I support the parking restrictions at Tubb Close, St. Edith's Way and Danes Road. I also support parking restrictions at Villiers Road and Chalvey Road.</p>

Divisions affected: Otmoor

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

AMBROSDEN – PLOUGHLEY ROAD – PROPOSED TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve traffic calming measures on the Ploughley Road at Ambrosden as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposed traffic calming measures on the Ploughley Road at Ambrosden as shown at Annex 1.

Financial Implications

3. Funding for the proposals has been provided jointly by Oxfordshire County Council and Ambrosden Parish Council.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 21 January and 19 February 2021. A notice was published in the Bicester Advertiser newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Ambrosden Parish Council and local County Councillor. Notices were placed on site and letters also sent to approximately 50 premises adjacent to the proposals.
7. 37 responses were received. 26 in support (70%), 9 objecting or raising concerns (24%) and 2 non-objections.

8. Individual responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object though noted that conspicuity was key to the effective operation of the proposed features and that large agricultural vehicles should not be obstructed. Such vehicles are accommodated within the proposed design and there is good visibility on each approach.
10. Objections were received from seven members of the public who doubted the effectiveness and safety of the proposed traffic calming measures, together with concerns over noise, emissions, potential damage to vehicles and inconvenience to law-abiding drivers. However, all but one acknowledged that measures were needed to slow traffic on Ploughley Road. The design of the scheme is in line with standard traffic engineering practice and robust enough to slow traffic effectively but without risk of damage to vehicles.
11. Concerns were also raised by two members of the public. One that the measures should be robust and the other that no measures had been proposed for Merton Road.
12. Expressions of support were received from twenty-six members of the public, including one request that similar measures be adopted on other roads in the village.
13. The design of the scheme has been agreed with Ambrosden Parish Council who will match-fund the scheme, should it be approved.

BILL COTTON

Corporate Director, Environment and Place

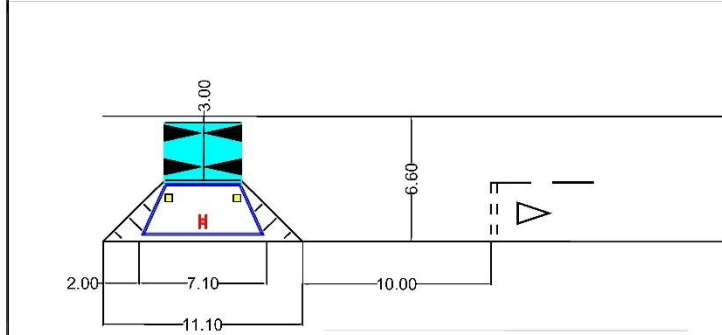
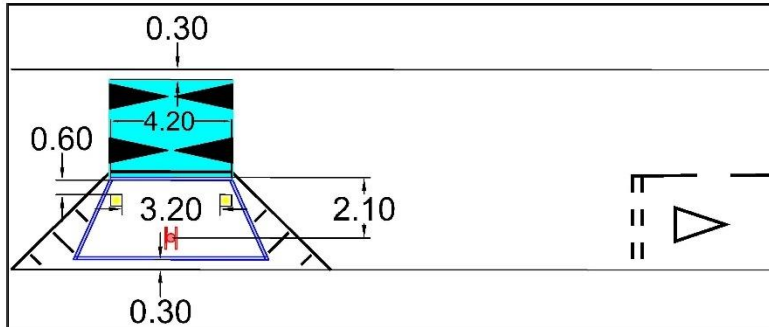
Annexes

Annex 1: Plan of proposed traffic calming measures
Annex 2: Consultation responses

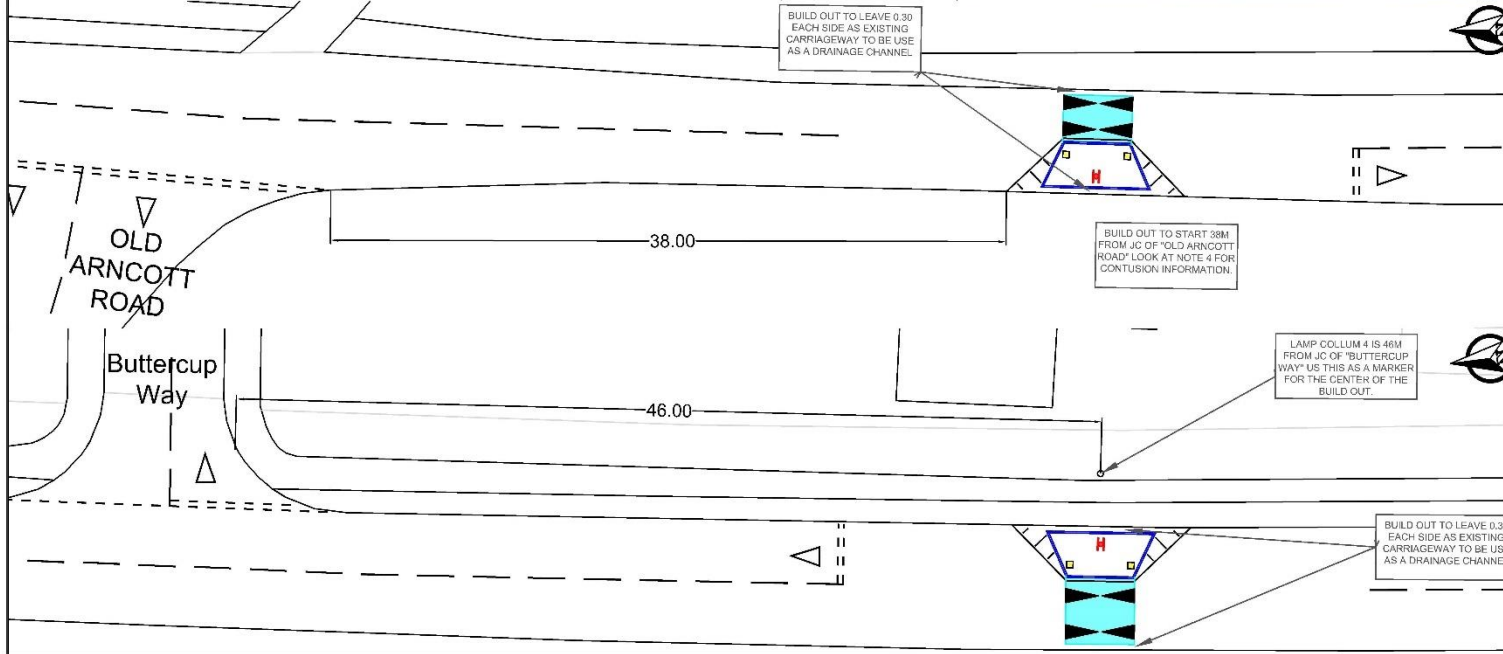
Contact Officers:

Tim Shickle 07920 591545
Mike Wasley 07393 001045

March 2021



BUILD OUT TO LEAVE 0.30
EACH SIDE AS EXISTING
CARRIAGEWAY TO BE USE
AS A DRAINAGE CHANNEL.



BUILD OUT TO START 38M
FROM JC OF "OLD ARNCOTT
ROAD" LOOK AT NOTE 4 FOR
CONFUSION INFORMATION.

LAMP COLUMN 4 IS 46M
FROM JC OF "BUTTERCUP
WAY" USE THIS AS A MARKER
FOR THE CENTER OF THE
BUILD OUT.

BUILD OUT TO LEAVE 0.30
EACH SIDE AS EXISTING
CARRIAGEWAY TO BE USE
AS A DRAINAGE CHANNEL.

Drawing No.		Revision	
<p>NOTES</p> <ol style="list-style-type: none"> DO NOT SCALE FROM THIS DRAWING. VERIFY ALL DIMENSIONS ON SITE PRIOR TO CONSTRUCTION. REPORT ALL DISCREPANCIES TO THE DRAWING ORIGINATOR IMMEDIATELY. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, STANDARD DRAWINGS - "HSD/700/250" 			
<p>KEY</p> <ul style="list-style-type: none"> Round Top Hump Road Marking Kerbing Post & Sign Light Box 			
<p>LOCATION PLAN</p> <p>NTS</p> <p>© Crown Copyright and Database rights 10023943 2017</p>			
Rev.	Date	Purpose of revision	Drawn / Checked / Approved
<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>			
<p>Project title</p> <p>Proposed New Build outs</p>			
<p>Drawing title</p> <p>New build out & round top humps</p>			
<p>Drawing Status</p> <p>Scale @ A3</p> <p>Drawn by LN</p> <p>Checked by XXXXXXXX</p> <p>Date drawn 13/11/2020</p> <p>Date checked XXXXXXXX</p> <p>Approved by</p> <p>Date approved</p> <p>Oxfordshire Project No. & File Ref</p>			
Drawing No.		Revision	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – The areas here are village urban roads with relatively fast speed entry which will improve speed compliance to the appropriate speed limit. Lighting and conspicuity are key in these locations to avoid overshoot scenarios a hazard potential. Consideration should also be given in what is a rural community to large wide agricultural vehicle which may from time to time require movement through the build outs.</p> <p>Thames Valley Police have no objection or further comment on the proposals.</p>
(2) Cherwell District Council	No objection
(3) Local Resident, (Ambrosden)	<p>Object - Thanks for the opportunity to offer feedback on the proposed traffic-calming measures for Ploughley Road. In short I object to the use of lane-restricting measures (i.e. that require road users to "give way"), and I object to the use of speed humps unless they are designed appropriately for the speed limit. Details of both objections below.</p> <p>I am all for measures to help encourage/discourage road users to/from keeping to speed/speeding but unfortunately I continue to see examples where it appears that common sense was not taken into account, nor a 21st century perspective, both of which I will explain below.</p> <p>Speed bumps/humps/pillows whether flat-topped or rounded are a perfectly sensible means of slowing down traffic. However, if the speed limit is X please design a hump which allows users to drive up to the speed of X without destroying their vehicles. Many humps are designed such that a speed at most X/2 can be maintained without removing the undercarriage of a vehicle.</p> <p>I do not drive a modified (e.g. "lowered") car - it's a bog-standard hatchback - not a 4x4 designed for rough terrain. The speed limit in the village is 30 mph. If I cannot drive more than 20 mph let alone 15 mph without damaging my car then please replace all 30 mph signs with 15 mph or 20 mph so that road users who are happy to keep to the speed limit can do so safely for their vehicle.</p> <p>If a road user is able to drive at a relatively stable 30 mph without the need to brake to 15 mph at every hump, only to accelerate back to 30 mph following every hump, less energy will be lost, resulting in less need to accelerate, and</p>

hence reduced emissions and air pollution (more on this below).

My second point relates to the use of measures that restrict lanes and require users to "give way". If the objective is to make it inconvenient for users to speed then using such measures are at best a blunt instrument and at worse an utter nuisance.

It's a nuisance for drivers who follow the speed limit but are forced to come to a complete stop. As for those with no regard to the speed limit, it is a mere blip in their speedy travels. Once they have overcome the bottleneck they may open up the throttle again.

In other words the only outcomes that we can be certain of from the use of lane-restricting measures are: 1) Respectful drivers had to come to a complete stop 2) Speeders stopped momentarily, then accelerated

3) Energy was needlessly lost (due to braking) - the amount of which is proportional to the amount by which they needed to slow down or come to a complete stop

4) Energy was needlessly consumed in accelerating back to nominal speed levels - again the amount is proportional to the lost inertia

5) Excess emissions were emitted by the vehicles due to points 3 and 4 - the amount (you guessed it), proportional to the speed differential

Any measure that ticks points 3-5 do not belong in a time where climate change and air pollution is on everyone's minds. We want to slow down speeders. We must accept that some speeders will abruptly accelerate no matter what measures you introduce. However we should not be introducing measures that result in the same deleterious effects (energy lost, increased emissions, increased air pollution) for respectful road users - especially if we consider the multiplicative effects.

By that I mean there are far fewer road users who will exceed the speed limit than those who respect it. If the measures are resulting in deleterious effects for all users we have a worst-case scenario. If the deleterious effects only arise for speeders we have an optimal solution.

To summarise, I plead with you to ensure that the speed humps are fit for purpose and please do not impose lane restrictions. If you wish to supplement speed humps with additional measures please consider either a speed camera that warns users of their speed (like the one in Islip) or with the use of a speed camera. Let's tackle the speeding problem with targeted measures that solve the problem caused by the few and not create problems for the many/all.

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(4) Local Resident, (Ambrosden)	Object - I see no benefit at all from speed humps. They can potentially cause damage to vehicles, create extra noise from braking and acceleration, which also increases pollution if vehicles need to stop and start and as someone who has been conveyed to hospital by ambulance on several occasions I can personally say they pose a serious threat to patient safety. This seems a total waste of money to solve a very small problem but speeding through the village whilst it does occur is not as common as many seem to think.
(5) Local Resident, (Ambroseden)	Object - As a disabled traveller whom undergoes surgery at the hospitals, I so very much cannot tell planning people how much pain it causes travelling over these awful things. Up, down, stop start, its useful for planners who dont go along this route. NOT FOR LOCAL RESIDENTS WHO HAVE NO CHOICE BUT TO USE IT. PLEASE STOP THIS HIDEOUS IDEA NOW. MORE MONEY FOR NO GOOD REASON
(6) Local Resident, (Ambrosden)	Object - Not required. Funds would be better used elsewhere.
(7) Local Resident, (Ambrosden)	<p>Object - HUGE expense for what I believe will result in little traffic calming.</p> <ul style="list-style-type: none"> - There is already a VAS on Merton Road that is ignored - how will another help? - The Merton Road Island Removal document and the Ploughley Road document don't even have the correct titles - they are reversed - who writes this stuff - they can't even spell centre correctly - hardly inspires confidence? - Build-ups don't slow traffic if there is nothing coming the other way, but if there is, they just cause more pollution as one side has to slow, stop and start again - annoying drivers in the process (who then speed away in frustration) - The white lines on Merton Road/Ploughley Road junction will be a waste of paint and money - they will be ignored by drivers cutting the junction - as at present <p>What's needed is simply...(and at greatly reduced cost)</p> <ul style="list-style-type: none"> - Road humps – either small and/or full width in Merton and Ploughley Road - VAS or SID units in Ploughley Road and Merton Road that record traffic volume and speed so police can be called in if needed - Concrete lump at the junction of Ploughley and Merton Roads - Building up of the hump in the chicane on Merton Road - Get rid of the pointless VAS on Merton Road

(8) Local Resident, (Arncott)	Object - Speed bumps damage cars, even when drivers are not exceeding the speed limit. The kerbed build outs are excessive and unnecessary and will just cause congestion at peak times.
(9) Local Resident, (Arncott)	<p>Object - In short I object to the use of lane-restricting measures (i.e. that require road users to "give way"), and I object to the use of speed humps unless they are designed appropriately for the speed limit. Details of both objections below.</p> <p>I am all for measures to help encourage/discourage road users to/from keeping to speed/speeding but unfortunately I continue to see examples where it appears that common sense was not taken into account, nor a 21st century perspective, both of which I will explain below.</p> <p>Speed bumps/humps/pillows whether flat-topped or rounded are a perfectly sensible means of slowing down traffic. However, if the speed limit is X please design a hump which allows users to drive up to the speed of X without destroying their vehicles. Many humps are designed such that a speed at most X/2 can be maintained without removing the undercarriage of a vehicle.</p> <p>I do not drive a modified (e.g. "lowered") car - it's a bog-standard hatchback - not a 4x4 designed for rough terrain. The speed limit in the village is 30 mph. If I cannot drive more than 20 mph let alone 15 mph without damaging my car they please replace all 30 mph signs with 15 mph or 20 mph so that road users who are happy to keep to the speed limit can do so safely for their vehicle.</p> <p>If a road user is able to drive at a relatively stable 30 mph without the need to brake to 15 mph at every hump, only to accelerate back to 30 mph following every hump, less energy will be lost, resulting in less need to accelerate, and hence reduced emissions and air pollution (more on this below).</p> <p>My second point relates to the use of measures that restrict lanes and require users to "give way". If the objective is to make it inconvenient for users to speed then using such measures are at best a blunt instrument and at worse an utter nuisance.</p> <p>It's a nuisance for drivers who follow the speed limit but are forced to come to a complete stop. As for those with no regard to the speed limit, it is a mere blip in their speedy travels. Once they have overcome the bottleneck they may open up the throttle again.</p> <p>In other words the only outcomes that we can be certain of from the use of lane-restricting measures are:</p>

	<p>1) Respectful drivers had to come to a complete stop 2) Speeders stopped momentarily, then accelerated 3) Energy was needlessly lost (due to braking) - the amount of which is proportional to the amount by which they needed to slow down or come to a complete stop 4) Energy was needlessly consumed in accelerating back to nominal speed levels - again the amount is proportional to the lost inertia 5) Excess emissions were emitted by the vehicles due to points 3 and 4 - the amount (you guessed it), proportional to the speed differential</p> <p>Any measure that ticks points 3-5 do not belong in a time where climate change and air pollution is on everyone's minds. We want to slow down speeders. We must accept that some speeders will abruptly accelerate no matter what measures you introduce. However, we should not be introducing measures that result in the same deleterious effects (energy lost, increased emissions, increased air pollution) for respectful road users - especially if we consider the multiplicative effects.</p> <p>By that I mean there are far fewer road users who will exceed the speed limit than those who respect it. If the measures are resulting in deleterious effects for all users we have a worst-case scenario. If the deleterious effects only arise for speeders we have an optimal solution.</p> <p>To summarise, I plead with you to ensure that the speed humps are fit for purpose and please do not impose lane restrictions. If you wish to supplement speed humps with additional measures please consider either a speed camera that warns users of their speed (like the one in Islip) or with the use of a speed camera. Let's tackle the speeding problem with targeted measures that solve the problem caused by the few and not create problems for the many/all.</p> <p>Further to my previous email, my observation is that speeding drivers who are leaving Ambrosden towards Arncott tend to accelerate somewhere between Blackthorn Road and near the entrance to the Springfield Farm development (opposite the Three Corners MOT Garage). It is my opinion that the most strategic location to place a speed hump would be somewhere between Merton Road and the road leading to Springfield Farm (or just a short distance beyond).</p>
(10) Local Resident, (Ambrosden)	Concerns - This road needs to have a robust traffic calming measure to ensure compliance.

(11) Local Resident, (Ambrosden)	<p>Concerns - Most people use this area as a rat run. No consideration is given to the people that live here or are indeed visiting. You take your own life in your own hands when out walking or attempting to cross the road especially outside of the Post Office.</p> <p>When driving past the Post Office heading towards Merton, you have to more than not drive on the wrong side of the road to pass parked vehicles (which is obviously a concern in itself) as it is impossible to see around the parked vehicles. Once you then have made this decision, you are invariably greeted by an oncoming vehicle at speed, who either insists on you reversing back up the road or is plain abusive whilst they insist on attempting to squeeze past you, is this even possible? No!</p> <p>I myself have experienced verbal abuse when making the manoeuvre above, when a BMW drove straight at me whilst forcing me into a space that wasn't fit for the size of my car. The man in question drove at speed, it was frightening.</p> <p>Many accidents have occurred in these areas both with vehicles and pedestrians. A road concern that should of been addressed many years ago and even more so now with growing numbers in the village and cars on the road.</p>
(12) Local Resident, (Ambrosden)	<p>Support - We are often disturbed by vehicles speeding past our house. Joining the Ploughley road from Buttercup way can be very dangerous. I like the current central reservation that allows us to cross by the bus stop opposite 3 corners garage on Ploughley road</p>
(13) Local Resident, (Ambrosden)	<p>Support - We live on Ploughley road and the speed in which vehicles come past is a great concern. The North side speed sign works well and we could do with one at the south end of Ploughley road. I do, however, not understand why the traffic island should be removed? It's a help in supporting crossing the road safely from each bus stop outside the garage and if anything helps slow vehicles down. Some more reminders with red paint 30 on the road would be good</p>
(14) Local Resident, (Ambrosden)	<p>Support - As a cyclist i regularly experience dangerous driving at these spots, cars going over the speed limit and dangerously cutting the corner on the Merton - Ploughley road. I believe this proposal will help to reduce this.</p>

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(15) Local Resident, (Ambrosden)	Support - To help control the speeding traffic that races through the village.
(16) Local Resident, (Ambrosden)	<p>Support - Whilst this style of traffic calming is not my preferred method, something has to be done to slow the traffic down through this village. As I frequently walk around the village I am amazed that people drive so fast with little regard to those who may be affected by their speed</p> <p>Also, the speed at which some people drive into and out of the junction of Ploughley Road with Merton Road is ridiculous. If these measures slow drivers down and prevent accidents, then I fully support them</p>
(17) Local Resident, (Ambrosden)	Support - Much needed as some traffic passing through the village makes the road unsafe for other drivers and walkers due to their speed
(18) Local Resident, (Ambrosden)	<p>Support - From where I live I can hear cars leaving the village well in excess of the speed limit at all times of day.</p> <p>I have two young boys who I want to be safer when moving around the village and I am aware of a couple of incidents where neighbours cats have been hit by cars in that stretch of road.</p>
(19) Local Resident, (Ambrosden)	Support - I support this proposal as the current 30 warning sign is not slowing through traffic down to the required speed limit especially when passing the school.
(20) Local Resident, (Ambrosden)	Support - Traffic speeds in Ambrosden for people using the village as a rat-run from Bicester to Oxford are ridiculous. There have been many near misses and accidents as a result of speeding vehicles. Other drivers, property and pedestrians are being put at risk and something must be done to slow cars down as they enter. Traffic calming measures may not always be popular but they are necessary to maintain safety whilst ever drivers act irresponsibly.
(21) Local Resident, (Ambrosden)	Support - The measures are required in order to significantly reduce the excessive speed of traffic both leaving and entering the village. I have witnessed a number of near misses that could have resulted in serious or fatal injuries, and urgent action must be taken before a serious incident occurs.

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(22) Local Resident, (Ambrosden)	Support - Supporting proposals as there is an issue in the village with some motorists going far too fast especially near the school as the road straightens. It is a rat run for 2 routes to Oxford from Bicester and volume of traffic especially in non Covid times is heavy
(23) Local Resident, (Ambrosden)	<p>Support - I fully support the proposal to add traffic calming measures to Ploughley Road in Ambrosden. That said, I strongly believe that the measures do not go far enough. In addition to the measures proposed, I would wish to see the following additional ones also included:</p> <ul style="list-style-type: none"> a. Similar measures added on the Blackthorn Road as you enter the village. b. Similar measures as you enter the Village from the A41. c. The hump at the chicane entering the Village from Merton be heightened as the current hight does not deter speeding vehicles. d. Humps similar to those used in Kidlington, along Middleton Stoney Road in Bicester and in Islip be placed at intervals throughout the Village. <p>While the proposed measures should reduce vehicles speeding when entering the Village from Arncott, speeding is also a problem at other points in the Village which also need to be addressed.</p>
(24) Local Resident, (Ambrosden)	Support - Many young children in the village and traffic is travelling much to fast through the village.
(25) Local Resident, (Ambrosden)	Support - Traffic is currently too fast - and dangerous through the village.
(26) Local Resident, (Ambrosden)	Support - Improvements to road/traffic safety

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(27) Local Resident, (Ambrosden)	Support - To reduce speed and improve road safety for other drivers and pedestrians.
(28) Local Resident, (Ambrosden)	Support - We need traffic calming in this village. The amount of speeding vehicles is ridiculous, going to be a major accident one day. 20mph through village and further speed humps down Merton road would be good too.
(29) Local Resident, (Ambrosden)	Support - Traffic travels too fast through the village. This is a danger to locals and not appropriate in a small village. The current 30 is not being adhered too and drivers need slowing down.
(30) Local Resident, (Ambrosden)	Support - I frequently see drivers going to fast through our village. Entrance and exiting control is one area which should help. However, I feel may also need further traffic calming measures as well.
(31) Local Resident, (Ambrosden)	Support - Traffic entering the village from Arncott end does not slow sufficiently for the approach to the residential houses traffic exiting the village often start to increase speed once they are past the Merton Road junction and before they have reached the de-restricted speed signs
(32) Local Resident, (Ambrosden)	Support - The Merton Road junction on Ploughly Road needs significant investment, with Road conditions often covered in mud from the locals parking on grass and the severe amount of traffic that cuts the corners rather than white paint a raised central divider with keep to left signs and lit give way sign. The wide end of Merton Road allows traffic to hit the corner maintaining speed onto a road which cannot accept traffic at speed. Recently there have been several near misses. Including 2 of mine. One when I was in an ambulance on blue lights. Recently a car was witnessed mounting the pavement as it was unable to maintain control. A mini roundabout would be more appropriate, Additionally traffic down Merton Road outside of lockdown is becoming an issue, I'd suggest double yellows in places,

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	<p>and to stop the industrial unit parking on the road sides, bus stop etc.</p> <p>Additionally the whole Road needs reducing to 20mph. As this might stop people driving excessively fast</p>
(33) Local Resident, (Ambrosden)	<p>Support - I fully support this proposal and struggle to understand why anyone who uses the road correctly would not. My kitchen window looks out on to the Ploughley Road (buttercup/cornflower junction) the speed vehicles travel is ridiculous at all times of the day (however definitely worse at night and early morning) we can hear the vehicles whizzing by and tell they are speeding just from the level of their noise. I have also witnessed several times that when a vehicle is at the speed limit others will overtake sometimes going on the wrong side of the traffic island at the garage!!</p> <p>As a family we had 3 cats hit by cars in the space of a year and killed. Thankfully TVP are very good and Tickets have been issued by the police but understandably they can't be there 24/7.</p> <p>I have 2 children who like to go out and play and it's dangerous as at some point without calming measures it's inevitable someone will lose control of their vehicle (have witnessed this once) but be unable to regain it causing risk to the buildings and pedestrians, the road is walked a lot by families and dog owners especially during this lockdown. It's almost as if once past the school drivers feel they are out of the village and feel they can proceed to 60 as quickly as possible. I have also seen highways vehicles and business vehicles clearly breaking the limit so it is not just car drivers.</p>
(34) Local Resident, (Ambrosden)	<p>Support - Traffic calming in Ambrosden is long overdue. The speed that some motorists go through the village, it's amazing that nobody has been killed yet.</p>
(35) Local Resident, (Ambrosden)	<p>Support - The speed that people accelerate through the remainder of Ambrosden once past the school towards Arncott needs to be reduced and the measures look like they will contribute to slowing traffic down on that stretch of road. Combined with the other proposed measures, this should help to make the village roads safer.</p>
(36) Online Response, (Ambrosden)	<p>Support - I have witnessed a number of vehicles speeding along that road at the national speed limit and all but ignoring the 30mph as you come into Ambrosden. This is particularly dangerous as children are often crossing nearby when leaving the or going to school.</p>

(37) Resident, (Bicester)	Support - I enjoy cycling through Ambrosden
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Divisions affected: Hendreds & Harwell

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

UPTON – CHILTON ROAD, STATION ROAD AND A417 LONDON ROAD: PROPOSED TRAFFIC MANAGEMENT MEASURES, SPEED LIMIT AND TOUCAN CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the following as advertised:

Chilton Road

- a) **30mph Speed Limit** – from its current terminal point, to the junction with Hagbourne Hill, replacing in the whole existing 40mph speed limit as a result.
- b) **Banned Turning movements** from Hagbourne Hill into Chilton Road from both directions, supported by No entry signs at the junction for vehicles approaching from the west.
- c) **Traffic Calming Chicane** (to be wide enough to accommodate non-standard cycles & wheelchairs) to be located on Chilton Road approx. 5 metres from Hagbourne Hill.
- d) **Gate feature** (with 1.5-metre-wide cycle bypass) to be located approx. 240 metres west of London Road.
- e) **Raised table** approximately 6 metres long, sited approximately 80 metres west of London Road

A417 London Road

- f) a **Toucan Crossing** (controlled crossing for use by pedestrians & pedal cycles) to be located on London Road approx. 12 metres South of Chilton Road

Station Road

- g) **Raised table** approximately 14.5 metres long, sited at its junction with London Road

Executive summary

2. This report presents responses received to the statutory consultation on the proposals outlined in paragraph 1. Chilton Road is a missing link in an otherwise traffic-free or low traffic cycle route from Didcot to Harwell Campus and is part of the National Cycle Network (NCN) Route 544. The scheme is being developed and led by Sustrans in collaboration with Oxfordshire County Council.
3. Government funding was made available to councils during the covid-19 pandemic and provided an opportunity to 'fast-track' the closure of Chilton Road to vehicular traffic on a temporary basis. The closure has been in place since 19th August 2020 and has been delivered by a Temporary Traffic Regulation order (TTRO) which will remain in place for 18 months.
4. Sustrans conducted a comprehensive review of the entire National Cycle Network (NCN), which resulted in the Paths for Everyone¹ report in 2018. Chilton Road was identified as a 'very poor' section of the NCN due to high vehicles speeds and flows. As a result, Sustrans secured Department for Transport (DfT) funding to make the Chilton Road route safer for walking and cycling. Therefore, this scheme is to deliver that and make use of the DfT funding granted for this purpose.
5. 227 responses were received to this consultation which is a significant number. There are significantly more people supporting the scheme than objecting to it. A number of objections and concerns raised about the various elements of the scheme are addressed in the responses and objections section below.

Financial Implications

6. Funding for the delivery of the proposals has been provided by the Department for Transport and has been awarded to Sustrans. Oxfordshire County Council has contributed £22,875 towards the design of the scheme.

Equality and Inclusion Implications

7. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

8. The proposals would help facilitate the safe movement of pedestrians and cyclists.
9. Oxfordshire County Council (OCC) declared a climate emergency in April 2019. [The Climate Action Framework](#) describes how OCC will operate at net-

¹ Sustrans' Paths for Everyone report: <https://www.sustrans.org.uk/about-us/paths-for-everyone/>

zero carbon by 2030 and enable Oxfordshire to become net-zero carbon by 2050. As stated in OCC's Climate Action [Declaration](#) we will take Climate Action in Oxfordshire by reprioritising road space for low carbon travel and therefore this scheme fully supports OCC's response to the climate emergency.

Consultation

10. The formal consultation was carried out between 20th January and 19th February 2021. A notice was published in the Oxfordshire Herald newspaper and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Upton Parish Council and the local County Councillor. Public notices were placed on site, and letters were also sent directly to approximately 40 properties in the immediate vicinity of the proposals.
11. 227 responses were received during the course of the consultation, those that were received via the online consultation are summarised in the table below:

Proposal	Object	Support	Concerns	No objection / opinion	Total
30mph Speed Limit (Chilton Rd)	17	156	11	9	196
Banned Turning Movements (from Hagbourne Hill)	24	154	8	7	196
Traffic Calming Chicane (Chilton Rd)	21	153	9	11	196
Gate Feature (Chilton Rd)	23	151	8	11	196
Toucan Crossing (A417 London Rd)	16	159	10	10	196
Raised Table Traffic Calming (Chilton Rd & Station Rd)	27	120	25	22	196

- Some of the responses summarised above may have been reclassified in Annex 2 upon consideration of the written comments submitted.
12. As shown from the online responses there has been a lot of support for the scheme. Between 61% and 81% of respondents supported each element of the scheme proposal. Between 13% and 27% of respondents objected to or had concerns with elements of the scheme proposals. The raised table element had the lowest support at 61% and the introduction of the Toucan crossing, across the London Rd, with the highest support at 81%.
 13. Additionally, a further 31 responses were received via email directly, and these comprised of 10 in support, 19 objecting or raising concerns, and 2 with no objection or opinion.
 14. All of the responses are recorded in **Annex 2**, and copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments (OCC response in italics)

Main Stakeholders

15. **Thames Valley Police** are supportive of the scheme, however they did note that the gate must be visible during darkness. There are several comments from other respondents, including HarBUG and Cycling UK, about visibility of the structures which will be used to physically close the road. *This will be looked as part of detailed design to ensure that the gate and traffic chicane can be seen by non-motorised users when it is dark.*
16. **Upton Parish Council** have objected to the raised tables and consider them not necessary. *72% of the online responses support or have no objection/opinion. Therefore, on balance officers recommend the raised tables should remain as part of the scheme.*
17. Upton Parish Council also objected to the raised table on the basis that the additional street lighting would be unwelcome. There were a number of objections and concerns over the proposed street lighting for the Toucan crossing and raised table. *Officers appreciate that the parish of Upton has a no lighting policy. However, raised tables are required to be lit as per 'The Highways (Road Humps) Regulations 1999'. Toucan Crossings require a good level of street lighting to ensure that users are visible to drivers as per DfT guidance. Therefore, if the Toucan crossing and raised table were to be approved, as per officer recommendation, then lighting will be required.*
18. Upton Parish Council voiced concerns over the condition of Hagbourne Hill and the recent accidents. A couple of individuals also objected or had concerns over the recent accidents. *Remedial works have recently been carried out along this part of Hagbourne Hill following the accidents.*
19. Upton Parish Council request that the speed limit must also apply to all users including cyclists. *The 30mph speed limit will apply to all users of Chilton Road including cyclists and those exempt from the motor vehicle prohibition such as farm vehicles.*
20. Upton Parish Council voiced concerns over the increase in cycle traffic through the village and in particular at the pinch point of the embankment off ramp at Chapel Furlong. It was suggested that the cycle route is rerouted away from houses if possible. This was also echoed by several individual respondents. *The current National Cycle Network Route 544 is signed through Chapel Furlong, Fieldside and Station Road. There are no plans to re-route the NCN 544 as part of this project. Sustrans will monitor the route after implementation and engage with local residents about potential future improvements required if cycle traffic at this location becomes problematic.*
21. Upton Parish Council welcomes the gate feature however notes that there are concerns about the design of gate and its potential challenges. Several individuals, as well as the Local MP, had concerns with the gate feature and the inconvenience this may cause for farmers. *A key will be given to the local*

farmers, the parish council and Oxfordshire County Council Highways Department, which can be used to unlock the gate. In times when access is required multiple times within the same day, for example at harvest time, the gate could be left open for convenience.

22. **Chilton Parish Council** have concerns that the road closure will lead to an increase in traffic along Hagbourne Hill and that this will make it more difficult for non-motorised users to cross where Chilton Road meets Hagbourne Hill. They also state there is a lack of a safe crossing. A number of individuals have also objected or have concerns about cyclists and pedestrians crossing Hagbourne Hill and asked whether a controlled crossing could be provided. *The option of a controlled crossing of the junction of Chilton Road and Hagbourne Hill was explored during the design process. It was felt to be inappropriate in the location due to the requirement for street lighting in an Area of Outstanding Natural Beauty (AONB), the rural setting, limited sightlines at the brow of Hagbourne Hill for the safe operation of a crossing including when traffic is queuing at a red signal and no footways in this location. An uncontrolled crossing is therefore proposed here. Measures to reduce traffic speeds through and enhance the safety of this junction are proposed as follows: rumble strips, carriageway narrowing, safe waiting areas for crossing pedestrians and cycles and cycle activated warning signs.*
23. Chilton Parish Council also asks why the report does not consider the use of Lynch Way, again other individuals, including the Local MP, have asked the same question. *Early on in the process Lynch Way option was considered. It was discounted due to the fact this would require the NCN 544 to be re-routed. This would result in the NCN being longer and indirect, therefore making it a less desirable and attractive route for non-motorised users. From Upton to Harwell Campus (Newbury Road), the current distance is 2.9km on Chilton Road, while the Lynch Way route would be 4.6km. It would also be a more expensive undertaking due to the lengthy re-surfacing required, as well as requiring land owner permissions and potentially sensitive ecological mitigation work.*
24. **Harwell Parish Council** support the proposals but request an amendment to the Order to reduce the speed limit of the A4185 to 40mph or 30mph ideally. *The order does not cover the A4185 as it is some distance from Chilton Road. Therefore, this is outside the scope of the scheme.*
25. **Vale of White Horse District Council** has no objections to the scheme.
26. **The Local County Councillor** is supportive of the scheme; however, he has concerns about the stature of Hagbourne Hill and the recent accidents. The local councillor also suggests that the road needs widening and possibly straightening and that even though the failed edge was recently fixed he expects it will soon fail again. Around 10 individuals objected or had concerns with Hagbourne Hill being inadequate and needing improving. *The funding is awarded from government for the improvement of the NCN and therefore any changes to Hagbourne Hill fall outside the scope of the funding.*

27. **The Local MP** has concerns over the increase in speed of traffic through the village since the temporary closure. A number of individuals also objected or had concerns with an increase in traffic and vehicles speeds along the A417. *It is envisaged the introduction of the Toucan crossing and associated lights will act as a speed deterrent.*
28. The Local MP has concerns over the impact on the local pub. This was also noted by a couple of individuals. *However, officers do not believe the road closure will have an impact on the Upton village pub and officers received no response from the pub owners themselves to raise concerns. The closure of Chilton Road does not affect access to the A417, London Road, and in turn to the village pub which is accessed directly from London Road.*

Other Stakeholders

29. **The British Horse Society (BHS)** has objected to the Toucan crossing on the basis a Pegasus Crossing should be provided. This was echoed by a Horse Rider/BHS Access Volunteer. *Officers are still recommending that a Toucan crossing is approved. Having been given examples from the BHS as to what type of crossing they are suggesting in their response and as part of the detailed design phase, the design team will look to see if this could be accommodated within the available space. If it is identified that there is enough room to deliver a Pegasus crossing and there is sufficient budget to deliver it, then it will be put forward for consideration through a TRO. Officers have concerns that there isn't enough space on eastern side of the A417 to safely house a horse whilst waiting at a crossing as there is only 2.5m width of footway. The BHS have responded to us that horses are about 3 metres in length and therefore this is more than the space we have to accommodate them. As covered above the design team will look at this in more detail.*
30. The British Horse Society also objected to the proposed width of the cycle bypass and cattle grids. A number of individuals also objected or had concerns over the width of the gate, cycle bypass and the cattle grids. *This will be looked at as part of detailed design, but officers envisage that there will be no issues with the width allowed for non-motorised users as it will be designed following the relevant design guidance.*
31. The British Horse Society have noted that there are no indications of what signage will be installed to communicate that horse traffic is not prohibited on Chilton Road. This was echoed by a Horse Rider/BHS Access Volunteer. *Signage will be looked at as part of detailed design, but it is expected a standard no through route for motor vehicles sign will be installed – which still allows other users to use it, as well as additional signs encouraging its use for non-motorised users.*
32. **Harwell Campus Bicycle Users Group (HarBUG)** are fully in support of the scheme and have been campaigning for the closure to vehicular traffic for many years. They have made some suggestions such as installing street lighting and reflectors on the gate and traffic calming chicane. *This has been addressed in paragraph 15.*

33. **Cycling UK** supports the scheme however have a couple of concerns regarding whether the raised tables on Chilton Road will cause a drainage issues for neighbouring frontages. They also ask the question of what maintenance plans will there be to ensure the road is swept clear of debris. *Detailed design will consider the raised tables impact on the network, such as drainage. Road sweeping is a district council function. We will make them aware of the scheme when it is delivered.*
34. **Chair of Cycling UK Wantage** supports the scheme and states that is a valuable link in making cycle commuting practicable and safe between Didcot and Harwell Campus as well as enhancing options for leisure cycling.
35. **Hagbournes and Upton Group for Sustainability (HUGS)** support the scheme, however they recommend that suitable provisions are made during any construction work. They also note that the embankment beside the ramp down to Chapel Furlong is particularly rich in Chalk Flora and they would not support any engineering that would affect the existing bank. *How the scheme is delivered/constructed will be considered as part of detailed design work. Chapel Furlong is not part of the scheme so no proposed changes to existing bank.*

Businesses and Local Farmers

36. A business response has objected to all parts of the scheme except the Toucan crossing on the basis that closing the road is not necessary and suggest that a speed camera is installed if speeds are too high. *The scheme is not only aiming to reduce traffic speeds. The issue being addressed is cycles and pedestrians (using an otherwise traffic-free route (NCN 544)) sharing Chilton Road with fast-moving vehicles. A lack of safety from vehicles is regularly cited as a significant barrier to people cycling. Options were explored to provide dedicated space for pedestrians and cycles on Chilton Road, while retaining through vehicle access, however there was not sufficient space to do this safely. As vehicles have a short alternative route via Hagbourne Hill, closing Chilton Road is felt to be the best option.*
37. Another business has concerns regarding the gate feature and has objected to banned turning movements because they consider turning left from Hagbourne Hill Farm onto to Hagbourne Hill to be extremely dangerous. *Farm vehicle tracking has been undertaken as part of the scheme design in addition to a Stage One Road Safety Audit. Further Safety Audits will be undertaken as part of detailed design. Cycle activated signs on the Chilton Road and on the byway are being investigated to alert drivers that cyclists are approaching, and signs could also theoretically pick up vehicles such as farm vehicles exiting Hagbourne Hill Farm.*
38. A business who has identified themselves as a local farmer has objected to the traffic calming chicane, gate feature, and raised table. They also have concerns over the Toucan crossing. They state that it is imperative Chilton Road stays open to all traffic to access fields off Chilton Road. They also raise concerns on the increase of traffic on Hagbourne Hill, coupled with vehicles

not needing to slow down to turn into Chilton Road, will lead to more accidents. *Farm vehicles will still be able to access Chilton Road from the A417 London Road via the Gate feature. See paragraph 21 for response regarding the gate feature. The closure of Chilton Road is not expected to increase trips along the full length of Hagbourne Hill, it will divert those trips that used Chilton Road to use the section of Hagbourne Hill north of Chilton Road; the section to the south of Chilton Road should have negligible change in trip rates. As mentioned in paragraph 26 any changes to Hagbourne Hill fall outside the scope of this scheme.*

39. A business owner with offices and stores based at Hagbourne Hill Farm notes that since the temporary closure exiting from Hagbourne Hill Farm onto Hagbourne Hill is now easier. Furthermore, they state that some of their staff are now cycling to work. They raised one concern for the raised tables, however they did not provide any reason for it.
40. A local farmer has concerns around an increase in traffic and cyclists/pedestrians crossing Hagbourne Hill. *This has been addressed in paragraph 22.* They also note that the proposed 30mph limit is not necessary when the road is going to be closed. This was also echoed by several individuals. *The 30mph is limit still recommended as there will be vehicular access so this is to make it as safe as possible for non-motorised users and interaction with these vehicles .*They have similar comments to other businesses around vehicles turning out of Hagbourne Hill Farm onto Hagbourne Hill. *This has been addressed in paragraph 36.* Furthermore, they request that the gate is far enough back from London Road to hold large vehicles, the gate is wide enough, and that it can be left open during busy times of the year. *The gate is 240 metres west of the junction with London road and therefore is large enough for farm vehicles to wait whilst opening the gates. Farmers will be consulted during detailed design regarding the required width of the gate to allow access. Queries regarding the gate are addressed in paragraph 21.*
41. A local farmer has made a number of observations including a perceived increase in the volume and speed of traffic on Hagbourne Hill due to traffic not needing to slow down to turn into Chilton Road, in their opinion leading to the recent accidents and creating a dangerous crossing point. A number of individuals objected or had concerns that traffic volume and speed has increased since the road closure as Chilton Road has a calming effect. The local farmer notes that exiting their property on Hagbourne Hill is now more difficult and dangerous. *This is covered in paragraph 37; road safety audits will be undertaken as part of the scheme process.* Furthermore, they also note that Hagbourne Hill is inadequate for its current use. *This has been addressed in paragraph 18 and 26.* They have similar comments around vehicles turning out of Hagbourne Hill Farm onto Hagbourne Hill. *This has been addressed in paragraph 37 and will be considered more in detailed design.* They also ask why a cycle path and walkway alongside Chilton Road has not been considered and if the landowner to the north of Chilton Road has been approached to purchase their land. *An off-road option was considered in the design process however, the costs of buying the land and then implementing a cycle scheme would greatly exceed the funding available. Moreover, it would*

still leave the section from London Road past the homes on Chilton Road with high traffic flows and no safe cycling provision. They also express concerns around the suitability of village roads for cyclists such as Chapel Furlong. This has been addressed in paragraph 20.

42. A resident commented from a working farm perspective and objected to all parts of the scheme except the Toucan crossing. They object on the basis that following improvements to Hagbourne Hill and Chilton Interchange traffic on Hagbourne Hill has increased in speed and volume leading to recent accidents. This is covered in paragraph 37; road safety audits will be undertaken as part of the scheme process. They also raise concern around the increased risk of fly tipping. *With the gate and traffic chicane being located at either end of the Chilton Road it offers more surveillance from passing traffic.* Furthermore, they suggest one-way traffic would be more realistic. This was echoed by 1 other individual. *One-way traffic with two-way cycle track was considered as one of the options as outlined in the Sustrans report. It was concluded that a full road closure would provide the most significant improvement in safety for walking and cycling therefore offers the greatest chance of modal shift.*

Other common points that have been raised

Toucan crossing and raised table

43. A number of individuals have objected or have concerns regarding the potential noise/air pollution from vehicles stopping at the crossing and the noise level of the crossing alert. Individuals also share the same concerns for the raised tables. *Raised tables are regularly installed across Oxfordshire and whilst there are usually noise increases associated with them this is not to an unacceptable level and therefore, officers do not see this a major issue here. In terms of air pollution Upton is an open village and therefore the slowing of vehicles associated with raised tables and the Toucan crossing officers don't see the scheme significantly affecting air pollution. If more people are encouraged to cycle and car trips are reduced this will improve air quality.*
44. A number of individuals raised objections/concerns on the potential hazard the raised tables will have to cyclists and some suggesting the slope or raised tables should be reduced. *This will be looked at as part of detailed design but is not generally an issue elsewhere. Raised tables are common features on cycle routes elsewhere.*

Signage

45. A number of individuals also commented that the road markings and signs are excessive. *Road markings and signage will be looked at as part of detailed design and comments will be taken into account.*
46. Another individual was concerned that the signage will decrease visibility and another individual was unclear if the kerb build out will result in poor visibility splays. *A stage one road safety audit and large vehicle tracking has been undertaken and more will be undertaken as part of detailed design.*

Gate Feature

47. A couple of residents have requested that a turning area is provided in front of the gate to provide an area of refuse/service vehicles to turn around and not use any of the residential driveways. *This will be looked at as part of detailed design.*

Traffic Chicane

48. Several individuals had concerns around the impact of the traffic chicane on cyclists entering at speed from Hagbourne Hill and restricting cyclists. *The Traffic Chicane is set back 5 metres from the junction to allow cyclists to navigate it. We will consider this further at detailed design*

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: 'Sustrans' report providing detailed background
Annex 2-4: Consultation plans
Annex 6 Consultation responses

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March 2021

Chilton Road: Improving conditions for walking and cycling

May 2020

Sustrans is the charity making it easier for people to walk and cycle.

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1. Introduction

This report makes the case to improve walking and cycling conditions on Chilton Road, Upton, Oxfordshire by reducing traffic speeds and flows.

It starts by presenting context and background information about Chilton Road, before presenting analysis of traffic data. It then presents the case for reducing traffic on Chilton Road and then the case for improving walking and cycling conditions.

The report then summarises three design options considered by Oxfordshire County Council (OCC) to improve walking and cycling conditions, before presenting the preferred option in more detail.

2. Context and background

Chilton Road is an important link in the local walking and cycling network

Chilton Road is a country lane near Upton, south of Didcot, Oxfordshire. National Cycle Network (NCN) Route 544 uses it to connect Didcot (5km north) to Harwell Campus (3km west) and beyond to Wantage (9km west of Harwell Campus). Route 544 either side of Chilton Road offers people a safe, pleasant, direct and traffic-free walking or cycling experience.



Route 544 follows a former railway line between Didcot and Upton



Route 544 uses farm tracks west of Chilton Road to Harwell Campus

However, Chilton Road itself is busy with rat-running traffic travelling at speed and there is no provision for safe walking and cycling along this 1km stretch of road. It is the poorest section of Route 544, suppressing usage and the potential for more people to walk and cycle for everyday and leisure trips.



NCN audit results showing Chilton Road as 'very poor'

Sustrans conducted a comprehensive review of the entire National Cycle Network, which resulted in our Paths for Everyone report in 2018¹. The screenshot above comes from this report, which identified Chilton Road as a 'very poor' section of the NCN because of the high traffic speeds and flows. The traffic-free sections either side were rated as 'good'.

Sustrans identified Chilton Road as a priority section of NCN in need of improvement – an 'activation project'² – for which Department for Transport (DfT) funding was secured in April 2019. The purpose of this funding is to reduce traffic speeds and flows on Chilton Road and improve the safety of the junctions at each end (i.e. at London Road and Hagbourne Hill).

¹ Paths for Everyone report: www.sustrans.org.uk/about-us/paths-for-everyone/

² Paths for Everyone: England South Action Plan:
(<https://www.sustrans.org.uk/media/3718/3718.pdf>)

New slip roads were added to the A34 a few years ago. At this time, there were proposals to close Chilton Road to through traffic. Eventually a compromise was reached to keep the road open to traffic, but provide a priority give way chicane where the homes begin on Chilton Road in an effort to slow downhill traffic. Experience from site visits and users of the road indicate that the chicane does not have much of an impact of vehicles speeds or driver behaviour – with many drivers not respecting the priority of uphill traffic. Moreover, the chicane does little to provide a safe environment for walking and cycling along the length of Chilton Road.



Current priority give way chicane on Chilton Road

3. Traffic analysis

Traffic speeds and flows are high for a country lane

Two-way vehicle flows on Chilton Road total approximately 3,000 on a weekday. The most recent data captured – across a week in January 2020 – shows that between 7am-7pm, the average weekday total is 3,085. The table below shows how this has increased over recent years; note the increase in traffic after the A34 slip roads were constructed between 2014 and 2017. This increase in traffic has also been reported anecdotally by local residents and stakeholders.

Date	Two-way total (7am-7pm, weekday)
April 2014	2,363
July 2017	3,028
January 2020	3,085

From the January 2020 data, 89% of traffic is cars, with 8% being two-axle large vehicles (e.g. Luton vans) and 1% pedal cycles.

Traffic speeds were also analysed in January 2020. The speed limit on Chilton Road is 40 mph. The 85% speed was reported as 42.9mph, the mean speed 37.5mph, with 30% of vehicles recorded exceeding the speed limit. This shows relatively poor compliance with the current speed limit.

Current cycling flows are low on the road, despite it being signed as the NCN. January 2020 data showed a weekday average of 32 cyclists, with 20 for weekend days (indicating that many current cyclists are commuters). However, January is not the most inviting of times to cycle. Data from a route user intercept survey conducted in September 2019 showed an average of 77 cyclists per weekday. Cycling flows are low due to the high traffic speeds and flows. Anecdotally, local residents say that cyclists have declined over recent years in response to increasing traffic volumes.

Design guidance

Highways England publishes guidance on how to provide for cycles depending on the speed and flow of traffic³ from which the table below comes. It recommends that for 40mph roads, cycles should be separated from general traffic by a cycle track.

Table E/1.1 Minimum provision for cycle routes

Speed limit (mph)	Motor traffic flow (AADT-Average annual daily traffic)	Minimum provision for cycle routes
40 and over	All flows	Cycle tracks (excluding stepped cycle tracks)
30	>5,000	Cycle tracks
	0-5,000	Cycle lanes
20	>5000	Cycle tracks
	2,500-5,000	Cycle lanes
	<2500	Quiet streets

Sustrans' 'quiet-way' standard for on-road sections of the NCN, developed in the Paths for Everyone report⁴ states that rural roads with a 40 mph speed limit are acceptable if daily traffic flow is less than 1,000. So the flows of over 3,000 are too high, in addition to the vehicles exceeding the speed limit.

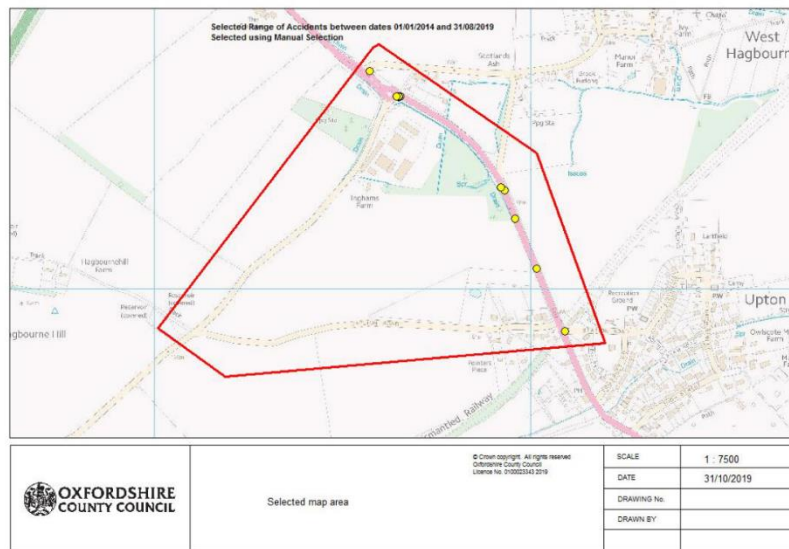
In summary, the recorded traffic flows and speeds are too high for a safe cycling and walking route. Both must be reduced to improve conditions for people on foot and on cycles.

³ CD 195 Designing for Cycle Traffic, Highways England

⁴ p. 31, Paths for Everyone: www.sustrans.org.uk/about-us/paths-for-everyone/

Collisions

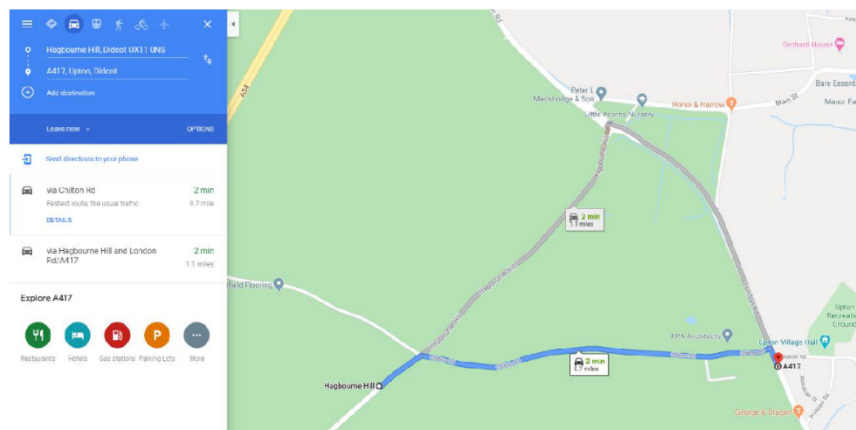
There were no recorded traffic collisions which resulted in slight, serious or fatal injury in a five year period (2014-2019) on Chilton Road. Oxfordshire County Council data recorded 10 collisions reported to the Police along London Road in the near vicinity to Chilton Road – all resulting in slight injury. Note that the three recorded at Hagbourne Hill junction all happened before it was upgraded to a roundabout. The map below, provided by OCC, shows the location of these collisions.



4. The case for reducing traffic on Chilton Road

If Chilton Road did not exist, there would be no case for building it

Chilton Road is not an essential link for vehicles in the local road network because there is a high capacity link which already provides vehicles with the same movement in a safer and equally quick way. Chilton Road is, however, a road which appears convenient to drivers when looking at a map. The screenshot below shows Google map driving directions from Upton to the crest of Hagbourne Hill.



Driving directions between Upton and Hagbourne Hill (Google maps, accessed April 2020)

It shows two options:

- 1 Take Chilton Road – 0.7 miles, 2 minutes driving time
- 2 Take London Road and Hagbourne Hill – 1.1 miles, 2 minutes driving time

While Chilton Road is shorter, it isn't any quicker for drivers. This is because London Road, Hagbourne Hill and their junctions are designed for higher speeds and smoother vehicle flows, with 60 and 50 mph speed limits respectively. Crucially, the junction between the two roads is a roundabout (upgraded recently), which enables more vehicles to flow through it more easily. The junctions at each end of Chilton Road give

way to the main roads, causing traffic to queue at busy times and inviting potentially dangerous behaviour from gap-seeking drivers when joining the main roads.

If Chilton Road did not exist, drivers would not notice the time penalty to their journey, as well as using roads that are better-engineered and therefore safer for vehicles at speed.

Moreover, research into traffic reduction schemes shows that concerns about traffic problems on surrounding roads are usually far less serious than predicted⁵. After an initial period of adjustment, a portion of traffic 'evaporates' through a variety of factors, such as re-routing, changing the time of journey or changing mode. The portion which evaporates varies based on local context; evidence from 70 international case studies (mostly urban but some rural) showed an average figure of 10-20% of the traffic that was previously using the closed road could not be found in the surrounding area afterwards⁶.

⁵ *Reclaiming city streets for people*. 2004. European Commission

⁶ Cairns, Atkins and Goodwin, 2002, 'Disappearing traffic? The story so far.' *Municipal Engineer*, p.13-22

5. The case for improving walking and cycling conditions on Chilton Road

A strategic link between Harwell Campus and Didcot

Didcot to Harwell Campus is a key link to connect a local employment site with a sizable town and transport hub. Around 6,000 people work at Harwell Campus⁷, nearly 27,000 people live in Didcot⁸ and Didcot Parkway station has over 3m passengers per year⁹.

Oxfordshire County Council recognise this important link for active travel. Their Local Transport Plan (2015-2031) includes a cycling strategy to improve connections in the Science Vale area of key employment sites, including Harwell Campus, Milton Park and Culham Science Centre¹⁰. The connection from Didcot to Harwell Campus is a key strategic link in this network, shown in the diagram below from the Science Vale Cycling Strategy.

⁷ <https://www.harwellcampus.com/>

⁸ Census 2011

⁹ Station Usage Estimates, Entries and Exits, 2018-19, Office of Rail and Road

¹⁰ Science Vale Cycling Strategy, Oxfordshire County Council



Comparison with a successful traffic-free route

Route users don't find Chilton Road safe to cycle or walk along

As previously described, current walking and cycling numbers are low on Chilton Road, with 70 cyclists and 30 pedestrians counted per weekday when surveyed in September 2019. That same survey – commissioned by Sustrans to provide baseline monitoring of this route – interviewed 54 current route users about their views on Route 544 on Chilton Road. Findings from these interviews illustrate some key issues:

- When asked if they would recommend this route to a friend, on a scale of 0 (very unlikely) to 10 (very likely), the two highest scoring categories were:
 - + 37% responded 8 (likely)
 - + 20% responded 0 (very unlikely)
- When asked if the route feels safe, opinion was split:
 - + 43% strongly agreed or agreed
 - + 43% strongly disagreed or disagreed
- Among cyclists, 92% described themselves as experienced, regular cyclists

Comparison with the same survey (run in September 2018) on the Bristol to Bath railway path¹¹ – an exemplary Sustrans traffic-free route – highlights how route users answer on a high quality walking and cycling route:

- Would they recommend this route to a friend?
 - + 76% of respondents responded 10 (very likely to recommend to a friend)
 - + No respondent replied with less than a 4 to this question
- Does the route feel safe?
 - + 89% strongly agreed or agreed
 - + 3% strongly disagreed or disagreed
- A greater proportion of cyclists – 29% – described themselves as new, returning or occasional cyclists, while 71% were experienced, regular cyclists.

¹¹ <http://www.bristolbathrailwaypath.org.uk/home.shtml>

Forecasting potential demand

Suppressed demand for 400 weekday and 160 weekend cycle trips

It is difficult to accurately forecast potential demand that is currently suppressed along this route as there are many factors involved, e.g. weather, linked trips, caring responsibilities, storage facilities for cycles at home or work.

One of the main sources of data for forecasting demand is the 2011 Census Journey to Work (JtW) data, which is the most recent available and doesn't take account of recent developments, e.g. A34 slip roads and expansion at Harwell Campus. Moreover, the JtW data is not granular enough to identify commuters between Didcot and Harwell – origin-destination data is published by quite large geographic areas (Middle Layer Super Output MSOA areas).

To develop a reasonable picture of potential demand should conditions on Chilton Road be significantly improved for walking and cycling, there are two sources to estimate commuting and leisure demand. First, potential demand from Harwell Campus employees as the principal employment destination served by NCN544; second, counted cyclists on a nearby traffic-free route – the Phoenix Trail – to benchmark potential leisure trips.

Harwell Campus conducted a travel survey of employees in 2018¹², which revealed:

- Didcot is the largest home postcode of Harwell Campus employees:
 - + 23% Didcot
 - + 15% Wantage
 - + 15% Abingdon
 - + 13% Oxford
- It takes 56% of respondents half an hour or less to currently get to work
- 2.5% cycle currently, 81% drive

¹² Kindly shared with us by Harwell Bicycle User Group

- 31% of respondents would consider cycling
- When asked what might encourage them to cycle to Campus:
 - + More dedicated cycle paths to/from Campus
 - + Safer, better lit cycle routes
 - + Improved safety measures at road junctions

Assuming c.6,000 employees at Harwell Campus, of which 23% live in the Didcot area and 31% of whom would consider cycling. $6000 \times 0.23 \times 0.31 = 428$ potential weekday cycling return commuting trips from Didcot to Harwell Campus.

The Phoenix Trail is a traffic-free greenway between Princes Risborough and Thame¹³. It is ideal for leisure trips, confirmed by count data which is higher on weekends. The average weekend day total for cyclists in 2017 was 165 and in 2018 150, although these figures have significant seasonality – as high as 270 in summer and as low as 40 in winter.

Thus it would be reasonable to forecast that weekday cycle trips could reach c.400 per day, made up of modal shift by Harwell Campus employees plus other journey purposes such as weekday leisure trips or shopping trips by local residents. While weekend cycle trips of c.160 also seems reasonable, with seasonal variation.

Local residents cannot currently cross London Road safely

Forecasting future use by pedestrians is harder still to estimate, and would depend on the type of infrastructure proposed on Chilton Road. Given Chilton Road's location, it is not realistic to predict many people walking to work using Route 544. However, an improved environment for walking and cycling could open this road to more local leisure trips for enjoyment, health and wellbeing.

At a more local level still, the provision of a formal pedestrian crossing of London Road from Chilton Road (where there is none currently) could have a big impact on the *quality* of provision for residents of Upton – and Chilton Road in particular – although it would not have a big impact on the *quantity* of trips on foot.

¹³ <https://www.sustrans.org.uk/find-a-route-on-the-national-cycle-network/phoenix-trail-princes-risborough-to-thame/>

6. Design options

This report has so far set out the current conditions and the case for reducing traffic flows and speeds on Chilton Road to allow an improved environment for walking and cycling.

Sustrans developed three design options to improve walking and cycling conditions on Chilton Road for OCC to consider¹⁴. Following discussions with OCC Option 2: Full Closure was the preferred option on the basis that it provides the greatest positive impact for walking and cycling.

- 1 One-way general traffic with two-way cycle track
- 2 **Full closure – preferred option**
- 3 Two-way cycle street 'Quiet Lane'

This section summarises the two design options which were considered but not taken forward and presents the preferred option in more detail, including concept design drawings.

Junction details

The junctions of Chilton Road with London Road and with Hagbourne Hill are for the most part consistent across all three options. To avoid repetition, they are described once below.

Junction of Chilton Road / London Road / Station Road

A 3m wide shared use path is proposed at the north east corner of Station Road and London Road, leading to a proposed Toucan crossing of London Road. The proposed shared use path will continue on the south side of Chilton Road until users re-join the carriageway.

¹⁴ The three design options underwent a Stage One Road Safety Audit (RSA), in accordance with General Principles and Scheme Governance General Information (GG 119). The road safety audit team were independent of the design team. The options presented in this report have been modified in light of the recommendations made in the Stage One RSA.

Hagbourne Hill and Chilton Road Junction

Junction narrowing and an uncontrolled crossing facility across Hagbourne Hill at the junction with Chilton Road. Rumble strips and cycle activated warning signs are proposed on the approach on Hagbourne Hill, which will encourage vehicles to slow as they approach the crossing.

Option 1: One-way general traffic with two-way cycle track

Option 1 proposes closing Chilton Road to eastbound vehicle traffic entering from Hagbourne Hill, to maintain one-way westbound vehicle flow and to add a two-way segregated cycle track on the northern side of the road. Two-way vehicle movement will be permitted for farm vehicle access and for residents of Chilton Road only.

Pull-out gaps are provided at regular intervals to allow westbound traffic to pass contraflow farm vehicles safely.

Option 3: Two-way cycle street 'Quiet Lane'

Option 3 proposes maintaining two-way vehicle traffic on Chilton Road, while adding frequent speed control measures to make Chilton Road into a Quiet Lane¹⁵. The speed limit must be reduced to 20 mph along the entire length of Chilton Road because legislation requires street lighting where speed humps are installed on a 30mph road¹⁶.

A Dutch-style cycle street with advisory cycle lanes to narrow the effective carriageway is suggested to give cyclists priority as there is not enough road width to use segregated cycle tracks while maintaining two-way vehicle movement.

¹⁵ The Quiet Lanes And Home Zones (England) Regulations 2006
http://www.legislation.gov.uk/uksi/2006/2082/pdfs/ukxiem_20062082_en.pdf

¹⁶ The Highways (Road Humps) Regulations 1999
http://www.legislation.gov.uk/uksi/1999/1025/pdfs/uksi_19991025_en.pdf

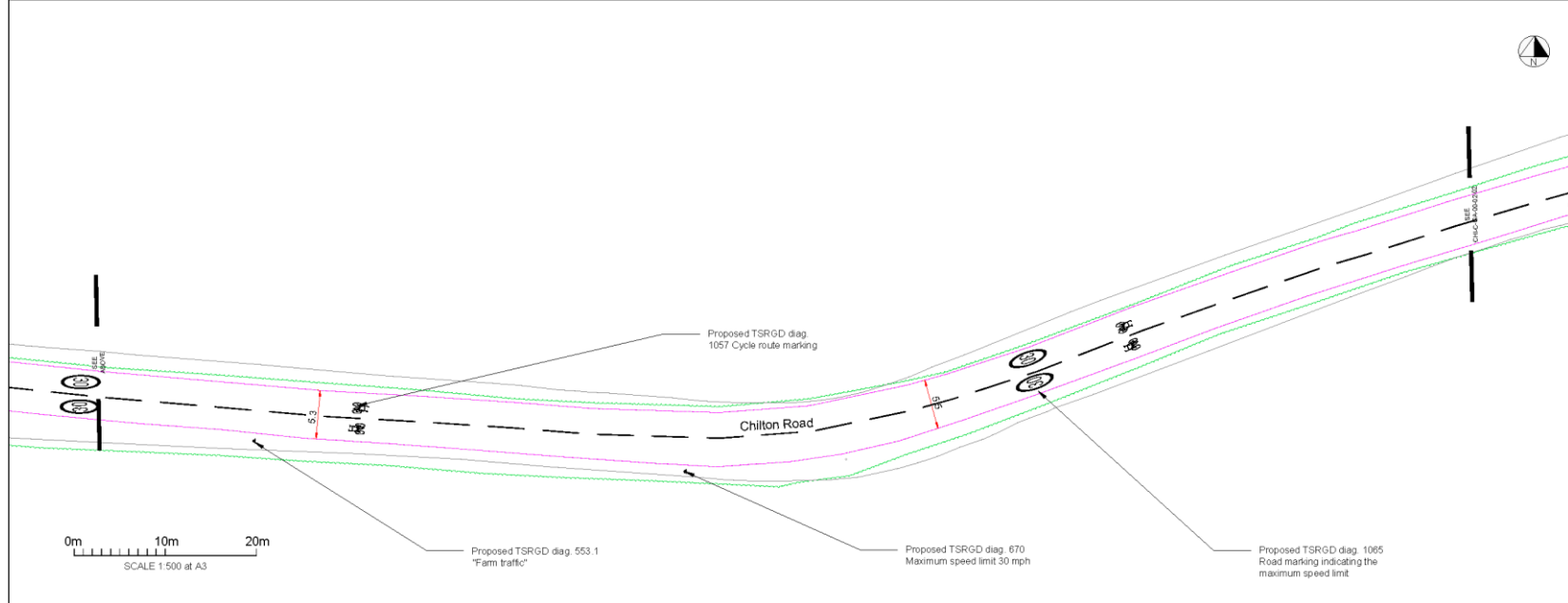
Preferred option: Full closure

The preferred option proposes a full closure of Chilton Road to through vehicle traffic in both directions. This will be achieved with an access control in the form of a chicane on Chilton Road installed 5m east of the Hagbourne Hill junction. Cycle movement is maintained in both directions, however cyclists will have to slow as they navigate the chicane near the junction. The chicane will be wide enough to accommodate non-standard cycles and wheelchairs. Only farm vehicles and residents will be permitted access to Chilton Road – access only to and from London Road.

In the location of the current traffic calming chicane and island near the residential area near London Road, it is proposed that the island is replaced with a gate and 1.5m cycle bypass.

It is proposed that the speed limit is lowered to 30 miles per hour on Chilton Road.

Summary of design options	1: One-way with two-way cycle track	2. Full closure	3. Two-way 'Quiet Lane'	Commentary
Improvement in walking and cycling conditions	✓✓	✓✓✓	✓	Option 2 gives the most significant improvement in safety for walking and cycling and therefore offers the greatest chance of modal shift.
Road safety	✓✓	✓✓✓	✓	No option was deemed unsafe by the Road Safety Audit, but there is a greater risk of vehicles coming into conflict in Options 1 and 3.
Physical traffic calming required	Yes	No	Yes	Some form of physical traffic calming measure, e.g. speed humps, is necessary to slow through vehicles which currently travel over 40mph.
Ease of construction	✓	✓✓✓	✓✓	Option 2 requires the least physical infrastructure.
Cost estimates (inc. 20% contingency)	£202,000	£154,000	£179,000	Option 2 is cheapest as it requires least physical infrastructure.
Deterrent to anti-social behaviour (e.g. fly tipping, travellers)	✓✓✓	✓✓	✓✓✓	Options 1 and 3 retain active use of the road for through vehicles, while Option 2 has the option of a gate at the eastern end of Chilton Road.
Ease of maintenance	✓✓	✓✓	✓	Option 3 includes painted cycle lanes, Option 1 has kerbs and bollards, while Option 2 has gates with keys.
Emergency access in case of blockage of Hagbourne Hill	✓✓	✓	✓✓✓	Option 3 retains through vehicle movements in both directions, although slowed by speed humps. Option 1 retains only westbound through vehicle movement. Option 2 prevents all through movement, but barriers could be modified.




Key:	
	Proposed resurfacing of verge
	Proposed planting / SU/Ds
	Proposed vehicle activated sign detector loop
	Proposed dropped kerb
	Proposed kerbs
	Existing kerbs
	Proposed white line marking
	Existing line markings
	Proposed speed control rumble strips
	Proposed chicane
	Proposed sign post and sign
	Existing tree

Notes:	
1.	Vehicle Activated signs (VAS) proposed at the cycle refuge to the east and west of Hagbourne Hill on Chilton Rd.
1.1.	VAS are activated when a cyclist stops over the detection loop
1.2.	VAS sign to be set positioned 80 metres from junction
1.3.	The digital signs located on Hagbourne Hill will display a warning message to oncoming vehicles as they approach the junction
1.4.	The message will indicate for cyclists to slow down and warn that cyclists are crossing ahead
2.	Improve cycle crossing facilities at junction
2.1.	Tighten cycle priority to improve vehicle turning speeds
2.2.	Improve speed limit of 30 mph on Chilton Road
2.3.	89th percentile speed is 43 mph on Chilton Road
2.4.	A road closure completely mitigates the danger of collision between vehicles travelling at high speeds and vulnerable road users such as cyclists and pedestrians

General Notes:	
1.	All dimensions in metres, unless otherwise noted.
2.	Do not scale off plans.
3.	Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
4.	On order reference to BS 6841
5.	Levels in accordance with BS 6841
6.	This drawing is to be read in conjunction with all other relevant drawings and specifications.
7.	All work shall be carried out in accordance with Oxford County Council standard practice and health & safety requirements and regulations.
8.	The provision of services is based on information provided by other parties at date of issue of this drawing only. The contractor shall be responsible for confirming work to be undertaken in accordance with Chapter 8 parts 1, 2 & 3 of the Traffic Signs Manual, Section 4 Street Works and the Works Code of Practice 2013 and any other relevant legislation.
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10.	This drawing has been produced under the CAD 2015 Regulations. The client is directed to their duties under Regulation 4 of CAD 2015. The client is directed to ensure that the drawing is not used to provide any information or right of inspection or any other persons to visit sites, either directly or indirectly, without the client's written permission in the site and vicinity of the works and Sustrans assumes no liability for unauthorised use or extension of the information contained herein.
11.	The drawings are the work of the design team and are intended for the project drawing only.
12.	For further information on drawing and design requirements, see design log on sheet 1 of 4.
13.	This drawing has been produced to be used in scale, for the sheet size specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.

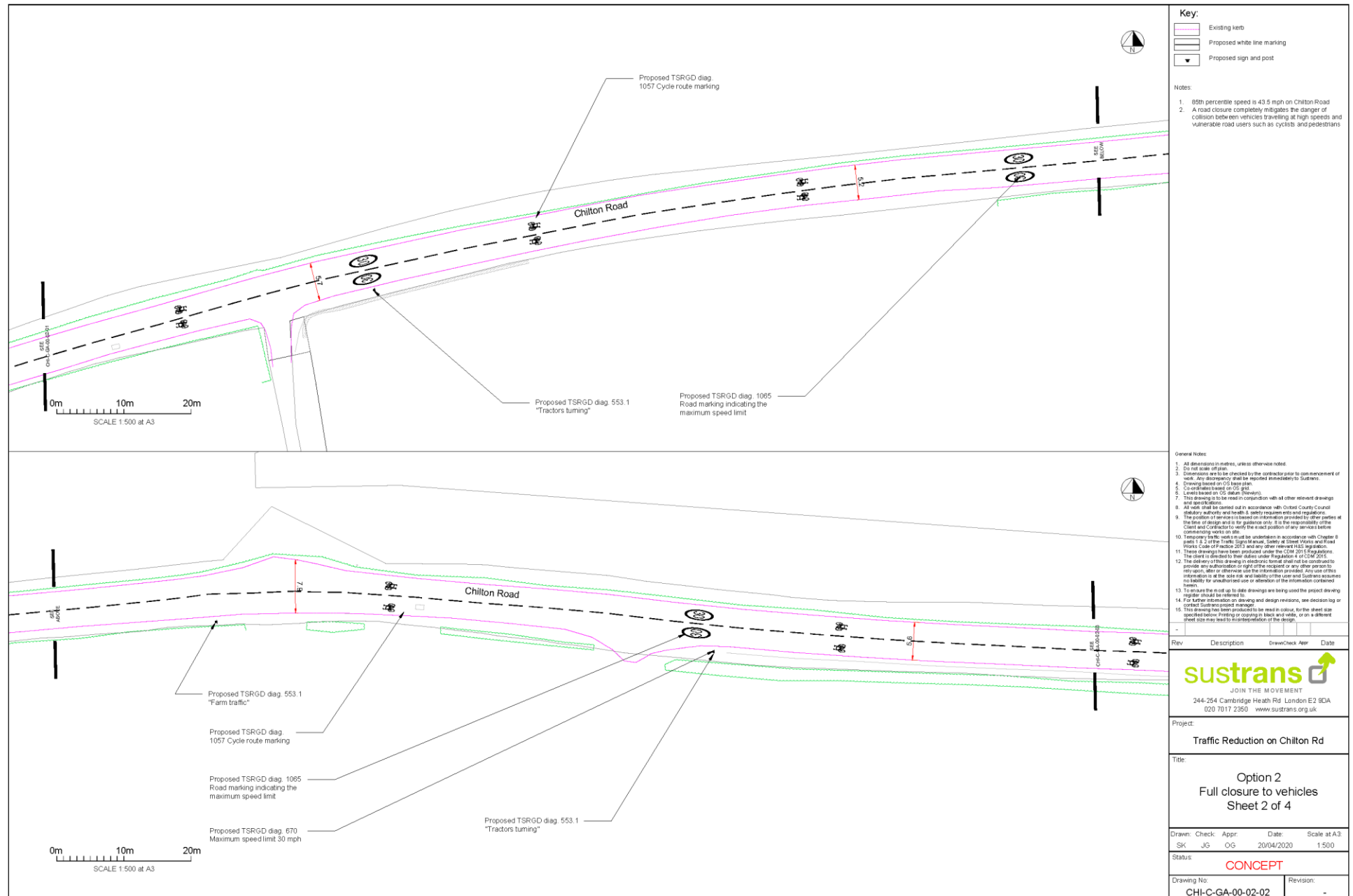
Rev	Description	Drawn/Check	Appr	Date
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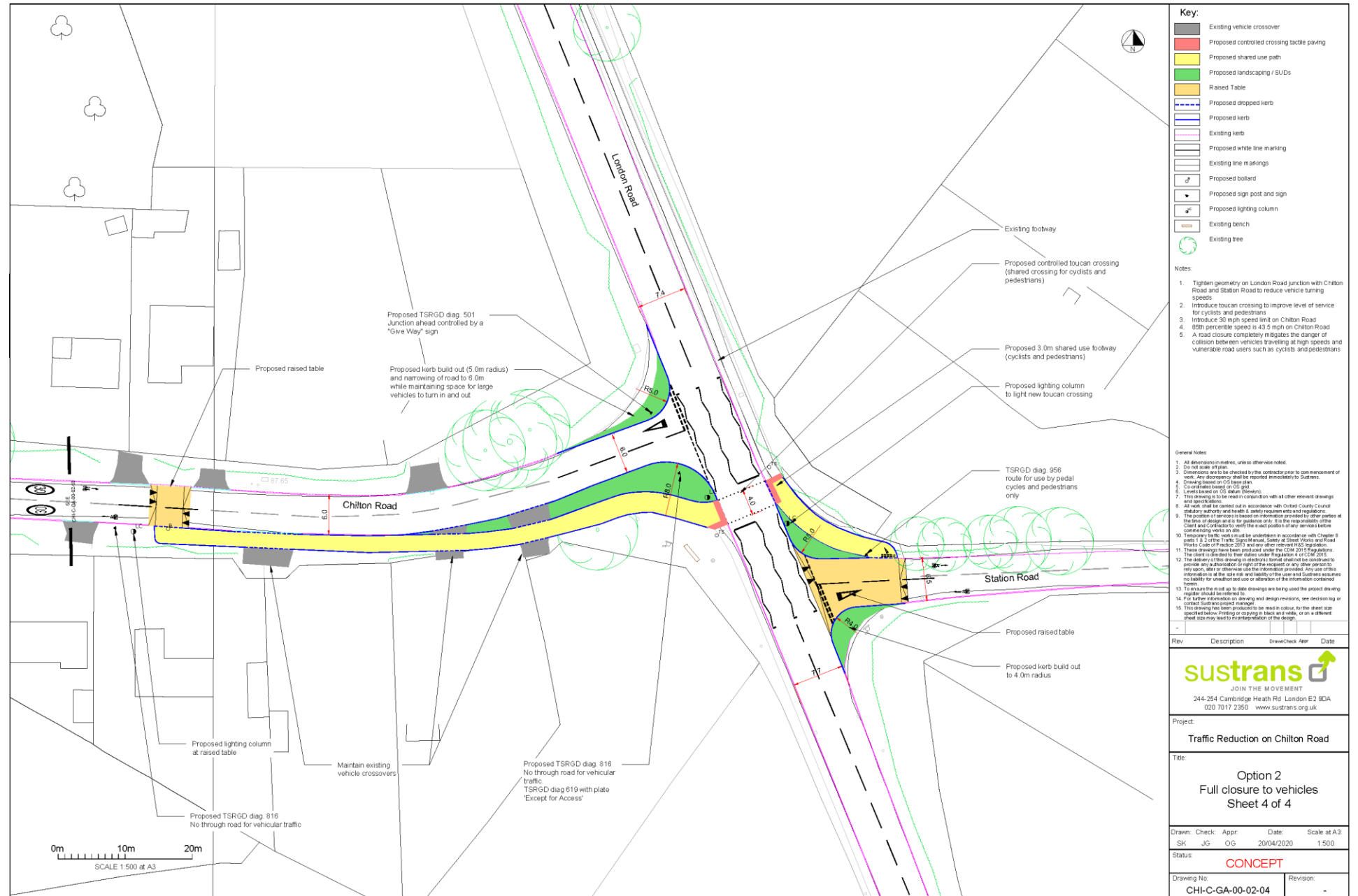


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Project:	Traffic Reduction on Chilton Rd
Title:	Option 2 Full closure to vehicles Sheet 1 of 4
Drawn:	Scale: A3
Check:	1:500
Appr:	
Date:	20/04/2020
Status:	CONCEPT
Drawing No:	Revision:
CHT-C-GA-00-02-01	





Rev	Description	Drawn/Check	Appr	Date
-				

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Traffic Reduction on Chilton Road

Title:
**Option 2
Full closure to vehicles
Sheet 4 of 4**

Drawn: SK Check: JG Appr: OG Date: 20/04/2020 Scale at A3: 1:500

Status:
CONCEPT

Drawing No:
CHI-C-GA-00-02-04

Revision:
-

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - In principle I do not object providing the proposed measures are all implemented as described.</p> <p>For instance I would not wish to see the 30 mph speed limit along Chilton road extended if the road closure aspect was removed. With regards to the Toucan crossing can I assume that the necessary speed monitoring has already taken place and that it supports such a crossing at this location. The design fully complies with current guidelines.</p> <p>In relation to the Gate feature part way along Chilton Road. This must be highly visible during darkness in order to avoid a cyclist from hitting it. I am aware of a small number of incidents where riders unfamiliar with a location have failed to see a gate/barrier, resulting in serious injury or death. The Gate feature I recognise as an important fixture to help self-enforce the restriction on this road.</p>
(2) Upton Parish Council	<p>Raised Table Traffic Calming - Object</p> <p>A 30mph speed limit for the whole of Chilton Road is supported, even though for the most part there will be no traffic. However, the speed limit must apply to all wheeled vehicles including bicycles.</p> <p>Banning turning movements from Hagbourne Hill will stop accidents occurring at this junction.</p> <p>Traffic calming is welcome regardless of who is using the road. This should help protect walkers & riders.</p> <p>A gate feature is welcome, although there are concerns about the design & that some may see this as a challenge, rather than an access/safety feature.</p> <p>Raised platforms in Chilton & Station Roads relating to the Toucan crossing on the A417 - these are not considered necessary nor beneficial in any way, together with additional street lighting, which would be unwelcome in a dark rural area.</p> <p>Other concerns raised:-</p> <p>The condition of Hagbourne Hill (north) & it's unsuitability to carrying increased traffic.</p> <p>Increased cycle traffic through the village of Upton - this is already causing problem with walkers, particularly at the pinch point of the embankment off ramp at Chapel Furlong. The cycle route should be rerouted away from houses if at all possible.</p>

(3) Chilton Parish Council	<p>Concerns - The top of Hagbourne Hill is a serious problem area, the interchange at the top has not been adequately considered. Hagbourne Hill is a fast road and with the closure of the Chilton Road there will be an increase in traffic, which will make it more difficult to cross easily. There is a lack of a safe crossing for cyclists and pedestrians and the traffic calming chicane at the junction will not provide this.</p> <p>None of the 3 proposals in the report adequately addresses this issue, also the report does not consider the use of the Lynch Way as an option and it should have been.</p>
(4) Harwell Parish Council	<p>Support – regarding the A4185, could an amendment to the Order be considered to reduce the speed limit down in line with what is proposed for other local roads in the Order, eg to 30 mph ideally but if not, to 40 mph?</p> <p><i>(Concerns were also raised regarding the local speed limits order - which although outside of this consultation will be reviewed by Officers of the Traffic & road Safety Team.)</i></p>
(5) Vale of White Horse District Council	No objection
(6) Local County Cllr (Hendreds and Harwell Division)	<p>Support – I am in support of the works as described.</p> <p>However, I am noting here, my concern about the stature of Hagbourne Hill from the new roundabout to the top of the Hill, (which crosses the exit from Chilton Road). As this road is planned to take GWP and Valley Park Growth, I believe this piece of road is not fit for purpose.</p> <p>The road is not wide enough for the HGVs and Farm vehicles. There have been two serious accidents on this stretch, one fatal.</p> <p>The large vehicles fall off the side of the road, creating gullies on either side which cars can get stuck in. The failed edge was recently fixed, but I expect it will soon have gullies on either side again.</p> <p>It needs widening and, if possible, straightening.</p>

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	The poor road means that many vehicles still use the A417 via Rowstock and this will continue and cause more issues at Rowstock, which the Hagbourne Hill route was meant to fix.
(7) Local MP (Wantage)	<p>Concerns - The residents of Upton (who have been in touch) firstly objected to the temporary closure of this road which was brought in under Covid-19 measures. They have been trying to get this temporary measure lifted only to then be informed by the Council that they intended the measure to be permanent and introduced a four-week consultation. Again, as I am sure you are aware, they believe this is a very short time for the consultation to be carried out during a lockdown with no possibility of a public meeting to discuss the proposals. A number of villagers feel excluded by not being able to attend meetings due to the lack of the necessary technology.</p> <p>I understand that the consultation is considering one option only put forward by Sustrans. Some of the residents feel that the consultation is a token gesture as no other options are being put forward and is in effect a done deal. I should be grateful to know why no other options are being considered.</p> <p>An alternative option suggested by one resident “utilising the existing Lynch Way track – as mentioned in Harwell Campus Cycle Club (Harbug) would elevate the need to close the Chilton Road part of the N544 cycle and walkers route that crosses the A417 and the busy Hagbourne Road”.</p> <p>The concerns are the increase in the speed of traffic through the village since the temporary closure; the impact a permanent closure will have on the village as a whole as well as on the ability of farmers to enter their fields with their large machinery (combines etc) and the loss of trade to the George and Dragon Pub, which they believe will lead to the pub becoming unviable and therefore a valuable amenity to the village having to close permanently.</p> <p>I should be grateful for your confirmation that all the villagers’ representations will be given equal weight during the consultation and for your comments on the particular questions and concerns raised above.</p>
<i>[A1. Online Objections & Concerns]</i>	
(8) Resident (East Hagbourne)	<p>30mph Speed Limit - Object</p> <p>Banned Turning Movements - Concerns</p> <p>Traffic Calming Chicane - Concerns</p>

CMDE8

	<p>I cycle Hagbourne to Harwell Oxford regularly and Chilton Hill is by far the worst section. As shown in your consultation papers, it makes very little difference to traffic and only would only have a perceived effect on people coming from Reading way (if driving from West Hagbourne it is already MUCH quicker to go up Hagbourne hill than to turn at the pub in WH to go up Chilton Road..</p> <p>This would be a HUGE improvement to the local cycling network.</p>
(9) Resident (Abingdon)	<p>30mph Speed Limit - Object Raised Table Traffic Calming - Concerns</p> <p>I would definitely cycle to work more, if no cars were allowed on Chilton Road.</p>
(10) Resident (Blewbury)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>There is a perfectly well established cycle route from Upton to Chilton already, that goes underneath the A34 at a Chilton.</p> <p>Creating any change to the road as planned will result in more deaths, more environmental damage, and a drastic waste in public funding.</p> <p>Deaths will occur as cyclists will cross with ease and confidence, but the occasional driver will be speeding, as this road has always been open. There will be the unfortunate opportunity for a road accident here.</p> <p>Environmental damage will occur due to the extra mileage driven by each car. They will also break and accelerate more at the roundabout. As well as increase pollution by driving up the hill from the roundabout. A hill which otherwise is avoided if the previous road layout is unchanged.</p>

CMDE8

	<p>There is a serious waste in public funding, as a route already exists along byways and the old railway from Upton to Chilton. It takes less time to travel and passing through an underpass at Chilton to Harwell.</p> <p>This pre-existing route is also more pleasant to cycle on, with more greenery. But more importantly it avoids a hill which the proposed route would go over at the water treatment plant. This will make the existing route easier and more likely to be adopted by cyclists, as it provides less of a challenge.</p>
(11) Resident (Blewbury)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>There is absolutely no need for these restrictions. The decision to use Covid legislation to stop use of this road by vehicles is both disproportionate and probably illegal. The act was not meant to be used to promote cycling! These proposed measures are simply anti car use without any evidence to support the need for them.</p>
(12) Business (Brightwell cum Sotwell)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Raised Table Traffic Calming - Object</p> <p>Closing Chilton Road to vehicular traffic is not necessary and we object to this closure. It is already one of the safer roads in the area to cycle. A traffic calming measure was installed a few years ago that helped and we would have supported, however closing the road is causing unnecessary inconvenience to motorists.</p> <p>It is a residential road and so is already clear to drivers to drive with more care at 30mph.</p> <p>If OCC has evidence to suggest drivers are driving too quickly along Chilton Road then install a speed camera to change behaviour, don't close the road. Far better economically.</p>

CMDE8

	<p>By closing this road vehicles are forced to take a longer route to the A34 which makes no sense resulting in greater emissions.</p> <p>Many Sustrans cycle routes share roads with vehicles already. They do not need to be exclusively for cycles/pedestrians.</p> <p>Poor use of public funds.</p> <p>Inadequate publicity for such a drastic act. There are no signs telling motorists why Chilton Road is currently closed to vehicular traffic. We had assumed it was temporary to allow works for utility providers until a friend alerted our business to the intention of OCC.</p>
(13) Resident (Wantage)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object</p> <p>This project is a total waste of money. You are disadvantaging 3000 existing road users for a hypothetical 400 cyclists and walkers.</p> <p>I know you want to save the planet but this will have no effect and be a complete and utter waste of money time and resources which could in the current environment be better spent elsewhere.</p> <p>If you do go ahead and effectively close the road, why waste money on the 30mph limit? There will be so little traffic that it won't be necessary. It's just a vanity project.</p>
(14) Resident (Chilton)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object</p> <p>The cycle crossing on Hagbourne Hill is in a dangerous location, with a steep gradient on the road it crosses. There is an alternative route for cyclists from Upton to Chilton via the Lynch Way (junction with A417 close to the George and</p>

	<p>Dragon pub) and Dene Hollow into Chilton village. This avoids the gradients on Hagbourne Hill and there is an existing Pegasus crossing at the foot of Hagbourne Hill in Chilton to give access to the cycling route to Harwell Campus and Wantage.</p> <p>Hagbourne Hill is unsuitable for heavy traffic, because of the gradients and the narrow carriageway (as narrow as 5.9 metres on the Sustrans diagram with the consultation, ref CHI-C-GA-00-02-01). This is despite being a road with no weight or width limits so is used by heavy goods vehicles.</p> <p>A more suitable route for traffic using the new Harwell Link Road (B4493) to go to Harwell Campus or the A34 junction at Chilton is via the A417 to Rowstock and the A4185 to Harwell Campus and Chilton. This is using A roads of suitable width for heavy traffic, rather than the narrow and steep Hagbourne Hill.</p> <p>Hagbourne Hill is a glorious entry to the North Wessex Downs Area of Outstanding Natural Beauty, and should be designated as a 'quiet lane' with a 20mph speed limit for enjoyment by pedestrians, cyclists and horse riders as well as light motorised traffic.</p> <p>Our County Councillor, Mike Fox-Davies, has said that Hagbourne Hill is 'not fit for purpose'. In 2008 Halcrow Group produced a 'Chilton Link Initial Route Assessment' for Oxfordshire County Council which examined online improvement along the existing route and an offline improvement close to the A34.</p> <p>The assessment concluded: "In comparing the online and offline options it is evident that the offline option is significantly less environmentally damaging than the online solution, because of the very much reduced amount of earthworks and associated scarring of the landscape. Therefore the offline option is the preferred is the preferred indicative route."</p> <p>Instead of that the northbound slips roads at Chilton were proposed as a solution with all traffic from Didcot to Harwell Campus being expected to use the A4130 to Milton Interchange and the A34 to Chilton. The simpler improvements to Hagbourne Hill were then added with no environmental impact assessment. This policy has now proved to be ineffective, and the route over Hagbourne Hill should be downgraded to use by traffic more suitable to its topography and status in the AONB.</p>
(15) Resident (West Hagbourne)	<p>30mph Speed Limit - Object</p> <p>Banned Turning Movements - Object</p> <p>Traffic Calming Chicane - Object</p>

CMDE8

	<p>Raised Table Traffic Calming - Object</p> <p>I live very locally to the proposed closure and exercise in the form of walking, running and cycling are my main hobbies. Since the road has been temporarily closed it has been so much safer to access the cycle route through to Hagbourne Hill. Previously, although there was a 40mph speed limit, this was often ignored and accessing it for recreation was just not a safe option.</p> <p>I travelled this route approximately 8 times since the temporary closure and the amount of people who are using it has increased hugely. I have also noticed that there are families with pushchairs now using it to access Hagbourne Hill farm bridleway and young children on bikes and scooters.</p>
(16) Resident (Upton)	<p>30mph Speed Limit - Object Banned Turning Movements - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>I think the whole scheme is unnecessary and ill conceived. No consideration has been given to the farmers having access to their land on the south side of Chilton Road. It will be a serious problem manoeuvring their huge machinery, ie bales, corn cart, having to open and close gates hundreds of times a day. We are a rural community with farming at the heart of the village. The enormous cost (£154k)* for the benefit of 10 cyclists per day cannot be justified. Your statistics state there have been no accidents in the last 4 years. It is very strange that within a few days of Chilton Road closing there was a fatality on Hagbourne Hill and also a second serious accident involving 2 cars, one turning over, in the same location. It was thought that this had been a subsequence of the closure of Chilton Road. There was NO consultation with the Parish Council or villagers that this road was going to be closed. We woke up one morning to find it barriered off and would be closed for 18 months. Normally there is prior warning that 'this road is going to be closed'. No such thing. Why did it need to be closed for this length of time. I cannot think of any other situation in Oxfordshire where a road has been closed at a drop of a hat for such petty reasons</p> <p>* this could be better spent on filling the pot holes in the area.</p>
(17) Resident (Upton)	<p>30mph Speed Limit - Object Traffic Calming Chicane - Object</p>

	<p>Toucan Crossing - Object</p> <p>Living in the village for many years it is vastly apparent that many road users have blatant disregard for speed limits and the surroundings.</p> <p>The current measures have been a blessing and keep traffic from using the village as a rat run up to Harwell and A34. This village particularly has a huge amount of walkers and cyclists all year round, and the recreation park is a huge draw, Station Road and Chilton Rd have long been accidents waiting to happen. Its nice to see action being sought on one area before an accident or worse happened.</p>
(18) Resident (Wantage)	<p>30mph Speed Limit - Object Traffic Calming Chicane - Object Raised Table Traffic Calming - Object</p> <p>I strongly support the proposal to FULLY CLOSE Chilton rd to motor traffic.</p> <p>Speaking as a driver, the temporary/test closure did not affect my journeys in the area at all.</p> <p>Speaking as a cyclist, having the road as a temporary cycleway during 2020 has been fantastic! I'm nervous of busy rural roads; this cycleway opened up many journey possibilities to the East of me, and has been a critical part of several trips I've taken this year. Please make it permanent.</p>
(19) Resident (Didcot)	<p>30mph Speed Limit - Object Toucan Crossing - Concerns</p> <p>I regularly, at least 2-3 times a week in the present circumstances, cycle on the Chilton Road link as part of cycle route 544.</p> <p>I am course in favour of the development and the permanent closure to motorised vehicles along the Chilton Road, and so many of the proposals seem sensible. A couple of things stood out that maybe should be considered.</p> <p>The proposed toucan crossing needs to be as close as possible to the Chilton Road and Station Road junctions, essentially in-between those so it actually gets used properly. I have never measured the distance but I am hoping the 12m south of the Chilton road junction is between, if not, it should be. I would also ask you to consider a zebra instead</p>

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	<p>of the toucan crossing.</p> <p>The issue I objected to was extending the 30mph speed limit to the Hagbourne hill round about. I don't think this is the best solution and needlessly impact drivers. What should happen is that along part of that section of the A417 to the junction to West Hagbourne village, the path needs to be expanded so that both pedestrians and cycles can use it. The verge appears wide enough to do that in 90% of that stretch. This will save any cyclists coming from that direction having to cycle on the main road section.</p>
(20) Resident (Upton)	<p>30mph Speed Limit - Object Raised Table Traffic Calming - Object</p> <p>I TOTALLY SUPPORT the closure of Chilton Road to give the following benefits Improved quality of life for road residents Improved road safety (replacing right turns into busy roads with use of Hagbourne Hill roundabout) Improved safety for cyclists and pedestrians using Chilton Road Improved safety & easier access for farm vehicles using Chilton Road (esp. during harvest) Wider community benefit by the provision of a safe cycle way to Harwell Lab. site and beyond.</p> <p>The features I have objected to are, in my view, not required as they target traffic which will be non-existent and so are a waste of resources. The raised platforms also present a hazard to cyclists. If Chilton Road is to be restored to a rural lane then street furniture and like features should be minimised.</p>
(21) Resident (Didcot)	<p>30mph Speed Limit - Object</p> <p>As a runner and cyclist I use this Chilton Rd to get to and from work and the proposals I have supported would make this a much safer journey to work. I do not support the 30mph limit option as, being a remote location, would be ignored by vehicles as they always used this road as a short cut when it was previously open and had little regard for the limit then.</p>
(22) Resident (Appleford)	<p>30mph Speed Limit - Object</p> <p>As a regular user of NCN 544 as a cyclist I strongly support the permanent closure of the Chilton Road to motor traffic along the stretch of this road past the housing from the Upton end.</p>

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	<p>The temporary closure has been a godsend to both cyclists and walkers to allow safe traffic free passage from Upton to Hagbourne Hill and beyond.</p>
(23) Resident (Harwell)	<p>30mph Speed Limit - Object</p> <p>Currently the Chilton Road is closed to through traffic. If I understand the proposal correctly, it will become a one way street. The route works much better for walking/cycling with the road closed to through traffic. The current measures should stay in place. Traffic should continue to be routed via the A417 and Hagbourne Hill.</p> <p>Chilton road is a steep hill for cyclists to climb and this is done more safely in the absense of vehicular traffic.</p> <p>If the road must be opened then only a left turn should be allowed at the junction with Hagbourne Hill as visibility at this junction is poor and any traffic wanting to turn right would most likely to use the A417 Additionally, make the road a 20mph zone to further discourage traffic if it must be reopened to traffic</p>
(24) Resident (Wantage)	<p>30mph Speed Limit - Object</p> <p>As a cyclist living in Wantage this is a route I regularly use for commuting and pleasure.</p> <p>A completely traffic free cycle route would be a fantastic addition to the local infrastructure, allowing families, young and old, and individuals access to a safe, environmentally conscious and healthier life style. I strongly support HarBUG's position in supporting the Full Closure option with signalised crossing of the A415 London Road.</p>
(25) Resident (Blewbury)	<p>Banned Turning Movements - Object Traffic Calming Chicane - Concerns Gate Feature - Concerns Toucan Crossing - Concerns Raised Table Traffic Calming - Object</p> <p>Yet more waste of money this road is very sparsely used by walkers or cyclists and is bad for the environment as cars who do use it frequently now have to travel much farther money would be far better spent fixing the roads</p>

(26) Resident (Chilton)	<p>Banned Turning Movements - Object Traffic Calming Chicane - Concerns Gate Feature - Object Toucan Crossing - Concerns Raised Table Traffic Calming - Concerns</p> <p>I object to this road closure proposal. By shutting Chilton Road you are making Hagbourne Hill even busier instead of dispersing traffic. The speed limit is currently 50mph on Hagbourne Hill and I feel it is a terrible mistake to make this a cycle crossing due to the fast flow of cars and the potential for accidents. This road is only going to get busier due to the increased number of households from Didcot accessing the A34 and therefore it is just waiting for more accidents. There are also many cycle routes already in place to access Harwell Campus which include the Holloway, Lynch way and the Winnaway. I'm not sure why cyclists feel they can't share the road with other road users however if this is the case why hasn't a cycle route alongside the Chilton Road been discussed? A perfect example is the cycle way in Radley- this route could be parallel to the road. I would urge you to reconsider this proposal.</p>
(27) Resident (East Hagbourne)	<p>Banned Turning Movements - Object Gate Feature - Object</p> <p>There is a vast increase of traffic using Hagbourne hill already., travelling at excessive speed coming over the hill from Chilton There have already been 2 accidents, including 1 fatality. Queues will form at certain times Farmers will have great difficulty moving vehicles into their fields, almost impossible</p>
(28) Resident (West hagbourne)	<p>Banned Turning Movements - Object</p> <p>Since the temporary closure of Chilton Road the speed of traffic coming over Hagbourne Hill from Chilton has increased noticeably -to dangerous levels -as there is no traffic turning right into Chilton Road to slow it down. There has already been one accident -leading to a fatality -caused by speed.</p>

	<p>Also -once "normal " life resumes there will be a huge increase in traffic on Hagbourne Hill --and the road is not good enough to take this. Having Chilton Road as an option reduces the volume considerably</p> <p>Crossing the road from the Icknield Way to Chilton Road is now very dangerous indeed due to the speed of traffic</p> <p>The closure of Chilton Road will impact on the need to access fields with agricultural machinery</p>
(29) Resident (West Hagbourne)	<p>Banned Turning Movements - Object</p> <p>Traffic Calming Chicane - Object</p> <p>Gate Feature - Object</p> <p>Raised Table Traffic Calming - Object</p> <p>There are a number of reasons to objecting the current proposals from my point of view, the main one being the difficulties caused at the junction of Chilton Road and the cycle route which is also access to my home.</p> <p>Following the recent improvements to the Hagbourne Hill to Chilton village road and the new entrances/ exits for A34 the speed and volume of the traffic has increased somewhat (accidents already including sadly a fatality) making it very difficult when trying to join the carriageway by car let alone pedestrians/cyclists/family groups trying to cross to Chilton Road.</p> <p>My understanding from drawings that there will be an increase of signage thus potentially obscuring the visibility further, which currently is an issue. I am also aware that traffic is not to full capacity due to the pandemic so this is only going to increase in volume as time goes on thereby adding to the problem.</p> <p>Also from a working farm prospective the option of a total closure will cause considerable difficulties both with access to farmland for machinery throughout the year let alone busy harvests and with maintenance of hedgerows etc.</p> <p>Chilton Road is used by us in order to reduce difficulties with larger loads e.g straw lorries, corn trailers avoiding crossing lanes/obstructing by turning left down Hagbourne Hill.</p> <p>After safety issues another worry (expensive too if occurs on our property!) is the increased risk of traveller encampments and fly tipping (which has increased greatly in recent months).</p> <p>I understand the need to encourage cycle and other means of pedestrianisation so strongly feel that the option to have Chilton Road as a one-way traffic route is a more realistic solution to suit all groups who are impacted by the decision being made.</p> <p>Having had discussions with a council member and Sustrans I asked if a similar situation of a road being permanently closed to traffic in the past few years, in Oxfordshire could be shown as an example of how it might appear now but no response as yet?</p>
(30) Resident (Upton)	<p>Banned Turning Movements - Object</p> <p>Traffic Calming Chicane - Object</p>

Gate Feature - Object
 Toucan Crossing - Object
 Raised Table Traffic Calming - Object

Closing the Chilton Road to vehicular traffic some three thousand a day with no reported accidents is not logical as only a few cyclists a day less than 5 in the winter use it and around 30 cyclists a day in the summer months
 Two crossings in the N544 route to the Harwell Campus would be required firstly at the top of Hagbourne Hill (no mention to how this is to be affected within OCC documentation)!
 To have a Toucan crossing at the station / chilton road A417 will not serve to slow traffic through Upton - their is clear vision to all drivers - no reported accidents it is therefore a safe road to cross!

In the winter of 1962/63 Hagbourn hill was closed for 6/8 weeks due to ice and snow the Chilton road was invaluable for workers to the Harwell Campus

Covid 19 will be over within the next year,
 Home office working will greatly reduce road traffic,main office times will be short
 To a few hours a week!
 Missing link this statement is untrue other parts of the N544 route uses roadways in Ginge on its route to Wantage

Traffic calming is required to Upton Village A417
 walkers,cyclists,horses cross from Prospect Road to the Lynch way track (a byway)
 Persons have to listen for traffic - an increase to electric vehicles that are silent!

Average speed cameras through the village might slow the traffic -

What survey has been carried out to the effect on our very Local pub to a Chilton road closure- any much needed lunchtime trade would be greatly diminished has this at all been a consideration - lunchtime meals from the Harwell Campus are phoned through and ready for when persons arrive
 Sustrans for communities might have the answer!

Upton people welcome all visitors cyclists and walkers to make use of the scenic downs - however the village should not be allowed to be over run to such use!

Sustrans grant to upgrade the by way - Lynch Way Track! Would be I believe money better used and only one busy road crossing not two

Hagbourn Hill two bad accidents since the Chilton Road has been closed one fatal
Open up the Chilton Road

From the N/W of Didcot a new road has been built finishing at the Kingswell Hotel on the A417 alongside this new road is new cycle track which leads to nowhere, what are the proposals for the extension to this cycle track! is this also to be a future cycle route to Chilton and the Harwell Campus.

Should this be the intention then why is the quiet village of Upton to be used as a conduit for possibly hundreds of cyclists and many walkers from the expanded

Garden town of Didcot

Upton village welcomes cyclists and walkers however the scheme takes in no impact assessment to the future use should the Sustrans scheme at all go ahead

Due to Covid the village has not been able to hold meaningful meetings or able to canvass in the normal way 17 houses in the Chilton Road is only one tenth of the houses in the village as 170

The Chilton Road is a medieval cartway between two villages - between two villages
And are interconnected with relations

Why close a local community route used by 3000 vehicles per day with no reported accidents over the last ten years

It proves that both vehicles and cyclists can interact with safety

By utilising the Lynch way track there is a safe way to cross the A34 at Chilton village

Thus not having any sort of cycle walker crossing at the top of Chilton Hill.

The Lynch way track is a cycle route to the Harwell Campus as mentioned in the Harwell Campus cycle club (Harbug)
should they have two routes from Upton Village

This route has only one road crossing A417

Public money would be better spent on this existing route for the very few cyclists

Additional Speed measures through the Upton Village A417 is a thought

I strongly object to any proposals by Sustrans and the OCC on the above grounds

And with no reported accidents in the last ten years to the Chilton Road it must

Provide a safe passage for walkers ,cyclists,and motorists

The Farmers are in uproar - gates will not be workable - farm implements have got massive

Some traffic restrictions might effect vehicles - weight limits - no thoroughfare to A 34

	I object to the closure of the Chilton Road on the above basis. The village requires the Chilton Road open
(31) Resident (Blewbury)	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>The use of emergency legislation used to close this road goes beyond the intended use of emergency legislation and d fails t9 provide full clarity and openness to all users. This in my view is a miss use of the legislation. OCC has failed to provide any cost benefit or any Documentation or evidence to support this road closure, in fact a recent study of movement suggest that it would benefit a maximum of SIX people and would disrupt over 200 cars which my make use of car sharing etc. The additional impact on extra emissions made from longer stop start journeys has not been taken into account.</p> <p>I will also copy this response to the local MP as I do believe that OCC is mis using emergency legislation to rail road this change through.</p>
(323) Resident (Blewbury)	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <ol style="list-style-type: none"> 1. The road going up Hagbourne Hill is too narrow for the amount of traffic it carries, especially now that the new Harwell link road is open. The lorries and heavy traffic are churning up the sides of the road and making the road surface hazardous. 2. The road going up and down Hagbourne Hill contains hazardous bends making the passing of lorries and heavy traffic on a narrow carriageway very dangerous. 3. Hagbourne Hill road is not fit for purpose. Chilton Road always took traffic from Blewbury and the A417 to relieve the traffic on Hagbourne Hill Road. 4. The toucan crossing is on the main A417 road and traffic building up at a stop will mean cause accidents for

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	<p>oncoming traffic as the road from both directions is obscured by the hill.</p> <p>5. The toucan crossing will prevent emergency vehicles from getting through on the narrow section of the A417 through Upton.</p> <p>6. The toucan crossing will become a major hazard for the smooth flow of traffic through Upton.</p> <p>7. Although Chilton Road is a temporary cycle route, cyclists still use Hagbourne Hill causing major tailbacks and slow traffic.</p> <p>8 Hagbourne Hill has already been the scene of one fatality due to the road being unfit for purpose. The installation of bollards on the bend is not enough to make the road safe for all traffic users.</p>
(33) Resident (Upton)	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object</p> <p>We are objecting to the proposals on traffic and pedestrian safety grounds. Since the Chilton Road has been closed to vehicles we have seen a significant increase in speed of traffic on the A417 through Upton and on the top of Hagbourne Hill because there is no reason for vehicles to slow down to allow traffic to turn onto the Chilton Road from either direction. We also have concerns about the speed in which some cyclists leave the current Sustrans route at Chapel Furlong and proceed through a residential area on Fieldside without due care and attention to residents who often don't hear them coming and are expected to get out of their way.</p>
(34) Business (West Hagbourne)	<p>Banned Turning Movements - Object Gate Feature - Concerns</p> <p>Little consideration is given to farm traffic having to turn out onto Hagbourne Hill, with no possible access to travel down the road from Chilton.</p> <p>Turning sharp left onto the hill from Hagbourne Hill Farm, with a combine harvester, tractor with loaded trailer or large farm vehicle is extremely dangerous.</p> <p>Is there any way that this can be put in for consideration?</p>
(35) Resident (Upton)	<p>Banned Turning Movements - Object Gate Feature - Object</p>

	<p>I am concerned that the pedestrian/cyclist crossing at the top of Chilton Road has not been carefully considered. Visibility is poor for vehicle drivers using the hill road, and the pedestrians/cyclists trying to cross.</p> <p>The road up the hill is increasingly busy - ironically because of the closure of Chilton Road. The closure of the junction from Hagbourne Hill into Chilton Road has removed the need for many vehicles to slow - traffic speeds have increased on the road. There have been two serious accidents on Hagbourne Hill, one fatal, since Chilton Road has been closed.</p> <p>The road up the hill is not adequate for current traffic use - the damage to the edges is obvious proof of this - and it will be exacerbated once lockdown is over. The edge damage that is more evident than has ever been before and is clear evidence that traffic use is increasing, the Harwell "bypass" and new A34 junction at Chilton have had a significant affect on traffic. Plans for Didcot include 15,000 new homes, and 20,000 new jobs - undoubtedly more traffic.</p> <p>The proposal expects that pedestrians, cyclists and other wheeled users will cross all this traffic. Seems crazy to me to be encouraging use of this dangerous junction when a traffic-free option is available - the Lynchway - which links Upton to miles of footpaths and byways - which is far more suitable especially for leisure users. The Science Vale Cycle network has recently been launched which caters for business users.</p> <p>There has been insufficient opportunity for locals to have their say on this - the emergency Covid legislation has been used as a way of pushing through this project which has been vociferously supported by a small group of Chilton Road residents.</p> <p>There has been insufficient thought about traffic joining the Hagbourne Hill road from Hagbourne Hill Farm. Not easy even when Chilton Road was open, but at least traffic slowing to turn right down that road allowed an opportunity for large vehicles to get out from the farm. Pulling large agricultural vehicles out into fast moving traffic on that junction will be dangerous.</p> <p>I think that the junction at the top of Chilton Road is an accident waiting to happen.</p>
(36) Resident (Upton)	<p>Banned Turning Movements - Object</p> <p>Gate Feature - Object</p> <p>Toucan Crossing - Object</p>

	Lowering the speed limit on children road and speed restrictions on the A417 to reduce speeding traffic throughout the village.
(37) Resident (Blewbury)	<p>Banned Turning Movements - Object Gate Feature - Object</p> <p>Have no qualms at all when it comes to managing traffic, and forcing road users to slow down in a village environment. I acknowledge that vehicles do go far too fast through Upton. Disagree wholeheartedly, however, with vehicular traffic being banned from using Chilton Road.</p> <p>Roads in rural environments are few and far between, and are literal lifelines to other towns and villages. As the recent tragic events show on Hagbourne Hill (due to excessive speed), cars turning into Chilton Road actually had a traffic calming effect, by slowing other road users down. I actually predict a further Toucan crossing will need to be introduced on Hagbourne Hill, due to increased speed of traffic there, you are only moving the issue literally further upstream. Urban environments and new roads have the capacity to accommodate other road users, such as cyclists, who seem to have far too much influence over current policy. If the whole point of closing Chilton Road for the benefit of the few, not the many, why not make use of e.g. existing infrastructure, such as the disused railway, or Lynch Way? The distance that cyclists would cover is comparable, and if anything, not as physically demanding. Likewise, by making use of Lynch Way, there are fewer crossing points across major roads, and an existing underpass that was built specifically for the benefit of cyclists.</p> <p>By removing natural desire lines, such as the Chilton Road for people wanting to go to Chilton/A34, and encouraging them to continue down the A417/Hagbourne Road, are you not encouraging more CO2 emissions? I can't justify that it is a longer journey, as it only adds 120 seconds onto the route. As it stands, fewer cyclists are using Chilton Road, because the lack of vehicular traffic has meant that there are more decomposing leaves/detritus and mud on the road, rendering it unsafe.</p> <p>The proposed costs associated with this closure is not reflective of the actual true costs now, is it? There are the costs related to the actual TTRO of Chilton Road, the ongoing cost of maintaining said closure (physical infrastructure, and staff reinstating items displaced by inclement weather), emergency work to Hagbourne Hill following the fatality - the list goes on.</p> <p>Has any independent (not Sustrans, HarBUG, or OCC) traffic monitoring been carried out before this consultation? i.e. how many cars use the Chilton Road, how many bicycles? If so, is it a reflective dataset across workdays/weekends, different seasons? Or are OCC simply abusing emergency powers granted to them by central government intended for urban environments?</p>

(38) Resident (Harwell)	<p>Banned Turning Movements - Object Raised Table Traffic Calming - Object</p> <p>Chilton Road is a most useful route when Hagbourne Hill itself is closed or dangerous due to ice. Preventing traffic from using Chilton Road would increase the risk of accidents on Hagbourne Hill during these conditions. I support all of the other proposals except for the raised table as these provide little benefit in slowing traffic beyond the measures also proposed while increasing the risk of serious damage to low-slung vehicles. The proposed measures are sufficient, in my opinion, also to make the route more attractive to cyclists.</p>
(39) Resident (Harwell)	<p>Banned Turning Movements - Object</p> <p>Whilst we are very supportive of this new cycle route and its infrastructure, we do have a concern that this plan does pose several questions for us as residents along the A417. We believe more traffic is finding its way along the Reading Rd as a result of the temporary closure. Therefore it is important now that the A417 receives a thorough review in connection with this new proposal in order to reduce the impact on the quality of life and safety which the current traffic has on the residents and users of the Reading Rd in Harwell. Has the effect of the proposal been recently surveyed along the A417?</p> <p>Our main issue is with Schedule 2 of the paper, which is a summary of the speed limit review for the local area and this includes Harwell and the local villages. Under Schedule 2(d) there are no changes proposed for the Reading Rd. We have requested several times over the past year on the grounds of safety for a review of the 40mph length of road. It runs parallel to the recreation ground and encourages vehicles to increase their speed on this stretch. We believe that this is yet another missed opportunity to improve the safety of Harwell residents along the A417.</p>
(40) Resident (Didcot)	<p>30mph Speed Limit - Concerns Banned Turning Movements - Concerns Gate Feature - Concerns Toucan Crossing - Concerns</p> <p>I am cycling that way almost every day. I commute to work from Didcot to Harwell Campus. I take my daughter with me she goes to the nursery next to my work. She is 3 year old and she loves cycling with me in her little trailer.</p>

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	<p>Before the closure of Chilton Road, I didn't feel safe on Chilton Road. It is a very narrow and winding road. Drivers don't always have the patience to wait till they see what is behind a corner. I witnessed many very dangerous situations when an overtaking car nearly crashed with a car coming from the other direction.</p> <p>I don't think the proposed measure are going to stop the drivers from overtaking cyclist in the last minute, without seeing far enough.</p> <p>I think the road should remain closed. There is a different route that the cars can use. If it is possible to close the road for 18 months why is it not possible to do it forever?</p>
(41) Resident (Upton)	<p>30mph Speed Limit - Concerns Banned Turning Movements - Concerns Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>1. My concerns regarding the 30mp speed limit on Chilton Road are that it is A. Un-enforceable and B. A waste of time since I expect the road to remain closed to vehicular traffic. 2. My concerns about banning turning movements from Hagbourne Hill centre around usage of long vehicles by farmers. They live and work here and they need to be able to go about their normal business. 3. I object to the Toucan crossing because the design includes two street lights. There are no street lights in Upton and we should be allowed to keep it like that so we can enjoy dark skies with minimal light pollution. Also, this crossing does nothing for motorists living in Upton. 4. I object to the raised tables for traffic calming on Chilton Rd and Station Rd. Installing them is totally missing the point. The traffic that needs calming is not on those roads. It's the traffic on the A417 that is the problem. There are few if any vehicles that are travelling at the speed limit of 30mph on the A417 when they get to Chilton Road from the Harwell direction. Installing a speed camera on the A417 at the start of the 30mph limit would make the junctions of the A417 and Station Rd/Chilton Rd much safer for both pedestrians and motorists. 5. Closing Chilton road has increased the speed of traffic on the A417 (since there is now very little slowing for turning traffic) and the only way to slow it is to install speed cameras.</p>
(42) Resident (Blewbury)	<p>30mph Speed Limit - Concerns Banned Turning Movements - Object Traffic Calming Chicane - Object</p>

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	<p>Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>Having been an a strong user of sustrans routes across the county there are frequently road links that are far more perilous to cycle than this short link hill which already has traffic calming measures. I point to the route through Sutton Courtney which has far more difficult busy roads to navigate. Or through Radley. I just cannot see how this is a justifiable use of funds. Better would be to create links to these routes from villages like Blewbury to Upton. When both access roads were available it diluted the weight of traffic from the east and west accessing A34 now it has created a pinch point. Whilst I am a cyclist the numbers of cyclists using the sustrsn route just does not justify the significant extra pressure on harboured hill (resulting in 2 fatal accidents already)</p>
(43) Resident (Didcot)	<p>30mph Speed Limit - Concerns Traffic Calming Chicane - Concerns Raised Table Traffic Calming - Concerns</p> <p>To provide a safe cycle route from Didcot to Harwell Oxford campus. A better solution would be complete closure of Chilton road to motor vehicles, and failing that one-way motor vehicle access with dedicated cycle lanes in place.</p>
(44) Resident (Harwell)	<p>30mph Speed Limit - Concerns Traffic Calming Chicane - Concerns Raised Table Traffic Calming - Concerns</p> <p>I use Chilton Rd regularly as a cyclist. It is part of my regular leisure route around the villages surrounding Didcot. It can be very daunting cycling down Chilton Rd with cars coming speeding past and it is hard to cross the A417 to continue on the NCN route. I am also a car driver and can't see the need for cars to drive on Chilton Rd when there is a better alternative which is well designed and takes the same time. Which is why I support total closure. This road is simply not needed for cars and very useful for cyclists if it can be made safe for them.</p>

(45) Resident (Blewbury)	<p>30mph Speed Limit - Concerns Traffic Calming Chicane - Object Raised Table Traffic Calming - Object</p> <p>I have always supported the idea of closing Chilton Road to through traffic. The junction with Hagbourne Hill is dangerous both for vehicles coming up the hill when vehicles do not pull away rapidly and for those breasting the hill from Chilton who may find traffic queueing to turn right. Traffic calming measures and a nuisance to residents and speed limits are generally ineffective. A Toucan crossing would be nice but I imagine street lights would be necessary for that to be put in place.</p>
(46) Resident (Upton)	<p>30mph Speed Limit - Concerns Traffic Calming Chicane - Object Raised Table Traffic Calming - Object</p> <p>There is no need for the 30mph limit in Chilton Road as it will not be possible to exceed that speed at the lower end and there will be no traffic at the top end. No traffic calming is needed in Chilton Road as it will only effect 10 properties and none of them can get up to 30mph in the short distance. No traffic calming is needed in Station Road as no vehicle can exceed 5mph at that point. A more sensible route for the cycleway must be found at the bottom of Chilton Road. Catherine Brown</p>
(47) Resident (Upton)	<p>30mph Speed Limit - Concerns Raised Table Traffic Calming - Concerns</p> <p>The benefit for cyclists walkers and runners is huge and there can be no sustainable counter-argument when OCC has already invested in improvements to Hagbourne Hill and the construction of a roundabout at its junction with the A417 in order to provide a perfectly viable alternative route for cars and lorries. Without the proposed closure cyclists will continue to be at risk as they clearly have been for many years with vehicles passing them with no safety margin on what is in effect a narrow and winding lane. The temporary closed has shown just how valuable the lack of vehicular traffic is to so many and it has been a pleasure to see so many people of all ages able to use this part of the National Cycle Route for cycling, walking and running in safety.</p>

(48) Resident (Milton)	<p>30mph Speed Limit - Concerns Raised Table Traffic Calming - Concerns</p> <p>Cars will often ignore a 30mph speed limit, do not give cyclists enough space and significantly increase stress levels for those cycling. There are insufficient cycle routes available in the country at present where often cyclists need to make a concession in order to continue on a route, and this is the ideal opportunity to create a better cycle network for this and future generations.</p> <p>A full road closure will be in the best interests of ensuring a traffic free route to ensure walkers, prams and cyclists have the ability to travel along this route safely</p> <p>As such I fully support a full closure of the road to all motorised traffic with a signal controlled crossing of the A417.</p>
(49) Resident (Upton)	<p>30mph Speed Limit - Concerns</p> <p>I believe Chilton rd should be closed to through traffic to allow a safe path for walkers and cyclists linking the cycleway and footpath from Harwell, through Upton to Didcot. A speed limit should be in place for residents on Chilton Rd.</p> <p>I also believe the speed limit on Hagbourne Hill should be reduced to 40mph and there be a speed warning sign/camera to deter people from speeding</p>
(50) Resident (Abingdon)	<p>30mph Speed Limit - Concerns</p> <p>It is important that cycle routes are continuous. This stretch of road is like a missing link in a very good cycle route so I believe that everything must be done to make it cycle-safe.</p>
(51) Resident (Upton)	<p>Toucan Crossing - Concerns Raised Table Traffic Calming - Object</p> <p>The positioning of a toucan crossing between station road and Chilton road will likely make exiting station road right</p>

onto London road northbound during peak times very challenging for residents - it was already difficult to exit onto the A417 during typical pre-pandemic traffic patterns during peak morning and evenings, and with the addition of a toucan crossing in use at these times it is likely to exacerbate the difficulty in exiting the village via station road in a vehicle. It should be noted that the station road egress to London road is the safest exit point from the village with better visibility splays than the Prospect road or High street exits, and thus is the preferred exit route. It is unclear whether decisions have been based on anticipated post pandemic traffic patterns given measurements have ostensibly taken place during national lockdown periods. Locating the crossing to the North of Chilton road may make it more reasonable for both vehicle and other users, albeit I accept may make it less desirable to pedestrians or cyclists if they have to walk an extra 10-20 feet to the crossing. I have concerns given that owner vehicle use is likely to remain a high priority for village residents, and I do not wish to see those users unfairly disadvantaged - the public transport provision to the village is poor and in decline, and not usable to most residents of working age given the poor time schedule and lack of service after 5pm. Additionally it is unlikely that most residents will be able to adjust to transport via cycle or walking to work, with many residents requiring a vehicle to get to other parts of the region in all weathers - vehicle use is going to remain high, to assume otherwise would be naïve I fear - and those users should not be unfairly targeted. It is also unclear how loud the toucan crossing alert to support users with disabilities would be, and whether or not that would negatively impact residents in the immediate vicinity.

The addition of a raised table at station road will increase noise and pollution for nearby residents, increase wear on residents vehicles, and will not materially adjust speeds significantly in this immediate locale anyway, given the need to give way at this junction - it is in my experience a slow speed section anyway. I cannot see a strong argument for the table here, but if you can articulate why you think it would be beneficial in the consultation documents I would be grateful.

It is unclear if the kerb build out and landscaping will result in poorer visibility splays - again the vegetation in this stretch of road is not often well tended, with reduced council control of overgrowth especially through the spring and summer months, and this may result in the proposed changes making this exit more dangerous for users. I would like confidence that this has been considered.

I accept that the village is bisected by the A417 and that there is poor provision to safely cross, given the nature of the road through the village - and that the siting of any crossing is going to be challenging.

Additionally, this closure of Chilton Road (I point out that it is a welcome one from my perspective) has resulted in increased vehicle movements on Hagbourne Hill, but there has been a failure to ensure that road is safe and adequate for use; large dangerous gullies have formed either side of the carriageway where inadequate drainage, kerbing, and controls have been in place, resulting in multiple serious accidents on this stretch of road. The increase

	<p>in the use of this road should have been expected, but it would appear that inadequate provision to make it a safe route for vehicle users has been undertaken. I would like to see a focus on improving this highway, widening it where appropriate, ensuring that erosion does not become a significant problem either side of the carriageway, and ensuring it is correctly sized and scoped to take the volume of traffic that has relocated from Chilton road and the predicted increase in traffic volumes with the expansion of Hagbourne, Didcot, and other residential areas.</p>
(52) Resident (Blewbury)	<p>Banned Turning Movements - Object Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>I am a very keen cyclist living in Blewbury. My parents are also active cyclists in their 70's/80's. I also regularly drive up to London via the A34 to avoid Pangbourne etc.</p> <p>This proposal is a total waste of money and not necessary in comparison to many other cycling schemes you should be looking at. It is also totally unsustainable in a time when we aim to reduce fuel emissions by re routing traffic a far greater distance down and then up a hill. Currently to get to the Upton Cycle Path or the cycle path to East Hendred, you have to cycle along the A417 slightly up hill and typically in to the wind. When cycling with children or my parents it is pretty terrifying. When we arrive in Upton and get to the left turn up the Chilton Road it is always a huge relief. This is not a dangerous stretch of road for cyclists. It is narrow and so not easy for cars to go fast. The areas of concern are Blewbury to Upton and currently as a road cyclist to get to West Isley etc and the other side of the A34, the only option unless you are prepared to go via Wantage or along the A417 and up the Streatley hill is to cycle c. 1m along the A34. This should be a priority. There is not enough cycling traffic and benefit for cyclists that justifies the cost and increase in journey times and fuel for vehicles. There are many alternative necessary cycling schemes that should take priority.</p> <p>This consultation has also been snuck in when people are not travelling to work and therefore not aware necessarily of the consultation. There is no sign on either end of the temporarily closed road advertising this consultation. It will be passing many people by without any knowledge. We can't even meet in the pubs to hear what's going on. It should not be snuck through without more people knowing about it. There has recently been an expensive consultation which has already resulted in traffic calming along this route. Why does this need to be revisited at public expense. There is also another existing route to Harrell if cyclists don't want to use this route.</p>

(53) Resident (Blewbury)	<p>Gate Feature - Concerns Raised Table Traffic Calming - Concerns</p> <p>Very, very strong support for the project! I'm an occasional driver, and daily cyclist, to Harwell Campus or beyond. As a driver, I am perfectly content with the small diversion and welcome the removal of traffic-related hazards with the junction of Hagbourne Hill. The plan showed no traffic accidents at that spot, but I have personally witnessed the aftermath of many!! As a regular, experienced cyclist, the temporary closure has made an enormous difference to my daily commute. I used to struggle on the very rough track up the hill from the George and Dragon pub daily because I found Chilton road far too scary, particularly the junction at the top because of the menacing traffic competing to turn or not. Forced to use it sometimes because the track was risky at night, in gales, and in heavy rain. Now, the closed Chilton Road is always the better option. The current chicane at Upton was worse than doing nothing, with conflict between traffic and cyclists going uphill, and trouble using it cycling downhill because of accumulation of natural debris and hedge growth that side. It annoyed all road users who met oncoming traffic there, whether they respect speed limits or not.</p> <p>CONCERN: The proposed new gate at this point would be far better swapping sides - the present cycle bit is right against the hedge, and much debris always collects there. (I always avoided it and used the road, in my turn, for this reason). The south-western side would be much better, because it is open and the surface naturally drains and clears. Concern: I am not a fan of 'raised tables' - a lot of cost and trouble to construct, leads to additional maintenance problems, mild annoyance (at best), and no real purpose.</p>
(54) Resident (Didcot)	<p>Banned Turning Movements - Concerns Traffic Calming Chicane - Concerns Gate Feature - Concerns</p> <p>I have been commuting by bicycle between Didcot and the Harwell Campus all year round for over 10 years and use Chilton Road as part of my commute route. I am an experienced and confident rider and was quite comfortable using Chilton Road alongside motorised traffic before its temporary partial closure in mid-2020.</p> <p>I have 2 comments regarding the proposed scheme - which have been informed by my experiences using Chilton Road over the past 6 months - concerning keeping the carriageway clear.</p> <p>1. Previously, the motorised traffic would help to break up and disperse mud from farm traffic, decomposing leaf litter,</p>

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	<p>etc. from the road surface. This now no longer happens.</p> <p>2. Similarly, if the road is affected by snow and ice, access for snow clearing and gritting is impaired. While the proposed gate will make it easy for a gritter to go westbound up the hill there is no room for it to turn at the top.</p>
(55) Resident (Harwell)	<p>30mph Speed Limit - Concerns</p> <p>The A417 is in desperate need of speed cameras and traffic slowing structures. We seem to be forgotten as part of Harwell village and the road is now very busy and traffic goes very fast. It is dangerous to cross and all types of vehicles speed along as a continuation of the new Hagbourne roundabout. We should be included and not isolated from traffic calming suggestions that are intended for the rest of the village.</p>
(56) Resident (Upton)	<p>Banned Turning Movements - Concerns Traffic Calming Chicane - Concerns Gate Feature - Concerns Toucan Crossing - Concerns Raised Table Traffic Calming - Concerns</p> <p>I am not against the proposal in principle. However if the road on Hagbourne Hill is compromised (there have been at least 2 major accidents here recently that involved closing the road for a considerable period of time) there is very little local access to the A34, necessitating a detour through Rowstock & past the Harwell Campus.</p>
(57) Resident (Upton)	<p>Banned Turning Movements - Concerns Gate Feature - Concerns Raised Table Traffic Calming - Concerns</p> <p>I understand and agree with the need to reduce the speed of traffic on Chilton road to protect the safety of other road users (cyclists, pedestrians). However, since the closure of Chilton Road access from Hagbourne Hill, it is my perception that this has led to traffic travelling through Upton north to south on the A417 London Road even faster than previously.</p> <p>The dogleg junction of Chilton Road and Station Road seemed to act as a de facto traffic calming measure for traffic travelling through the village on the A417. Traffic tends to speed through Upton at significantly greater speeds than</p>

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	<p>30mph particularly north to south from the Hagbourne Hill roundabout presenting a danger to pedestrians crossing London Road near the George and Dragon which has limited visibility.</p> <p>London Road is now even more dangerous and I am very concerned that it is only a matter of time before there is a fatal accident involving a speeding traffic and pedestrians.</p> <p>The only way to avoid this is to include a toucan crossing on London Road as proposed. To my mind, this a far greater safety concern than the junction of Chilton Road and Hagbourne Hill. If Chilton Road is to be closed, which I understand and support in principle, then this must be coupled with a toucan crossing on London Road, otherwise the risk to pedestrians is heightened.</p> <p>Regarding traffic calming tables on Chilton Road and Station Road, I agree with the Chilton Road option as significant volumes of traffic used Chilton Road prior to its temporary closure. Station Road has nothing like the volume of Chilton Road and I'm not sure what this would add but have no objections in principle.</p>
(58) Resident (Upton)	<p>Banned Turning Movements - Concerns Gate Feature - Object Toucan Crossing - Object Raised Table Traffic Calming - Concerns</p> <p>In principle I have no objections to Chilton Road being closed to through traffic however I think it's a problem for the farmer who cannot turn onto Hagbourne Hill with a trailer as it's too tight a turn. Maybe a gate could be installed that the farmer has a key for to enable him to access the road when needed.</p> <p>Also I have considerable concerns about lighting for the crossing and ramps. Upton is a rural village with no street lighting as is normal in the country and we have no wish for the light pollution these lights will cause. If you cannot have a crossing without lights then I would rather do without the crossing. The A417 is not that busy a road that people and cyclists can't wait their turn to cross.</p>
(59) Resident (Chilton)	<p>Banned Turning Movements - Concerns</p> <p>I am a local resident and until the COVID-19 restrictions was a daily user of Chilton Road as a car commuter. Now I use Hagbourne Hill infrequently for essential journeys and do occasionally cycle along it for exercise. I am a frequent</p>

cyclist in and around the Chilton area, both on- and off-road.

Overall I support and endorse the principle of closing Chilton Road to vehicular traffic and enabling a cycle-friendly route along it. As a motorist the required detour to avoid it is not an issue - there have been some recent serious accidents along Hagbourne Hill due to its design which one might be able to attribute to additional traffic, or users who might previously have used Chilton Road, but I believe these were fundamental issues with the design of the highway and have recently been addressed.

My main concern - and it is a significant one - is the safety of cyclists or other users crossing Hagbourne Hill at the junction with Chilton Road. At this point Hagbourne Hill has a 50 mph speed limit and the junction is sited near the brow of a hill, affording reduced visibility of the junction when approaching from the west. Visibility from the east is adequate although hedging meaning it is compromised to some extent.

There exists then an interaction between relatively fast-moving vehicles on Hagbourne Hill and slow-moving cyclists emerging from Chilton Road. It is likely that all cyclists will have to stop at this junction to check for traffic and will therefore all be moving off from a standstill to emerge from the junction. If heading north this is a slight uphill departure and follows a slight climb to arrive there, meaning possible tiredness or fatigue, adding to the slow acceleration.

The next issue is where cyclists go from the Chilton Road junction. If heading to work at the Harwell Science campus there is a choice of going straight across the junction and continuing on NCN 544, the Icknield Way. However, as indicated in the Sustrans report (and incorrectly illustrated I might add!), this leads to an unsurfaced track which, although reasonably cyclable, is not appropriate for all users. It is, in part, seriously potholed and in wet weather becomes muddy and retains surface water in large puddles. This will be off-putting for some cyclists, due perhaps to the type of bicycle that they ride or their desire to avoid getting wet or dirty. Therefore some cyclists turn onto Hagbourne Hill towards Chilton. This stretch of road is arguably more risky than Chilton Road ever was, being faster, more heavily-used and used by traffic up to full-sized LGVs. If heading east, from Chilton towards Upton, there is an upwards incline which slows cyclists significantly and causes a build-up of traffic behind them with the impatience and close-passing this invariably leads to. Given that Hagbourne Hill has recently been upgraded to accommodate heavier traffic as a consequence of the new slip roads at Chilton, the improved junction with the A417 and significant housing developments in Didcot, this road is not a good route for cyclists during commuting times.

I suggest that there is more need for a controlled crossing at the Hagbourne Hill junction than there is at the London Road end - speed reduction measures will not be enough - plus there is a need to improve the surface along the Icknield Way byway from Hagbourne Hill to Harwell campus, to encourage its use instead of Hagbourne Hill itself - indeed steps to positively discourage use of Hagbourne Hill should also be considered.

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	<p>So whilst I support and endorse the principle of closing Chilton Road and improving its use for cycling, I suggest that it doesn't go far enough and potentially introduces dangerous clash-points at the Hagbourne Hill and Chilton Road junction and along Hagbourne Hill.</p>
(60) Resident (Didcot)	<p>Banned Turning Movements - Concerns</p> <p>All the above will improve walking and cycling safety on the road but neither will make it safe for cyclists. The major danger point for me (as a cyclist) is the Chilton Road & Hagbourne Hill crossing. There is poor visibility in both directions of Hagbourne Hill - cars suddenly show up from behind a curve / slope giving the cyclist little time to cross. As such, a cyclist will spend some time at the top of Chilton Road waiting for the Hagbourne Hill to be fully clear. As such we need a Raised Table Traffic Calming for Hagbourne Hill (and ideally 30mph speed limit on it).</p> <p>Why not make it one-way on the (currently closed) section instead with proper separation of road and shared bike lane / footpath. If not, please forbid the turning from Chilton Road, not into Chilton Road. Crossing Hagbourne Hill takes some time for a cyclist, as traffic on Hagbourne is always busy and the cyclist needs more time to cross than a car to turn. As such motorists are behaving rudely, hastening a cyclist or simply forcing their way in front of them to make a turn.</p>
(61) Resident (Didcot)	<p>Traffic Calming Chicane - Object Raised Table Traffic Calming - Object</p> <p>I'm glad to see the proposal recognises the current concrete block arrangement is too tight for cyclists. My main concerns are that nothing is proposed for the junction of Chilton Road and Hagbourne Hill which is the most dangerous part.</p> <p>Also further along route 544 past Hagbourne Hill Farm over the A34 Bridge this restricted byway is regularly being used by heavy goods vehicles and vans travelling to the reservoir site rather than using the Hagbourne Hill entrance this is very dangerous and damages the already poor surface. Clear signage needs to be put at the Harwell laboratory end stating restricted byway no vehicular traffic. There is limited opportunity to pass cyclists safely.</p>
(62) Resident (Harwell)	<p>30mph Speed Limit - Concerns</p>

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	<p>We live on the Reading Road and are very concerned about the state of the road and the amount of traffic. The plans for Chilton Road are excellent but need to be backed up by changes here, especially with making all of Reading Road, from the Rowstock roundabout to the end of Harwell, a 30mph zone. The 40 mph limit is regularly exceeded and, as the pavement is narrow and poorly maintained, walking along it is unpleasant and potentially dangerous. The alterations to Chilton Road are an ideal time to look at other issues in the area.</p>
(63) Resident (Harwell)	<p>Traffic Calming Chicane - Concerns Gate Feature - Concerns</p> <p>I fully support the closure of this route to through traffic as this is one of the nastiest parts of the route to/from Harwell Campus.</p> <p>I have concerned over the chicane at the top of Chilton Road, in particular the proximity to the junction. The stated aim of slowing cyclists approaching Hagbourne Hill is already achieved by the gradient. For cyclists heading the other way, they are starting to head down Hagbourne Hill and are usually making the right turn into Chilton Road at a reasonable pace, especially with impatient motorists behind you. Having chicane gates that close to the junction poses a risk to these cyclists. The chicane should be further from the junction, or replaced with a gate and cycle bypasses to allow avoidance. Whatever is used will need to be well indicated by reflective/fluorescent markings as this route is well used in the dark of winter by commuting cyclists.</p> <p>The gate at the edge of Upton should have a 1.5m cycle bypass on either side to avoid conflict between cyclists heading up and downhill. There is ample space for this.</p>
(64) Resident (Upton)	<p>Traffic Calming Chicane - Concerns Raised Table Traffic Calming - Concerns</p> <p>As a resident of Upton, regular walker and cyclist I wish to add my support for permanently designating Chilton Road for use by cyclists and walkers only (+ access from the A417 for Chilton Road residents). I also fully support a safe crossing (the proposed toucan crossing) over the A417 and would favour also having one of these at the Hagbourne Hill junction. I have some concerns about any traffic calming measures such as "sleeping policemen" which can cause injury to cyclists and walkers and/or low sprung motor vehicles. As a driver living east of the A417 I would also like clarification about the exact location of the proposed toucan crossing to ensure that it facilitates rather than impeding turning right out of Station Road onto the A417, which is already difficult at busy times.</p>

(65) Resident (Didcot)	<p>Traffic Calming Chicane - Concerns</p> <p>The proposals will address a key missing link in what is otherwise a traffic-free route from Didcot to the Harwell Campus. I believe that having motor vehicles on Chilton Road is problematic for cyclists, partly because of the temptation for drivers to go too fast when driving downhill, and partly because of the temptation to pass cyclists in the vicinity of the bend near the top of the hill, where visibility is more restricted.</p> <p>The temporary closure also creates a useful pedestrian route. Since it came into force, I have used it myself on walks/runs (as part of a loop from Didcot via Upton and Harwell) and have also noticed an increase of other people using it on foot also. I believe that this advantage would be lost if the temporary closure were to come to an end.</p> <p>It is worth pointing out that the actual additional time that the diversion would cost motor vehicles travelling between e.g. Chilton and Blewbury would be negligible. By my measurements from aerial photography, the distance between the junctions at opposite ends of Chilton Road is approx 1620 metres via the diversion route (50mph speed limit), or approx 980 metres via the direct route (it seems 740m of this is 40mph limit and the rest 30mph limit). Hypothetically for a vehicle travelling at the speed limit this would equate to a saving of only 13 seconds (59 seconds vs 72 seconds). Even this slight saving is offset by the facts that: (a) the diversion route entails making one turn (at the roundabout) instead of two (one at each end of Chilton Road), and (b) the creation of the traffic-free route on Chilton Road makes it more likely that cyclists will choose this route, so drivers using Hagbourne Hill will be less likely to have to slow down for cyclists.</p> <p>I support all aspects of the proposal, except that I have concerns about the proposed chicane near the Chilton Road end. Cyclists turning right from Hagbourne Hill into Chilton Road may sometimes come under pressure from following vehicles to clear the junction reasonably promptly, and it could be problematic if they have to slow down more than would otherwise be necessary, in order to negotiate a chicane immediately after the junction. How much of an issue this is would depend on the exact design and positioning, but this should be taken into consideration.</p>
(66) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>I live on Alexander Close in Upton and my garden backs onto London Road, close to Chilton Road. I am fully supportive of the proposal to close Chilton Road to traffic other than cycles and pedestrians.</p> <p>Having said this I have a concern about whether a raised traffic table would create additional road noise. The noise from London Road is already intrusive so adding to this would be far from ideal for residents close to it.</p>

(67) Resident (Upton)	<p>Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Concerns</p> <p>I do not agree with the proposed closure of Chilton Road to vehicular access, this road has acted for years as a relief road to traffic coming from the London road (Blewbury & beyond) so I agree to the 30mph speed limit.</p> <p>I fully support banning the turning movements (from Hagbourne Hill) since the new road layout on Hagbourne Hill was introduced it has made this junction area far less safe when turning into Chilton road due to the increase in vehicle movement & excessive speed to which they travel.</p> <p>I fully object to any traffic calming or gate features, as it has not proved it worth since being installed, it induces increase speed levels and make its purpose totally unsafe!</p> <p>Should Chilton Road be closed, I find it unbelievable and have great safety concerns that there is no Toucan crossing proposed for the Foot /Cycle traffic crossing Hagbourne Hill (route 544) with its present speed limit and increased volume of traffic, yet a Toucan crossing is being proposed on the A417 London Road in a 30mph limited area with similar traffic numbers recorded!! Unbelievable!!</p>
(68) Business (Coscote)	<p>Traffic Calming Chicane - Object Gate Feature - Object Toucan Crossing - Concerns Raised Table Traffic Calming - Object</p> <p>As a local farmer needing to access the fields off the Chilton Road with large farm machinery and trailers it is imperative to me that this road is kept open to all traffic.</p> <p>The concentration of traffic on Hagbourne Hill has already had dyer consequences and the amount of money spent on that stretch has only exacerbated the situation.</p> <p>Traffic approaching from Chilton see no need to slow down for traffic turning right on to Chilton road, this mentality will only continue and there will be more accidents on Hagbourne Hill if this road is closed.</p>

(69) Resident (Upton)	<p>Traffic Calming Chicane - Object Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>I strongly support improvement of the cycle route between Upton and Harwell Campus. Before the temporary road closure it was dangerous for both cyclists and pedestrians to use and there was no good alternative route to this short link.</p> <p>I strongly object to the proposed traffic calming in both Station road and Chiltern Road. Both are quiet roads already, without any need for such measures that would be an abject waste of money and needlessly discomfort cyclists, drivers and bus passengers. Further, any such measures are creeping urbanization of a designated small rural village and would significantly degrade the rural environment that we enjoy.</p> <p>I also object to the proposed Toucan crossing, it is just not particularly difficult to cross the road safely at this place so that the money could be spent better elsewhere. This is not a town centre environment and such a crossing is not appropriate nor needed. It would be as much of a white elephant as the little unused pedestrian/equestrian one you installed recently in Chilton.</p> <p>Please spend the money saved by improving the cycle route between Upton and Blewbury which would help avoid cycling along the very dangerous road. Also by improving the now busy and dangerously narrow winding road up to Hagbourne Hill.</p>
(70) Resident (Upton)	<p>Toucan Crossing - Object Raised Table Traffic Calming - Object</p> <p>The proposal to close Chilton Road transfers a significant risk to hagbourne hill road. The change effectively doubles the traffic volumes to hagbourne hill. Since the temporary closure there has already been a fatal crash on hagbourne hill. It makes absolutely no sense to close the road and then transfer the risk to another location. The proposed touchan crossing is out of keeping with a village location as there are no street lights in Upton. Also the proposed location is to close to the junctions at station road and Chilton Road. If it is deemed necessary it should be moved</p>

	<p>further down the road towards Harwell direction and continue the cycle track on the other side of the road. Local farmers oppose the closure of the road and full closure is not the best option. It is my view that a one way car and two way cycle track is the best option which balances health and safety and does not over burden hagbourne hill which is a dangerous road. An alternative to a touchan crossing should be considered.</p>
<p>(71) Group/Organisation (British Horse Society)</p>	<p>Gate Feature - Object Toucan Crossing - Object</p> <p>The British Horse Society (the Society) considers that this proposal is flawed. Horse traffic (ridden and driven) on this public highway (a tarmacked road) has not been considered by either Oxfordshire County Council or their advisors Sustrans. Should this not be addressed satisfactorily, surely the proposed measures constitute obstructions on the public highway to lawful road users? We hope Oxfordshire County Council will correct this oversight and liaise with the Society before construction commences so that satisfactory solutions can be reached.</p> <p>The Society supports the proposal for a Traffic Regulation Order to prohibit motor vehicles on this minor public road. It accepts that the order itself does not prohibit horse traffic, whether ridden or driven. However, the accompanying design shows no awareness of horse traffic which will presumably continue to be legally allowed to use the road but may be physically prevented or discouraged from using the road by the proposed measures.</p> <p>If the Council should modify the Traffic Regulation Order to prohibit horses on Chilton Rd, then it should bear in mind that horse traffic would have to use the A417 and Hagbourne Hill to reach restricted byway 243/15/10. The Society considers that extremely dangerous.</p> <p>The Chilton Rd links the rural village of Upton, with its quiet lanes and rights of way, with restricted byway 243/15/10 which then crosses the A4185 at the Harwell campus to access the extensive network of public rights of way in Hendred parish and beyond to the Ridgeway. It should be noted that this restricted byway is NOT just a farm track as stated in the Sustrans report but a public highway. Once motor traffic is prohibited on Chilton Rd, this route will become more attractive to horse riders and horse drawn carriage drivers, as it should for cyclists and pedestrians. However, the infrastructure installed to support the motor traffic-free route has to be suitable for equestrian use. Please can you let us know what measures will be taken to i) accommodate horse traffic and ii) communicate this to the public with appropriate signage.</p> <p>The issues of concern are as follows: Gaps: the plans show a 1.5 metre gap along the route with possible cattle grids. 1.5 metre gaps are acceptable for the ridden horse but are the minimum width. They do not accommodate the driven horse (ie. horse drawn carriages). The Society's recommendation for driven horses is 1.8 metres. Horses, ridden or driven, cannot traverse cattle grids. So, if</p>

	<p>1.5 metre gaps with cattle grids are installed, as suggested in the plan, these will constitute obstructions on the public highway.</p> <p>Signage: there is no indication of what signage will be installed to communicate that horse traffic is not prohibited on Chilton Rd. We note that during the temporary restriction, the signage said that only cyclists were allowed on Chilton Rd. We raised this with Sustrans who recognised this as an oversight. However, disappointingly, the Sustrans report makes no mention of horse traffic even though they are now supposedly representing horse traffic through their 'Paths for Everyone' project published in 2018.</p> <p>Toucan crossing on the A417: Toucan crossings do not accommodate the ridden horse. A Pegasus crossing is required for the ridden horse. We suggest a simplified Pegasus design as is being installed by other local authorities where horse traffic numbers are not high. This involves a post about 2 metres away from the carriageway (to avoid the horse being close to passing traffic), a press button at about 2 metres in height (to allow the horse rider to reach the button) and traffic lights which include a horse as well as pedestrian & cyclist (to warn motorists that horses may be using the crossing). Please contact the Society for examples.</p> <p>If a Toucan crossing is installed, this could mean that equestrian traffic will cross the A417 while there is a green light for motor traffic. This is a very dangerous situation. The Society has had to explain this situation to Oxfordshire County Council Highways Dept before because the Council has installed a Toucan crossing on the A4185 at the Harwell Campus where horses cross the road at the restricted byway 243/15/10 to bridleway 243/19/10 crossing. We suspect that the Council, would be legally liable should an accident involving a horse occur here because it has not catered for all the traffic legally entitled to use the road. As the Council is proposing another Toucan crossing on the A417, lessons do not appear to have been learned.</p> <p>In conclusion, the Society is deeply disappointed, and rather shocked, that equestrian needs have not been considered at all in this proposal. It has made representations to Sustrans several times over the last year about the need to accommodate equestrian traffic in this project, clearly to no avail. This is the third time recently where we have had to make representations to Oxfordshire County Council on the need to include horses in schemes in this area but the Council is writing and designing horses out of the countryside. This contrasts with Highways England who recognise horses as legal road users and cater for them in their Design Manuals for Roads & Bridges. If these issues remain unresolved, we will be seeking representation at the relevant Cabinet Meeting. We are also taking these matters up further with Oxfordshire County Council.</p>
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(72) Resident (Upton)	<p>Toucan Crossing - Concerns Raised Table Traffic Calming - Object</p> <p>The temporary measures have created a pleasant and safe route in Chilton Road. I fully support this being made permanent.</p> <p>I have concerns about a Toucan crossing on the A417 - traffic lights are in my opinion unnecessary as visibility for people crossing the road is adequate and traffic is not heavy for most of the day. I note that no lights are proposed on Hagbourne Hill where visibility is less good.</p> <p>I object to the raised table in Station Road. This is unnecessary. In addition, hitting a bump while turning, which would be inevitable when entering Station Road from the A417, can be dangerous especially for bicycles and motor cycles</p>
(73) Resident (Didcot)	<p>Toucan Crossing - Concerns</p> <p>I have been commuting from Didcot to the Harwell Campus by bike on a daily basis for the past 5 years. Over the years, I had several near misses on the Chilton Rd due to reckless overtaking by car drivers. Also, the crossing on Hagbourne Hill caused several incidences of road rage by car drivers when trying to go straight while cars tried to turn left at the top of the hill. Since the road closure my commute is now significantly safer and I would now recommend this route to inexperienced cyclists who consider to start commute between Didcot and the Harwell Campus. I consider the Toucan Crossing nice to have, but not essential.</p>
(74) Resident (Upton)	<p>Toucan Crossing - Object</p> <p>A toucan crossing will make turning right out of Station Road more difficult. The community have chosen not to have street lighting in the village.</p>
(75) Resident (East Hendred)	<p>Raised Table Traffic Calming - Concerns</p> <p>I am a local cyclist and Chilton Road has been the most unpleasant part of a largely great route from my village to Didcot. The temporary closure has felt much better to use and I'd strongly welcome it being made permanent and the</p>

	<p>crossing for London Road.</p> <p>I have ticked concerns for the raised tables, but just to highlight making sure the edges are gently sloped enough to be comfortable to cycle over.</p> <p>In addition to the proposals made here I would welcome some infrastructure to help with crossing Hagbourne Hill. It has really poor sight lines and is very fast, particularly the downhill traffic.</p> <p>As well as being a cyclist myself, I'm very concerned about the climate emergency. I welcome the council's climate emergency declaration and this support of active travel as part of the solution to reducing carbon emissions. So it's great to see a scheme like this proposed, and I would support it even if it wasn't on my nearest cycle route.</p>
(76) Resident (Abingdon)	<p>Raised Table Traffic Calming - Concerns</p> <p>Improved safety and better for experience for cyclists provided by the current concrete block restrictions</p>
(77) Resident (Didcot)	<p>Raised Table Traffic Calming - Concerns</p> <p>I am a cyclist who commutes between Didcot and Harwell Campus and have used this route since summer 2017. The temporary closure has made this route feel much safer. Previously many vehicles did not abide to to 40 mph speed limit and the queuing of traffic at the junction with Hagbourne Hill made it tricky for cyclists with many motor vehicles also being impatient. I imagine less confident cyclists could be put off this sustrans route because of Chilton route when it has been open to motorised traffic. Additionally, the diversion via the roundabout at the bottom of Hagbourne Hill does not greatly extend the journey times for motorised vehicles, indeed they no longer need to queue at the junction with Hagbourne Hill due to the nature of the roundabout. I fully support these proposals and would go further to support the closure of Chilton Road to motorised traffic.</p>
(78) Resident (Didcot)	<p>Raised Table Traffic Calming - Concerns</p> <p>I commute by bicycle from Didcot to Harwell Campus via NCN544 and Chilton Road was previously the most unpleasant part of that journey, there were often drivers going way over the limit passing very close. I also occasionally use it at weekends for leisure trips. I strongly support these measures as they make my life safer and</p>

	<p>should encourage more people to cycle and walk between Harwell Campus, Upton and Didcot.</p> <p>I do however think some of the design is a bit heavy handed and could be simpler and accessible. Having a toucan crossing of London Road will be excellent but I have accessibility concerns about the raised tables potentially toppling tricycles that are often used by people with mobility or balance related disabilities. When approaching the Chilton Road raised table from the west to join the shared use path, a tricycle user would have to turn diagonally across the slope of the table to reduce the angle of their turn, this could topple them. Could the path drop to carriageway level before here to allow a level junction and the raised table to slow motorist moved closer to London Road (or even eliminated considering there are only 14 homes on the road so less than 100 vehicle movements per day). This is also a concern at the Station Road raised table, could the table be extended further east here or have angle of the slope reduced?</p> <p>Even if the barriers of the chicane at the Hagbourne Hill end have a wide enough gap to let non-standard cycles and mobility devices through, they will still unnecessarily restrict people to go through one at a time. Why could it not be simply done by narrowing the carriageway to 3m with a bollard in the centre, there is a 4% incline up to the junction so slow cyclists down anyway.</p> <p>I also think that the amount of paint and signs proposed for Chilton Road is excessive. With access restricted to farm traffic only it won't see even a single vehicle on most days of the year, painted speed symbols, centre markings and repeater signs beyond what are legally required are just clutter.</p>
(79) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>As residents of Chilton road we feel very strongly that the temporary closure should become permanent. This is due to the road being so much safer and quieter and also allowing for more people to walk, cycle, run and even ride horses without fear of heavy, fast traffic causing an accident. We are also very much in favour of the Toucan crossing on the A417 as have two school aged children who need to cross this busy and dangerous road to get the school bus. Currently it is too dangerous to let them cross on their own and it's almost impossible to do this in busy rush hour times. Having this crossing would be wonderful as it would allow people to cross the A417 safely.</p>
(80) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>As a resident of Chilton Rd, Option 2 has my total support as it provides not only safety for cyclists on Route 544 but also for residents' children who have to cross a busy A road to catch school buses. A toucan crossing is essential. We</p>

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	<p>now see so many walkers, cyclists, horse riders and runners enjoying the temporary closure and the feedback we are getting is SO positive. My hope is that you make this closure permanent as it provides such a benefit to all Upton residents and for neighbouring villages too.</p>
(81) Resident (Harwell)	<p>Raised Table Traffic Calming - Concerns</p> <p>I am a keen cyclist and walker and have very much enjoyed the closure of the Chilton Road on my leisure journeys from Harwell Village. It makes getting around that area much safer - there is no footpath on the Chilton Road so previously it was very unsafe to walk along as it was a busy cut through. It will only take the cars a few more minutes to go the slightly longer route down to the roundabout and up Hagborne Hill so I think this closure should be made permanent. It will give us a safe route from Upton and the environs, to Harwell Site and Harwell Village and beyond. We are in a climate emergency and people should be enabled to travel safely by non-fossil fuelled means. Exercise is good for us and should be encouraged. Please make the closure a permanent thing.</p>
(82) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns We have young children in the village and the A417 is dangerous. We also enjoy cycling as a family and with its current closure have enjoyed cycling on Chilton many times. I am now also using the route to commute to work.</p>
(83) Business (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>Our offices and stores are based at Hagbourne Hill Farm and generate 95% of traffic exiting on to Hagbourne Hill. This includes large HGV lorries and occasional lorries with trailers which supply all the carpets for MOD. Photographic evidence available. We have no problem here and the Chilton Rd temporary closure has made it easier to exit as we only need to look 2 ways. Hopefully your proposal for rumble strips and detector loops will improve it further.</p> <p>Sherfields own all the land adjoining the north side of Chilton Rd which stretches across to Hagbourne Hill to the west and the A417 to the east . A proportion of the land is farmed, with the remainder left as habitat for wildlife. No access is required off Chilton Rd. There is only one other land owner who owns the land to the south and he needs to ensure the gate is wide enough for a combine that comes up from the A417.</p> <p>We have seen a large increase in cyclists, walkers and horse riders over the past 6 months and an increase in wildlife with no casualties.</p>

	<p>Some of our staff are now cycling to work which keeps emissions down and cars off the road saving us fuel costs. We sincerely hope this scheme is approved as it will enhance the area and improve life for Upton residents.</p>
(84) Resident (Chilton)	<p>Raised Table Traffic Calming - Concerns</p> <p>The closure of Chilton Road to vehicles is a great development as it completes a number of traffic free walking and cycling routes. I use these perhaps 2 or 3 times per week. Walking these routes with Chilton Road open to traffic is impossible due to the lack of a pavement and the high speed of vehicles.</p>
(85) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>Having lived in Chilton Road for the past 32 years, we have seen a huge increase in traffic volume during this time, making it unsafe for those walking and cycling. The speed of traffic in both directions on this road is also an issue, despite the 30mph signs on the residential stretch and the 40mph limit continuing up to the Hagbourne Hill junction.</p> <p>Since the temporary closure in August 2020, we have enjoyed the peace and quiet of what is now essentially a country lane, enabling walkers, cyclists, joggers and those on horseback to use it safely. There has been no fly tipping during this time and no wildlife casualties on the road.</p> <p>The proposed Toucan crossing on the A417 is essential to enable everyone to cross this increasingly busy road safely, especially at peak times when cyclists are travelling to work and children are walking to catch school buses. I therefore sincerely hope the OCC/Sustrans plans will be implemented.</p>
(86) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>I am a resident of Chilton road and live there with my wife and two children. I feel very strongly that Chilton road should remain closed due to it being so much safer now it's traffic free. Our children are both of school age so the Toucan crossing is essential for them to safely catch their school buses. Not only that, it would give us peace of mind knowing they can cross the A417 to see friends in the village or go to the park. Something which we will not allow them to do at present for fear of an accident.</p>

(87) Resident (Upton)	<p>Raised Table Traffic Calming - Concerns</p> <p>I fully support the closure of Chilton Road. I live in Upton and have observed traffic driving excessively fast (speeding) along Chilton Road, with no thought for the residents, which includes young children. I think the toucan crossing is essential for the safe crossing of all people travelling from Didcot to the Harwell campus, but in particular the residents of Upton. School age children have to cross the road to meet their school transport, and this can be in the dark during the winter months.</p> <p>Since the road has been closed I have enjoyed numerous walks/runs to include this route. I would have previously considered it too dangerous to use, as the volume of traffic was high, and included big lorries. My opinion is that the benefits of closing this road far outweigh re-opening it.</p>
(88) Resident (Stanford in the Vale)	<p>Concerns - A family member lives on this road and when visiting it is dangerous entering and leaving the property due to vehicle speeds</p> <p>I also help maintain the hedgerows outside her property and when doing this the traffic makes work dangerous as the majority do not follow the speed limit.</p> <p>There are other roads that better maintained and safer to use without much diversion.</p>
(89) Resident (Upton)	<p>Raised Table Traffic Calming - Object</p> <p>I strongly support the overall plan to close Chilton Road. The road had become a rat-run to the junction with the A34, resulting in large amounts of fast traffic using this residential road and country lane. Prior to closure, the road was too dangerous to use by either cyclists or pedestrians, despite it being on a national cycle route. Once closed it became a pleasure to use and a valuable link from the village to the off-road routes to Wantage and beyond. Wildlife has also benefitted from the removal of traffic.</p> <p>There should be no need to have a 30mph speed limit on Chilton Road once it is closed. There should not be 30mph roundels on a country lane closed to traffic. Neither should there be cycle lanes painted on the road as it should be general purpose mixed purpose route with no markings.</p> <p>I am concerned about the proposal to have raised tables on Chilton Road and Station Road. These should be unnecessary and will be irritating for vehicle drivers and dangerous for cyclists.</p>

	<p>It should be possible to overcome any objections by the farming community. Access to fields off Chilton Road is sporadic, and entering them from the A417 end of the road should not be an issue providing a gate wide enough to accommodate a combine is used. Provision should be made for vehicles to turn round in front of the gate to avoid them trying to do so further down the road in residential driveways.</p>
[A2. Email Objections & Concerns]	
(90) Resident (Chilton)	<p>1. Firstly I would like to say that I am against the closure of the Chilton Road for a number of reasons, using the COVID pandemic as a way to temporarily close the road without a proper consultation period is unacceptable, this is driven by understandable self-interest and a publicly funded company of which the consequences of shutting the road will not effect.</p> <p>2. I work at Ingham's Farm, at the bottom of Hagbourne hill, no thought has been given to either us or Hagbourne Hill farm traffic, attempting to turn out of either junction with agricultural machinery has become increasingly difficult and will only become worse when lockdown ends.</p> <p>3. Closing the Chilton Road will make 4 other junctions more dangerous. Increasing traffic down Hagbourne Hill will make the junction with the Chilton Road, at both ends much faster for though traffic and give pedestrians less time to react. Not only this but the roundabout at the bottom of Hagbourne Hill will become very busy and fast and the road closure will also make the cut through from Main Street, West Hagbourne to the A417 incredibly dangerous with increased speed and flow of traffic.</p> <p>4. There have been no major accidents on the Chilton Road for a number of years, this is down to the fact the road is narrow and drivers are unable to drive fast! Since the temporary closure there have been two major incidents on Hagbourne Hill due to excessive speed!</p> <p>5. The number of cars on the road in South Oxfordshire will only be increasing, you only have to look at the developments in the local area, now is not the time to be closing roads!</p> <p>6. The cost of the closure is eye watering, surely this money would be better spent on an isolated cycle path inside the field, this would be a much safer option, splitting traffic and cycles while keeping the road open. A fantastic example of this is from Radley to Abingdon on the Radley Road.</p>

	<p>7. If the road were to be shut, personally I would not want to be crossing Hagbourne Hill at the top of the Chilton Road, cars going 50mph giving you around 3 seconds to react on a blind hill.</p> <p>8. This road closure has not been thought through properly and is being driven by the people that are set to benefit the most, not the cyclists and walkers, the residents of Chilton Road!</p>
(91) Resident (Upton)	<p>On the introduction of a Toucan crossing on London Road between the junctions for Chilton Road and Station Road – our property is on Alexander Close, Upton, and our garden and back of the house are adjacent to Station Road from the junction all the way along Station Road for approx. 40 metres. We feel that stopping traffic at the junction with the Toucan crossing will mean there will be traffic queuing along our fence for long periods of time creating noise and fumes which will impact on our enjoyment of our garden. Furthermore, the lights from the traffic lights will shine into our bedroom windows as the road is higher than our property so more on a level with the first floor of the house. As there are no streetlights in the village, we would not welcome light pollution affecting our property from the traffic lights.</p> <p>On the introduction of raised table traffic calming along Station Road, again, we felt this would impact on us due to the noise it would create as vehicles go over the bumps.</p> <p>There are not many properties in/near Station Road and we feel that it would be ours that would be most affected by the implementation of the measures you are proposing, and we urge you, please, to take this into consideration.</p>
(92) Resident (Upton)	<p>I understand and agree with the need to reduce the speed of traffic on Chilton road to protect the safety of other road users (cyclists, pedestrians). However, since the closure of Chilton Road access from Hagbourne Hill, it is my perception that this has led to traffic travelling through Upton north to south on the A417 London Road even faster than previously.</p> <p>The dogleg junction of Chilton Road and Station Road seemed to act as a de facto traffic calming measure for traffic travelling through the village on the A417. Traffic tends to speed through Upton at significantly greater speeds than 30mph particularly north to south from the Hagbourne Hill roundabout presenting a danger to pedestrians crossing London Road near the George and Dragon which has limited visibility.</p> <p>London Road is now even more dangerous and I am very concerned that it is only a matter of time before there is a</p>

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	<p>fatal accident involving a speeding traffic and pedestrians.</p> <p>The only way to avoid this is to include a toucan crossing on London Road as proposed. To my mind, this a far greater safety concern than the junction of Chilton Road and Hagbourne Hill. If Chilton Road is to be closed, which I understand and support in principle, then this must be coupled with a toucan crossing on London Road, otherwise the risk to pedestrians is heightened.</p> <p>Regarding traffic calming tables on Chilton Road and Station Road, I agree with the Chilton Road option as significant volumes of traffic used Chilton Road prior to its temporary closure. Station Road has nothing like the volume of Chilton Road and I'm not sure what this would add but have no objections in principle.</p>
(93) Resident (Harwell)	<p>I note that there are no proposals in the accompanying documents to review the speed limits on the A417 within the parish of Harwell, and specifically no consideration to review the 40mph stretch east of Rowstock roundabout to the junction with Wantage Road. The new link road to Didcot has increased the volume of traffic on the A417 and exacerbated the problems of speeding (which have gone ignored for several years).</p> <p>The closure of Chilton Road to main traffic through-flow is admirable as far as it goes, but wider traffic management in this area MUST address the problem of traffic speeds on the A417. Replacing the 40mph limit by 30mph is long overdue.</p>
(94) Resident (Oxford)	<p>I object to the following proposal: your point 1, imposing a speed limit along Chilton Road: if the road is closed to all traffic except pedestrians, cyclists, residents and service vehicles (refuse collection vans, postal services), then there should not be any need for a speed limit or the expense of trying to monitor potential breaches by intrusive signs, cameras, lighting, etc.</p> <p>I am also concerned at the proposal (point 6) to place a raised table in Chilton Road, with all the accompanying lights and signs proposed, as it would create an unnecessary sudden change of surface height to be negotiated by anyone using it. Also the proposed raised table at the junction of London Road and Station Road, which could be hazardous to cyclists in icy or wet weather.</p>
(95) Resident (Upton)	<p>We are totally opposed to the closure of Chilton Road and believe it was completely undemocratic that OCC should close a main artery of the village for a small number of people without any consultation. There was no notification to</p>

village residents, no pre warning signs alerting people that this road would be closed for 18 months. We just drove out one morning to see two council trucks unloading barriers, cones and signs. Many elderly people have said they prefer using Chilton Road to visit the facilities on Harwell site: ie hairdressers, dentists, post office and shop, and Chilton Garden Centre. We've used Chilton Road for 31 years without incurring any problems. IT MUST BE NOTED THAT UPTON IS UNSUSTAINABLE AND THERE ARE NO FACILITIES EXCEPT THE CHURCH AND THE PUB.

The landlord of the pub, in normal times, depends on lunch time trade from Harwell employees. These people will not travel to the pub now that the route is convoluted. There other hostelrys closer to their place of work.

The Sustrans report states that there have been no accidents in the past 6 years. The new route via Hagbourne Hill is extremely fast and there have been 2 major accidents since Chilton Road closed. One a fatality and the second involving 2 cars, resulting in serious injury.

Villagers demand that the decision should be deferred until post-Covid when a public meeting can be held in the village hall so that all villagers, including those without IT, could attend and have their say. Is this not democracy?

The Sustrans route bulldozes its way through the centre of Upton rendering the junction of Chapel Furlong and Fieldside totally blind . We have had two near misses here when cyclists exit Chapel Furlong on the wrong side of their path, merging onto the road at high speed, within a fraction of writing off the near side of our car. The prediction is that when times get back to normal 400 uninsured cyclists will use this route on a daily basis. This is totally unfair to the residents of Fieldside with cyclists passing within a few feet of their front door. Fieldside is the most populated road in the village and it has a large number of cars parked on the roadside, narrowing the road to a single lane. IT SHOULD BE NOTED THERE ARE NO PAVEMENTS IN UPTON FOR PEDESTRIANS TO WALK SAFELY.

Sustrans should be told to find an alternative route in preference to going through the centre of this small rural village. The Lynchway is an excellent alternative and with a minimum amount of effort and at a lot less cost (£150K) that the proposed project is estimated to be.

The proposed pedestrian crossing is on the wish list of the residents of Chilton Road, however it will result in unprecedented tail backs of traffic on the A417, where traffic formerly had the right of way, creating increased emissions whilst cars are waiting.

As it is mandatory for the crossing to be lit this goes against the wishes of villagers who voted against street lighting previously. Upton does not need a pedestrian crossing. It will only be used by a very small number of local people twice a day. It would have very little use during the day. There are no other pedestrian crossings on the A417 between Streatley and Rowstock even though residents cross this busy road.

	<p>We believe that farmers should be given the first call on whether Chilton Road should remain closed. Their fields are on the south side of Chilton Road and their only access is off this road. They are opposed to its closure because once the road is gated they will have to get on and off their tractors to open and close the gate, each journey, hundreds of times a day transporting the corn during their busy harvest. The gate gives insufficient width, when 1.5 metres is removed from the width of the road to give free passage to cyclists, for their combines and heavy machinery to pass through to get to their field entrance. FACT - an even wider combine is on order for the future.</p> <p>WHICH SHOULD HAVE PRIORITY FARMERS PRODUCING OUR FOOD WHO HAVE USED THIS ROAD FOR HUNDREDS OF YEARS OR A FEW PEOPLE ON BIKES? IS IT COMPREHENSIBLE THAT OCC SHOULD SEE FIT TO CLOSE THIS ROAD AT A COST OF £154K TO IMPROVE A ROUTE FOR CYCLISTS AND WALKERS, WHO ARE NOT LOCAL, TO RIP THE CENTRE OF THIS LOVELY LITTLE RURAL VILLAGE APART. I CAN ASSURE OCC THAT THIS IS NOT WELCOME BY A VERY LARGE NUMBER OF VILLAGERS. WHAT AN UTTER WASTE OF PUBLIC MONEY IN THESE AUSTERE TIMES.</p>
(96) Resident (Upton)	<p>I would like to object to proposals in the Sustrans plan for National Cycle Route 544 for traffic changes around Upton and Chilton Road.</p> <p>There are a few reasons why this plan does not go far enough.</p> <p>The access for farmers onto their land and transport during harvest of the huge combines is not addressed properly. This is a basic failing in the plan especially since their access has already been compromised by the development of Hagbourne Hill into a fast-moving motorway access road which feeds the A34.</p> <p>The increase in two-wheeled traffic, which the plan is being putting into place to encourage, has not been assessed on how it will impact other parts of the village. The present route spills out at Chapel Furlong. Fieldside, Station Road and Prospect Road are taking up the load in a much more populous part of the village and should be looked at as part of any sustainable Sustrans route.</p> <p>More importantly, the plan does not sit with the merging of the present route into Didcot Garden Town's Garden Line. It is an exercise in building obsolescence at considerable cost.</p> <ul style="list-style-type: none"> • It makes no mention of how the autonomous vehicles will negotiate London Road (A417)

	<ul style="list-style-type: none"> • Again, how will the Sustrans/Garden Line wind through Fieldside in the safest way. The road in the summer is used by children to play as this part of Upton already has no through traffic • The Toucan crossing will have to be ripped up again to accommodate the Garden Line plan if it is built as described in this plan, accruing even more cost. <p>As an Upton resident, I am looking forward to the Garden Line. It is another example of how Oxfordshire is taking a long-term view of development, which is fitting in a county that hosts the Science Vale.</p> <p>This plan is not future proof, not even in the short-term. For these reasons, I object to this plan and the proposals.</p>
(97) Resident (Upton)	<p>The Chilton Road Improving Conditions for Walking_ Cycling document describes the railway embankment section of Sustrans route as providing a safe, pleasant route for walking or cycling. I would suggest that currently due to the amount of cyclists using this route at speed, this is no longer the case. In addition, as the cyclists leave Chapel Furlong and turn into the village, a large proportion do so at speed with scant regard to their own safety and the safety of other road users, I believe this must be improved before a serious accident and increased use of the route.</p> <p>The A417 is becoming busier and busier, even during in half term when due to the lockdown only essential travel is permitted. The planned Valley Park development will add to the use. Despite the speed limit of 30 mph, I estimate over 80% of the traffic is travelling in excess of 30 mph. When Upton Parish Council asked for a road crossing so that children from Chilton Road could cross London Road safely to catch their school buses, the reason given for declining this was that both the speed and the volume of traffic made it too dangerous to create a crossing point from Chilton Road to Station Road. Surely the situation has deteriorated? The traffic reduction scheme of the proposed closing Chilton Road will be insignificant if the planned housing development for 10,000 more people in Didcot goes ahead.</p> <p>I have concerns regarding the safety of Hagbourne Hill which is described as a safer alternative to Chilton Road, in its present state, despite the funds spent on it. The document mentioned in my 3rd paragraph was written before the fatal accident on Hagbourne Hill and the subsequent accident. The effect of water running down the hill has eroded the side of the tarmac and created gulleys alongside the carriageway. Despite Hagbourne Hill being closed for a week for repairs and remedial works, these appear to have been ineffective, erosion continues, and mud is often on the surface of the road. As Hagbourne Hill is now one of the recommended routes from Didcot to Harwell site, alongside its obvious use by wider vehicles, including not only farming vehicles, skip lorries but is also now on a bus route, I would assume that further degradation of the highway edges will occur. I feel the safety on this stretch of road has to be considered a priority. In the event of a road closure at Hagbourne the Lynch Way, which is a Byway is used by many. The Lynch Way is an adequate walking or cycling route to Chilton and onto Harwell Site.</p>

	<p>I would disagree with Google that the time taken to drive from Upton to the Hagbourne Hill/Chilton Road junction is the same using either route. This is through experience, of driving it regularly since August 2020, the Chilton Road route is shorter in both time and distance. I would also suggest that the turning from London Road to the original, but now minor road to The Horse and Harrow is an accident blackspot rather than a safe option.</p> <p>Although I live on a junction with the London Road, I do not use Prospect Road to turn exit the village as visibility is limited by bends and hills, and the majority of drivers do not travel within the speed limit. The only junction I use to join the A417 is Station Road, as this has better visibility than the Prospect Road junction, although I doubt there is much difference in the speed of other vehicles.</p> <p>My opinion is that the proposed closure of Chilton Road should not be considered until a safer infrastructure for all has been created.</p>
(98) Local Farmer (West Hagbourne)	<ul style="list-style-type: none"> • The road closure/application has been facilitated by a single issue organisation – Sustrans – in conjunction with a vociferous, but small group of local residents who mainly live on Chilton Road. I do not think that the scheme has been considered other than in a very small scale, but what about the effects of changing traffic movements elsewhere? I do not think that the bigger effects have been considered anywhere nearly carefully enough. • Has anyone considered the effects that the development of Valley Park will have – the new residential development between Didcot and Harwell, that features over 4000 houses – that's a similar size as the whole of Wallingford! And what will that do to the volume of traffic going up and down Hagbourne Hill? Is it really a good idea to combine that increasing volume of traffic with pedestrians/cyclists – quite possibly parents & kids – in addition to the possibly speedier commuting cyclists? The junction at the top of the hill is blind to oncoming traffic from the Chilton direction. • Discussion of reducing speed limit on Chilton Road to 30mph is pretty pointless if the road is going to be closed anyway. • But no discussion of the 50mph speed limit on Hagbourne Hill – for an increasing volume of traffic, that ironically is increasing partly because of the closure of Chilton Road. Vehicles turning into Chilton Road forced the stream of traffic to slow. • The DANGER of the junction onto Hagbourne Hill from Hagbourne Hill Farm. It has always been tricky to get onto the road, but even more so now as there is now no need for traffic to slow to turn down Chilton Road. Slowing traffic often allowed a slow moving, large agricultural vehicle out onto the carriageway. It's an accident just waiting to happen – I can certainly see fast moving cars ploughing straight into the side of a tractor and trailer as we try to pull out on the road, which is difficult anyway because of the slope and angle. • Any gates on Chilton Road must a) be sited far enough away from the junction to allow a long vehicle to get off the

	<p>main carriageway before stopping to open the gates and b) must be wide enough to allow the widest of vehicles to get through c) be expected to remain open during times of year when multiple journeys per day are required, there's no way that a driver will get in and out multiple times.</p> <ul style="list-style-type: none"> • The number of people using Chilton Road for walking or cycling at present, during lockdown, should not be used as a true measure of its likely future use – every footpath has been used more than usual. • The questions posed on your feedback page were heavily weighted in favour of the scheme – there was no opportunity for anyone to object to the road being closed – just seemed like the decision has already been made.
(99) Resident (Upton)	<p>My main concern if Chilton Road is closed for a change of use, is for the long term safety of foot/cycle traffic crossing the road on Hagbourne Hill (Route 544) due the excessive speed and volume of traffic which has increased greatly since its refurbishment plus new A34 access and installed roundabouts a couple of years ago, to date we have already seen one fatality on this Hagbourne Hill stretch of Road.</p> <p>If a Toucan crossing is recommended for the London road on the grounds of safety then I propose a Toucan crossing be installed on Hagbourne Hill as this in turn would firstly slow the traffic down and offer a degree of complete safety to the Cyclist/Walkers crossing this extremely dangerous part of Route 544. Which I consider more dangerous than the A417 London Road crossing.</p> <p>I conclude by wondering why the land owner on the North side of the Chilton Road who is obviously concerned for the safety/welfare of walkers and cyclist (that's why he wants the Road shut!) does not offer to donate some of his land (which is not farmed) to provide a cycle and walking route with excellent views over the Oxford Plain, so the Chilton Road could still remain open?</p>
(100) Resident (Blewbury)	<p>I would like to object to the permanent closure of Chilton Road for the following reasons:</p> <p>1. It is unnecessary: Cyclists wishing to avoid roads are free, at present, to use the Lynch Way and the A34 underpass to the west of Chilton to access Harwell Campus. This route uses existing rights of way, crosses two fewer major roads than the proposed route (see point 3 below) and is the same distance from Upton village hall to the entrance to the Diamond Light source as the proposed route.</p> <p>Can the County Council please confirm in writing why Lynch Way/A34 underpass route was not considered and set out in writing a detailed comparison between the two options.</p>

2. It is disproportionate: My wife and I carried out a survey on the morning of the 28th October 2020. The closure had been in place for a couple of months and Harwell commuters had been made aware of the closure through the Harwell Bicycle Users Group (HARBUG). That morning was a clear, dry, autumn day. We surveyed from 07.30-09.30am – the commuting window (a time when HARBUG quoted in your Sustrans justification, claim is a peak time of use by cyclists).

Survey findings:

- 6 cyclists used the Chilton Road.
- 200 vehicles were diverted due to the closure.

The definition of “diverted” was that a vehicle was headed westbound on the A417, passing the bottom of Chilton Road, proceeded down the hill to the new roundabout and turned left up Hagbourne Hill. Note when the weather is poor, the cyclist numbers are reduced further.

3. It is unsafe: The natural traffic calming of vehicles turning south into Chilton Road from Hagbourne Hill and left up Chilton Road from London Road, caused vehicles to slow and allowed the natural circulation of other forms of transport. The removal of Chilton Road has increased speeds which has already resulted in one fatality on the Hagbourne Hill section.

The proposed cycle route requires two additional road crossings of busy main roads:

- at the top of Hagbourne Hill – where the confluence of diverted traffic described in 2 above and that coming from Didcot pass – at peak times there are over 200 vehicles an hour going over the brow of that hill (c3.5 vehicles every minute).
- at the junction of the byway and the A4185 at the northern end of the Harwell Campus.

Both these crossings increase the likelihood of harm to all parties. It is likely that both of these crossings will, inevitably also require a Toucan crossing with associated costs and inconvenience to motorists and cyclists.

4. It is environmentally unsustainable: Over a year the diverted traffic will generate circa 300 tonnes of additional carbon dioxide. Based on additional distance travelled (by vehicles) their braking, accelerating and additional climbing.

5. It is uneconomic: The cost to make the required changes to roadways as set out in the consultation are disproportionate. Can the council please publish a full schedule of costs for the proposed works including:

- Costs associated with the initial closure
- Ongoing costs of closure (eg bollards, concrete barriers, traffic signage)
- Remedial work to Hagbourne Hill required due to the tragic fatality after the road closure.
- Traffic calming measures, on Chilton Road, installed after the last council review that will now be redundant.
- The cost of Sustrans and Council officers time spent in carrying out this review (the second in less than seven years) to close this road to motorists.
- All the works set out in the consultation.
- Potential costs for future safety measures at the top of Hagbourne Hill and on the A4185.

Not making use of the underpass at the A34, built at considerable expense for precisely this use is a wanton waste of public money.

Additional safety measure will be required for reasons set out above – adding to the cost. Any cyclist who worries that they might not have the correct tyres for use on the Lynch Way (a substantial by way) can purchase a set of cyclocross tyres for c£10.99. That said most cyclists will already have used muddy tracks at some point on their journey. Therefore the cost at present to the six users of Chilton Road “cycleway” is £66. How can these costs ever be justified?

6. Inappropriate use of emergency legislation: To use COVID emergency legislation to enact an eighteen month closure of road for a handful of cyclists is an abuse of power. It undermines confidence in local government decision making, power and legitimacy. The Council carried out a review of Chilton Road less than ten years ago and concluded traffic calming was sufficient. It would appear that those within the council who seek to penalise motorists will not rest until they succeed.

Moreover to effect such a permanent change during a national lockdown when residents are doing what they have been told – ie not travelling is an outrage. Many motorists, who are currently working from home and not travelling, are not aware of these changes.

7. Inadequate consultation: Most of those affected by the closure are not aware of the consultation or why the road has been closed and are therefore excluded from this consultation. The majority of users of the road are from the regional area (ie not residents of Upton) and therefore not aware of the consultation.

	<p>To seek to permanently close this road, the Council should have clearly advertised the consultation at both ends of the closed Chilton Road to passing motorists. Please note however my comments under point 6, that many normal road users would still not be aware of the closure due to their obeying government guidance and staying at home.</p>
(101) Resident (Upton)	<p>I totally support the continued closure of Chilton Road to all motor traffic in order to improve its use as a cycleway and a very pleasant place to walk.</p> <p>Unfortunately, I have many issues with the planned proposals which I feel have been cobbled together with a total lack of local consultation. The major faults in the plan seem to stem from two major misunderstandings.</p> <p>a) The idea that there will be lots of motor traffic still using Chilton Road in the future whereas at the top end there will be no traffic and at the bottom end there will be something less than 40 movements a day, about one every 15 minutes and all going very slowly as they will either be visiting or leaving a local property.</p> <p>b) The plan estimates that up to 800+ cycle journeys per day could be made using the cycleway whereas the future estimate should probably be about 150 per day. The error comes about because the author of the plan is of the opinion there is only one cycleway from Didcot whereas local knowledge knows that the majority of cyclist travelling from Didcot to the Harwell site every day will be using the path that goes through Harwell village.</p> <p>If you accept the above two points please look in detail at the following parts of the plan.</p> <p>1) Please can we do without all the road markings on the road and allow it to look like a pleasant country lane. We do not need any 30mph roundels at any point on the road, at the top end there will be no traffic and at the bottom end no one is likely to be able to exceed 30mph over the limited distance that is open to motor traffic. We do not need any cycle signs painted on the road. We all know there will be cyclist using the road and surely it is wide enough to avoid any collisions. We don't have signs on the path from Didcot to Upton so why put them on this section which is much wider and therefore much safer.</p> <p>2) We will need a place just below the gate for any delivery or service vehicle to safely turn. We do not want vehicles like the refuse collecting trucks having to turn in private driveways.</p> <p>3) As stated above there will be so few traffic movements at the lower end of Chilton Road that there is no need for any traffic calming or any need to use any part of the grass verges for the cycleway. The road is incorrectly shown as 6m wide whereas it is 9m wide which should be sufficient for two-way traffic and a cycleway, but, surely with so little traffic the road can be kept completely clear of lane markings and the few local vehicles in the area can safely share the existing road with the cyclists as they have been doing for the last 5 months. Please do not use any more road markings on our country road than absolutely necessary and definitely no traffic calming in Chilton Road. To use the</p>

	<p>grass verge as shown would be extremely dangerous and must not be allowed to happen.</p> <p>4) The positioning of the Toucan crossing needs to be very carefully considered based on any future improvements for Route 544 there may be in the pipeline. If the route is to continue well into the future as it is now, then it is much safer for all concerned to move the crossing to a point south of Station Road. This would mean cyclist would stay on the existing pavement on the east side of the A417 cross to a cycleway cut into the verge on the west side of the road and stay safe to the brow of the hill at which point cyclist going into Station Road could safely cross the road. The present Toucan position will necessitate cyclist coming out of Station Road to swing across the road straight into traffic turning off the A417.</p> <p>There are already serious reservations about the safety of cyclist going through Upton village with two serious danger points. These points need to be addressed before the number of daily cyclists increases with the improvements to Chilton Road and everybody getting back to work. With the crossing in its present position, it neither satisfies the present cycle route or the obvious alternative route that could possibly be constructed to keep the cyclist completely off the village road. If the crossing was moved to the other side of Chilton Road the cycle path could be taken straight down the side of the field to go under the bridge and pick up the existing path. A site visit, preferably in the company of a local resident, is needed to fully understand the logic of both suggested alternative crossing positions.</p> <p>5) Whatever the final position of the crossing there is no need for a raised table to slowdown the traffic in Station road. It is impossible for any vehicle to be travelling in excess of 5mph whether coming out of the road or turning into it.</p> <p>Having been in regular contact with Sustrans over the last 18 months regarding the closure of Chilton Road I find it very disappointing that the final plan has been so poorly thought through and in places is just not practical. Please, please if the decision is made to keep the road closed to traffic can there be an on-site meeting between yourselves, Sustrans and a member of Upton Parish Council to make sure that the final plan is as sensible and practical as possible.</p>
(102) Resident (Upton)	<p>I wish to add my objections to this road closure. As a once keen cyclist, I actually consider this closure to make cycling far more dangerous, the cars now speed down hagbourne hill, where they used to have to slow down, because of the sharp right turn onto Chilton road.</p>
(103) Horse rider & BHS Access Volunteer	<p>This is an excellent idea for ALL vulnerable road users (including equestrians) to have more traffic free routes connecting to the rights of way systems and the countryside.</p> <p>Please be mindful that this would still be regularly used by equestrians and it being the only safe option for connecting minor roads and the Byway Open to All Traffic / Restricted Byways.</p>

	<p>The plans show a 1.5 metre gap along the route with possible cattle grids. 1.5 metre gaps is the minimum width for horse riders. Although BHS recommends 1.8 metres. A bigger gap would be safer.</p> <p>Signage would need to be installed to indicate that horse traffic is not prohibited on Chilton Rd. At present the plan shows signage for cyclists. This would stop any conflict between users.</p> <p>The inclusion of a Toucan crossings does not accommodate horse riders. A Pegasus crossing would be required. The plans could easily be modified to accommodate this, and has been, with great success, in other parts of Oxfordshire.</p> <p>It is very disappointingly to see that equestrian have not been mentioned, included or catered for in this consultation plan. The lack of it's inclusion is blatantly discriminatory to one sector of vulnerable road user who also need safe, traffic free, riding.</p> <p>The Sustrans report also makes no mention of horse traffic in their guidance, even though they are now supposedly representing equestrians through their 'Paths for Everyone' project.</p> <p>Everyone, including equestrians, has a right to safe access to the countryside!</p>
(104) Resident (Upton)	<p>I wanted to let you know that I do not support the closure of this road to traffic nor do I think it's very suitable as a cycle/ pedestrian route that villagers like myself should be seen to be promoting.</p> <p>I should say that I have lived in Upton for many years and that my wife and i have used Chilton Road regularly without any incidents with other vehicles or other users to date.</p> <p>Yes, I have seen occasional evidence of low speed collision debris at its junction with Hagbourne Hill road over the years but have never witnessed any such incidents, and in my experience I see no justification from a safety point of view of closing it to road vehicles.</p> <p>The majority of vehicles using that road come from Blewbury direction and its closure results in all of those commuting vehicles going approximately two kilometres further each day which doesn't contribute to achieving CO2 emission reduction targets that we are all supposed to be addressing.</p> <p>So far as the proposed Toucan crossing is concerned I am not at all convinced of its need as visibility in both directions on London Road is good and usage of such a crossing could well be very low.</p> <p>The installation of one could inadvertently result in vehicle collision damage when the controlling traffic lights stop the</p>

flow of traffic, something that doesn't happen very often now.
The station road junction is used by the majority of villagers and delivery drivers when entering or leaving the village perhaps because visibility is very much better than at the two other junctions on that side of the road.

It seems that pedestrian crossings aren't installed unless there is a good case for a them and, if travelling towards Wantage you won't come across one until you reach East Hendred - where a large new housing development was built on the opposite side of the road to the main village and usage is presumably high.
If you travel from Upton in the Blewbury direction I don't believe you will find one until you reach Pangbourne, so it seems to that both Harwell (where many cyclists commute to The Harwell Campus's via established cycleways) and Blewbury (where more people live on both sides of the road than is the case in Upton) can safely get by without one.

However, If one was installed in Upton it might give peace of mind to some residents and provide increased protection to pedestrians and cyclists but those users who travel up Chilton Road won't find that same level of protection at the Hagbourne Hill junction.

Here, they are faced with faster moving traffic, poorer visibility from the Chilton direction especially and perhaps slightly more difficult terrain when crossing the road.
Cyclists or pedestrians emerging from Hagbourne Hill Farm may well be at more at risk as vision towards Chilton is still more difficult.

Since Chilton Road was closed, there have been two very serious accidents just below this junction, one of which was fatal and where drivers seem to have lost control of their vehicles or undertook manoeuvres that proved to be too risky. I cannot recall accidents of that severity being encountered when the Chilton Road was open to traffic.

Traffic flows suggest that many commuters use this road daily and now they are aware that Chilton Road is closed they don't have to anticipate vehicles emerging from it, or, when approaching from Chilton anticipating that vehicles may be waiting on the main road to turn into it.
My view is that pedestrians, wheelchair users and cyclists could now be at more risk than was the case when the road was open simply because traffic speeds are higher and there doesn't seem to be a robust way of protecting them when they try to cross the road.
The proposed rumble strips are perhaps the only way of giving them warning but I would be very anxious for people crossing that road if they were infirm, had young children with them or who are not as alert or mobile as they perhaps once were.
Maybe more rumble strips spaced over a longer distance with the gaps between them reducing as they get closer to

	<p>the junction could provide better warning levels to both vehicle drivers and pedestrians cyclists?</p> <p>For those reasons I would not want to be seen as supportive of a supposedly safe route which delivers its users to a potentially dangerous crossing where there is little scope for improvement.</p> <p>The use of the Lynchway is in my opinion a far safer alternative and one I would approve, it continues to be a popular commuting and leisure route and has been for a long time without incident as far as I know.</p> <p>If that route were chosen, some improvement to its surface might be necessary as it doesn't have a smooth and clean surface and very little traffic uses it.</p>
(105) Resident (Upton)	<p>We object to the proposal as it stands. While we see a benefit in improving provision for cycling, we feel that the current scheme is a disproportionate response to the issue, based on a largely hypothetical case in terms of any increase in cycle commuting, and one that - crucially - does not address the real problem at the Chilton Road junction: namely, the excessive speeds of motor vehicles on the A417, particularly on the approach to the village.</p> <p>The closing of Chilton Road to through traffic appears to have worked well, although we don't know how this has affected farm vehicles. We would not object to that becoming permanent, provided there is no knock-on effect elsewhere concerning farm traffic or inconvenience to villagers in Upton. However, given that there are good sight-lines for cyclists and pedestrians along the A417 at the Chilton Road junction, we do not see the reason for the toucan crossing or the raised tables. We are not clear what they would mean for residents trying to join the A417 from Chilton Road and Station Road, and we are concerned that this could result in an increase in standing traffic, both on the A road and the village side roads, that could cause more problems in terms of noise, pollution and delays to journey times.</p> <p>Given our village setting and the fact that we border an Area of Outstanding Natural Beauty, we are also concerned about the potential light pollution that the toucan crossing and any attendant street lighting would involve. It is not evident to us from the plans whether any firm proposal has been made in terms of lighting, its duration at night and its likely impact; we would certainly appreciate more information on this vital point, as there has been insufficient detail on it in the published plans so far.</p> <p>The interests of pedestrians and pedal cycles - as well as motorists exiting the village from Station Road and Chilton Road would be better served by enforcing the 30mph more effectively on the A417 or even considering reducing it further. This could be achieved far more simply by extending the 30mph limit further down the hill towards Hagbourne and introducing a genuine speed camera and possibly a system that displays drivers' actual speed on approach and</p>

	<p>thanks or positively acknowledges those within the limit. This would make crossing the A417 easier for pedestrians and pedal cyclists without inconveniencing residents or adversely affecting the environment. We would be interested to know whether this has been considered by the council and if it has on what grounds it has been rejected.</p>
(106) Local Farmer (West Hagbourne)	<p>We are the most adversely affected by the closure of Chilton Road with a frontage directly on to the Hagbourne Hill road and are seeing first hand the consequences of the closure. Prior to the closure we had already noticed an increase in traffic volume which following the opening of the Harwell bypass and the building of more homes on Great Western Park, in addition to the upgrading of the Chilton intersection on the A34.</p> <p>Since the closure of Chilton Road, we have not only had to put up with the extra traffic that would normally have used that road, but have also seen a dramatic increase in the speed of those vehicles. This, I believe, is as a direct result of the traffic not having to slow at the junction of Hagbourne Hill and Chilton Road. No vehicles are now turning into, or emerging from Chilton Road, hence the increase in speed. Exiting our own farm premises at the bottom of Hagbourne Hill is now more difficult and dangerous – much of our vehicle activity involves slow, heavy agricultural equipment.</p> <p>South of our gateway, Hagbourne Hill road is too narrow – it's essentially a narrow, rural road, now being used as an A road. It is inadequate for current use – the improvements in 2016 were not sufficient for its use today, two HGVs cannot safely pass each other between our gateway and the crest of the hill. Often one will pull over in our gateway to allow another to pass.</p> <p>The increase in speed has already led to one fatality and another serious accident within the last three months. I think that the rushed closure of Chilton Road using Covid 19 legislation has contributed to these accidents and suggests that the closure is ill-judged and untimely. The closure was made without any consultation and very little thought or planning. It has created a dangerous crossing at the top of Chilton Road, made the junction of the A417 with the Hagbourne slip road more dangerous because of the increase in volumes of traffic and has added a significant volume of traffic to the A417 Hagbourne roundabout, which is not a standard roundabout – poorly sighted and where we have also seen traffic incidents. In Upton village itself there is no traffic emerging on the A417 from Chilton Road, and no traffic is turning into it, the flow of traffic is not disrupted, speeds have increased, and cyclists and pedestrians are more at risk. Although a pedestrian crossing has been suggested, the topography and the layout of the junction do not lend themselves well to such a feature.</p> <p>Consideration should also be given to the suitability of roads within the village for the use of large numbers of cyclists. The junctions of Chapel Furlong and Prospect Road, parked vehicles, the many driveways & private accesses, as well</p>

	<p>as a 90 degree bend at the bottom of Fieldside, make the village unsuitable for this cycle route.</p> <p>It is only a matter of time before there is a serious incident at the top of Hagbourne Hill where cyclists and pedestrians now cross a busy road with an unsighted crest and where slow, large commercial and farm traffic has to emerge from Hagbourne Hill Farm into the fast moving flow over Hagbourne Hill. Where these large, slow moving vehicles used to cross from Hagbourne Hill Farm straight down Chilton Road, they now have either a) a difficult turn up hill where the reservoir not only makes the manoeuvre unsighted, it also forces the turn to be slow and wide because of the bank; or b) has to turn downhill where there is a risk of overturn because of the camber. The road is too narrow to perform this manoeuvre safely or quickly. Meanwhile vehicles are streaming over the top of the hill.</p> <p>All this during lockdown when traffic flows are reduced because of home working and before the start of the building of 4400 new homes at Valley Park. I dread to think what it will be like in a couple of years' time.</p> <p>The traffic in Chilton Road pre-closure had already been slowed by the traffic calming measures introduced in, I think, 2016. The narrowness of Chilton Road helped to regulate the speed of traffic – indeed here have been no accidents on this road in the last 10 years, and maybe longer. The desire to close this road to create a dedicated path for cyclists and walkers is ill-judged. Little thought has been given to alternatives – why has the creation of a cycle path and walkway alongside Chilton Road not been considered? I would like to draw your attention to a similar arrangement between Abingdon and Radley where there is an excellent example of this type of amenity. The land to the north of Chilton Road, with views over Didcot and the Oxford plain is not even being farmed so would be ideal for this. We wonder if the landowner has been approached with this suggestion, or could the land be compulsorily purchased for this?</p> <p>It is imperative that this road is re-opened immediately, and all options be properly considered before any permanent decision be made. It is essential that proper consultation takes place where people can view the plans, and voice their opinions which many have been unable to do during lockdown. The only issue that matters is that the safest solution is found – I do not agree that this current situation is safe. I think that it completely wrong that the decision is being rushed because of the need to commit funding to this scheme before the end of the financial year, and under pressure from a vocal group of Chilton Road residents. It is debatable in today's financial climate whether we should be spending any money closing roads instead of properly maintaining the crumbling infrastructure that already exists.</p>
(107) Resident (Chilton)	<p>1. Whilst not objecting to the closure of Chilton Road for the purposes of creating a dedicated throughway for cyclists, pedestrians, and wheelers, none of the three proposed schemes adequately address safety at the Chilton Road-Hagbourne Hill junction. For this reason, I register my objection to the continuation of any of the three schemes</p>

	<p>proposed.</p> <p>2. As the evidence provided by Sustrans suggests the existing usage by cyclists of this route (Cycleway Route 544) is at most modest and there have been no recorded safety incidents involving cyclists on Chilton Road.</p> <p>3. Any scheme to connect Didcot with the Harwell Strategic Employment zone should embrace likely future changes in the type and number of transport movements and the associated potential transport routes. With the increasing employment expected at the Harwell Strategic Employment Zone and the recent and future new housing in Didcot, the vehicular traffic using Hagbourne Hill will increase significantly. Vehicular traffic patterns will peak in the morning and evening rush hours as people travel to and from home to work. This is likely to coincide with the peak times for cyclists crossing the Hagbourne Hill road to or from Chilton Road. It is therefore important that the safety of this part of the cycle journey between Didcot and the Harwell Strategic Employment zone is given full attention.</p> <p>4. Hagbourne Hill is currently inadequate for existing traffic volumes and will become increasingly so with the anticipated increase in traffic. The speed limit, road width, absence of kerbstones, soft verges, curves and changes in gradient all combine to present significant hazards which are particularly acute at the proposed Chilton Road-Hagbourne Hill crossing. In my view, allowing uncontrolled crossing by cyclists at this location would present an unacceptable safety hazard. There has been a recent fatal motor car accident on Hagbourne Hill. Whilst I have not seen an accident report I expect the former hazards to be contributory factors. Suitable improvements to Hagbourne Hill road itself are required to accommodate existing and future anticipated traffic. Any scheme to create a cycle route along Chilton Road needs to address future traffic patterns and the required improvements to Hagbourne Hill.</p> <p>5. In recognition of the hazard of cyclists crossing London Road at Upton, the proposed modifications includes the provision of a controlled (Toucan) crossing on Reading Road to allow safe crossing of cyclists to access the continuation of the 544 cycle route. Similarly, there is a controlled (Toucan) crossing for cyclists using the 544 cycle route to cross the A4185 at the Harwell Strategic Zone. If controlled crossings are recognised as being necessary at these locations it makes no sense to allow uncontrolled crossing at the Hagbourne Hill-Chilton Road junction.</p> <p>6. For the theses reasons I cannot support any of the three schemes currently proposed.</p>
[B1. Online Support]	

(108) Resident (Didcot)	<p>I would like the current closure of Chilton Road to vehicular traffic to continue as a permanent measure. Previously, it was not a route I could take with confidence, either when running, walking or cycling. Certainly, I would never take the children along it. The traffic was too fast. In the past months, my children and I regularly walk it, run it and cycle up and down it. We love it so much! The accessibility it affords us is transformative. We can do a 15km cycle ride from Didcot round to Harwell and it's truly amazing to have that route a designated safe route. Traffic has other options; often pedestrians, cyclists and runners have very few and limited options. Clearly this is also very good for those wishing to commute to Harwell from Didcot and villages. Please keep it open.</p>
(109) Group/Organisation (Upton, East and West Hagbourne)	<p>As Hagbournes and Upton Group for Sustainability - HUGS - a voluntary group committed to conservation, sustainable living and mitigation of climate change, we support the closure of Chilton Road for several reasons.</p> <p>1. Improved safety for cyclists and walkers</p> <p>Prior to closure, fast traffic on Chilton Road endangered and intimidated pedestrians and cyclists, in particular following the opening of the new A34 junction.</p> <p>The closure completes the safe, traffic-free cycling and walking route between Wantage and Didcot.</p> <p>2. Increased opportunities for active travel and reduced GHG emissions</p> <p>Since the closure, Chilton Road has been used by residents of the nearby villages for walking, jogging, cycling, riding.</p> <p>The direct 544 cycle route from Didcot railway station to Harwell Campus means the workforce has the option of a direct, emission-free commute. This dovetails with the Vale of White Horse's targets for lowering emissions in response to the Climate Emergency.</p> <p>3. Regeneration of the environment and wildlife</p> <p>The absence of traffic will benefit the wildlife of the area in many ways by dramatically reducing noise and pollution. Recent research shows how much traffic disturbs birds' ability to find food, and invertebrates' ability to find mates.</p> <p>Wildlife will also be able to cross between the farmland to the south and the hedgerow to the north of the road (both within the AONB) without risk of vehicle strike.</p>

Local residents report an increase in bird activity since the closure. HUGS is surveying birds on Chilton Road using iRecord (started December 2020).

We have a couple of concerns:

A. Managing increased usage of route 544

We're not aware of a plan for managing flows of traffic in the surrounding area, in particular where sections change usage, for example from cyclists and pedestrians only to cyclists, pedestrians and motorists. For example in Upton where Chapel Furlong meets Fieldside, where Fieldside meets Station Road and at either end of Chilton Road.

It's important to inform and educate different users, and put measures in place to prevent accidents.

B. Preventing damage to the environment on route 544

An assessment of the importance of the existing hedgerow should be undertaken in accordance with the Hedgerow Regulations (1997).

No surveys of the hedgerow have been undertaken to date. Desk surveys and ecological surveys of fauna should be undertaken to identify the presence of any protected species.

Any species and their resting habitats which do not benefit from legal protection individually and are therefore considered to be of Negligible Site value are protected under the Animal Welfare Act (2006) against incidental suffering and many are protected under the Wildlife and Countryside Act 1981 against killing or trapping using certain methods, or from being released into the wild if captured.

Therefore it is recommended that suitable provisions are made during any construction work. Where there is a risk of killing or injuring individuals during site clearance works, it is recommended that the Construction Environmental Management Plan (CEMP) includes suitable provisions for protection of wildlife, and avoidance and mitigation measures of potential impacts should be undertaken within the plan as part of generic mitigation.

Increased usage of 544 could lead to calls for improvements or changes to the route. The embankment beside the ramp down to Chapel Furlong is particularly rich in chalk flora and we would not support any engineering that would affect the existing bank.

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(110) Resident (Oxford)	Making conditions safer and more attractive for active travel is an urgent requirement, both because of the urgent need to encourage healthier lifestyles and improve the health of the population, and in order to contribute to reducing environmental damage caused by ubiquitous use of the private car.
(111) Resident (Harwell)	I cycle and run frequently on Chilton Road (including yesterday). The lack of traffic gives a huge benefit to my safety and enjoyment of the route, particularly at the bend towards the top of the hill. I also drive, and I feel that the benefit to walkers and cyclists far outweighs the short deviation for motorists.
(112) Resident (East Hendred)	I support in order to provide me with a safe cycle route from East Hendred and from the Harwell Campus to Didcot Parkway station.
(113) Resident (Upton)	As the parent of school age children I support the Toucan crossing on a busy A road that makes it hard and slow to reach the bus stop from Chilton Rd. As the parent of a worker at Harwell campus I support the provision of a safe fast cycle route for commuting. The alternative route currently available via tracks and Chilton village is lovely for leisure use, but much longer and slower than the Chilton Rd route and level farm track across to the campus. As a general principle I support changes to our road infrastructure that removes barriers to cycle commuting. I welcome increased safety for pedestrians moving between the two halves of my village. As a car driver who drives to Harwell campus, I know that the diversion for cars is a insignificant inconvenience.
(114) Resident (Upton)	I live on the corner of Chilton Road and the A417. The traffic going along the A417 rarely is doing 30mph or less, even when turning left into Chilton Road. Crossing the A417 at rush hour is difficult, and dangerous, especially for children (I have two who cross to catch the bus at the village hall) and for the elderly. As there is no public transport provision on Chilton Road everyone must cross the road to access public transport. Finally, there are far too many accidents at the top of Chilton Road where it joins Hagbourne Hill.
(115) Resident (Didcot)	as a bicycle commuter to Harwell campus I welcome these as they make me feel safer
(116) Resident (Harwell)	Fully support closing Chilton Rd to through traffic. Two concerns: Proposed TSRGD diag.1057 Cycle route marking imply that the road is for cyclists only and do not make it clear that pedestrians are allowed. Where are they meant to walk? The Hagbourne Hill crossing is dangerous. Some mitigation is provided, e.g. rumble strips. but not sure that this will be enough to allow a family with small children on bicycles to safely cross the road. A toucan crossing might be

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	needed.
(117) Resident (Didcot)	I commute by bike from Didcot to the Harwell Campus. I have used the cycle route using Chilton Rd. in the past (before it was closed to traffic), but stopped doing so after some very close calls with cars overtaking very close to me at high speed - instead going via Harwell, sharing the road with cars. Since Chilton road has been closed, I have been able to commute along an almost entirely traffic free route, this change has made a big difference to how safe I feel cycling to work.
(118) Group/Organisation (HarBUG)	<p>This is the response from Harwell Campus Bicycle Users Group, HarBUG. We have campaigned for many years to get improvements to the Chilton Road stretch of the Sustrans route 544. This stretch is a fast cut through with no footways and in large sections, hedges and high banks that border to the edge of the carriageway. This makes it an unpleasant cycle and many cyclists feel unsafe using Chilton Road. Many cyclists from Didcot do not venture further than Upton, along the 544 as they feel Chilton Road is not part of the cycle route.</p> <p>We believe that a full closure will encourage more people to cycle 'traffic free' to and from the Harwell Campus, reducing already congested roads. The £6m improvements to Hagbourne Hill mean that there is no difference in time for motorists from Upton or Blewbury.</p> <p>Harwell Campus Bicycle Users Group (HarBUG) represents cyclists who commute to the Harwell Campus from the Science Vale area.</p> <p>We support option 2, the full closure of Chilton Road to through traffic, as detailed in Sustrans report; Chilton Road: Improving conditions for walking and cycling.</p> <p>We support the design of the scheme shown in the concept drawing CHI-C-GA-00-02-01, sheets 1 through to 4. We support the design of the junction with Hagbourne Hill and the use of vehicle (cycle) activated safety signs to signal to motorists that cyclists will be crossing.</p> <p>We think it is important to include the raised table on Station Road to reduce traffic speed and allow safe access and egress to the shared use path.</p> <p>We would like to suggest some improvements to the design:</p> <ul style="list-style-type: none"> • Install low level street lighting (solar powered?) at the gated road closure and chicane to illuminate the area around the restrictions?

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	<ul style="list-style-type: none"> • In sta ll reflectors on the gated road closure and chicane to enhance safety of use. • Install low level street lighting at the raised table on Station Road to maintain the rural environment. <p>HarBUG has been campaigning for improvements to Chilton Road for many years and believe that closure of this stretch will encourage more people to cycle commute to the Harwell Campus.</p>
(119) Resident (Harwell)	I regularly use Chilton Road for both cycling and walking on circular routes from Harwell, and have always regarded Chilton Road to be hazardous because of the narrow lane and high speed of traffic. I have used it significantly more since it was closed to through traffic and see this as a great opportunity to improve the overall attractiveness of the important end-end cycle and walking route from Harwell site through to Didcot.
(120) Resident (Wantage)	<p>With Chilton Road shut there is a fantastic traffic-free route from Didcot to Wantage, which I now use. I never used Chilton road or the sustrans route on the old railway line before - I went straight down Hagbourne hill and cycled through West Hagbourne to Didcot. I was very excited when I discovered the new route - I cannot believe that such an excellent, continuous cycle route is on my doorstep. I know somebody in East Hagbourne who has just bought a bike who was also excited when I told her that she could cycle all the way to Wantage in a safe, traffic-free way. We plan to do this when the weather gets better. With the Chilton road turned into a link for the cycle route, I think the Didcot-Wantage cycle way would surely be one of the best in the country.</p> <p>Without the Chilton Road connection we just have two stubs of a route - Wantage to Harwell campus, which is excellent if that is where you want to go - and a stub to nowhere going south from Didcot which is only useful for maybe parents with tiny children who are too young to go on roads and who are going for a leisure ride but not aiming for anywhere in particular.</p> <p>I think these are excellent plans and I do hope you go ahead with them. And while I am here I also think the upgraded cycle route from Ardington to the-hill-above-Hendred is brilliant too - thank-you for building it!</p>
(121) Resident (Bristol)	I commute daily by train and bicycle from Bristol, via Didcot to Harwell Campus. (Although I should say currently working from home as a result of the pandemic). When I first started this job 8 years ago I was immediately impressed by the cycle route from Didcot to Upton. The road section is less attractive, and over the years I have occasionally been abused by motorists for using the route, as well as having a nasty fall as a result of a pothole caused during road works. I believe calling this "closing the road" gives it a negative feel. I would rather it was considered in a positive way as expending the traffic free route from Didcot to Harwell campus.
(122) Resident (Upton)	It is really important to keep Chilton Road free from traffic. This is to ensure the safety of cyclists and pedestrians on the road - there are many people using this road for the pleasure of walking/ cycling now that it is traffic free.

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(123) Resident (Didcot)	I have been commuting by bike from Didcot to Harwell campus since 2007. I use this route although the narrow lane going up Chilton Road and the poor visibility at Hagbourne Hill has always been a concern of mine. I really welcome making this route safer for nonmotorised traffic while maintaining access for local residents and farm vehicles. Motorised vehicles can still use London Road/Hagbourne Hill so this will not really impede them.
(124) Resident (Rowstock)	<p>Full support for the proposals for Chilton Road. All roads across Chilton, Harwell and Rowstock need traffic calming measures.</p> <p>I also note the draft traffic regulation order for Harwell which indicates a maximum speeds for most of the roads within Harwell Parish APART from the A4185 from Rowstock Roundabout to Harwell Campus. If the council are really serious about road safety and the promotion of safe cycle routes then surely the A4185 has to have it's speed reduced from 60mph to 30mph between Rowstock and Harwell Campus. If no change is made then this road will be the only one left in the Parish at 60mph.</p> <p>Could you advise on how the draft regulation order can be changed to accommodate this request?</p>
(125) Resident (Oxford)	I support for the safer conditions for walking and cycling offered by the road closure and the new signalised crossing of London Road
(126) Resident (Wallingford)	We need more active and safer travel across the county.
(127) Resident (Abingdon)	I am a cyclist (but also a motorist) There is so little provision for cycling in Oxfordshire that every little helps!
(128) Resident (Oxford)	Closing the road to general traffic will help people walking, wheeling and cycling to socially distance and get regular exercise and will improve road safety in Upton.
(129) Resident (Oxford)	As a cyclist I am always looking for increased safety and accessibility of cycle routes where there is shared space with cars [and pedestrians]. This is for myself as an experienced [but aging] cyclist, and also as an encouragement to others to choose cyclists as a preferred means of transport. The national cycle routes provide both 'transport' routes between homes and places of work, but also routes for leisure cyclists.
(130) Group/Organisation (CyclingUK Oxfordshire)	<p>Headline response.</p> <p>Cycling UK support the full closure option for Chilton Rd over the options of a Quiet Lane or 1 way motor traffic/2 way</p>

	<p>cycling.</p> <p>Detailed response.</p> <p>Speed Limit – extend the existing 30mph speed from its current terminal point, to the junction with Hagbourne Hill, replacing in the whole existing 40mph speed limit as a result. Cycling UK support this.</p> <p>Traffic Management:</p> <p>Banned Turning movements for motor vehicle from Hagbourne Hill into Chilton Road from both directions, supported by No entry signs at the junction for vehicles approaching from the west.</p> <p>Cycling UK support this. Having 1m kerb radii + 2 No Entry sign posts should help prevent motor vehicle parking.</p> <p>Motor vehicle access into Chilton Road will continue to be from the A417 London Road junction for residents and visitors etc.</p> <p>Cycling UL support this. As google says, it doesn't take any longer with the road closure.</p> <p>Traffic Calming Chicane (to be wide enough to accommodate non-standard cycles & wheelchairs) to be located on Chilton Road approx. 5 metres from Hagbourne Hill,</p> <p>Good.</p> <p>4. Gate feature (with 1.5-metre-wide cycle bypass) to be located approx. 240 metres west of London Road.</p> <p>Chilton Rd gives access to a wheat field, I assume the 4.4 m wide gate is enough for large ploughing/harvesting farm vehicles which will need to access this field.</p> <p>Reducing the kerb radii at the Chilton Road/A 417 junction is good.</p> <p>5. Toucan Crossing (controlled crossing for use by pedestrians & pedal cycles) to be located on London Road approx. 12 metres South of Chilton Road,</p> <p>Good.</p> <p>6. Raised tables to be located:</p> <p>i. Chilton Road (approx. 6 metres long) approx. 80 metres west of London Road,</p> <p>Drainage query. Will this cause a drainage issue for neighbouring frontages? The only drainage gullies visible on google street view are down hill of this proposed raised table, and there is a long length of road up hill of the raised table.</p> <p>ii. Station Road (approx. 14.5 metres long) at its junction with London Road.</p> <p>Good. Reduced kerb radii is also good, for slowing turning motor vehicles.</p>
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	<p>A concern on the gate/chicane features. Visibility of gates/barriers at night - under some (even bright) lights, posts etc shown up with poor contrast after dark so they can be less visible than expected in the dark. Any chicanes/gates/posts etc will need reflectives/white paint to aid night time visibility..</p> <p>Maintenance Road debris. Based on experience of other roads in Oxfordshire that have been closed/blocked up, there will no longer be passing traffic to sweep road debris clear/to the side of the road. Chilton Road will thus be susceptible to accumulation of grass and hedge cuttings/autumn leaves/wind blown sticks and rain washed gravel. What maintenance plans are there to ensure the road is swept clear of debris on a regular basis?</p>
(131) Resident (Didcot)	Improved walking and cycling conditions from Didcot to Harwell Campus will have a positive impact on many employees, and encourage younger people too.
(132) Resident (Didcot)	I cycle this route regularly with a toddler in a bike trailer, and am passionate about supporting more families and individuals to do more cycling - these measures would really help to create a longer traffic free route from Didcot which would help boost people's confidence. I also work for a disability charity and support the benefits it will bring to groups and individuals walking and cycling routes.
(133) Resident (Didcot)	<p>I used to cycle to Harwell Science and Innovation centre routinely and took this route. Since the temporary restriction between Chilton and Hagbourne hill this has become a much improved experience. When I am driving I see no advantage in this this minor shortcut.</p> <p>I fully support any action that improves the cycling experience. The situation I feel is ideal would be to permanently close this road to routine traffic. I would further support measures to aid the crossing of Hagbourne hill</p>
(134) Resident (Harwell Campus)	To make it safer for people who want to cycle to Harwell Campus
(135) Resident (Didcot)	As a regular cycle commuter from Didcot to the Harwell campus, I feel it is vitally important to do whatever possible to encourage greater numbers of commuters out of their cars and on to bikes. A safe off-road route will help in this regard.

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(136) Resident (Wantage)	Chilton Road is a route I often use when extending my commute in the Summer months. I also used it regularly when I lived in Abingdon, commuting via Appleford and Didcot, a route I took, in part, to avoid the traffic on the alternative route vi Steventon. The fly in the ointment was always the Chilton Road. Key concerns were drivers trying dodgy overtaking manoeuvres whilst going up the hill, or drivers cutting the corner, at speed, when turning right off the Hagbourne road and down the hill. It strikes me that undermining the potential of Route 544 with one 1/2 mile stretch of road is daft and incompatible with local governments stated Active Commuting ambitions.
(137) Resident (Harwell)	<p>I frequently use Sustrans route 544 Chilton road to cycle for business and pleasure. Since the temporary closure of Chilton Road it has been a much safer and more enjoyable route.</p> <p>I also drive over Hagbourne Hill and I have witnessed several near-misses when vehicles are turning at the junction with Chilton Road.</p>
(138) Resident (Wantage)	This would make a major improvement to the cycle route from Harwell to Didcot, and greatly increase safety for cyclists.
(139) Group/Organisation (Grove)	I am the Chair of Cycling UK Wantage, the leading local leisure cycling club. We are very involved in encouraging and facilitating greater levels of active travel within the communities in the area. This scheme is a valuable link in making cycle commuting practicable and safe between Didcot and the Harwell campus, as well as greatly enhancing the options for leisure cycling in the area, including extending the utility of the recently completed Science Vale Route 1 path along the Icknield Way. There is an easy alternative route for motorised traffic via Hagbourne Hill so this seems an obvious set of good solutions to which it is hard to imagine any objections.
(140) Resident (Blewbury)	I'm a keen cyclist and walker and have always found the Chilton Rd connection between cycle paths to be dangerous.It has been fantastic of late while the road has been closed to traffic.
(141) Resident (East Hendred)	<p>I think the cycle route to Didcot is excellent and keeping traffic from that stretch of road is desirable. Cycling is becoming ever more popular and should be encouraged by supporting a better network of suitable tracks and routes.</p> <p>the newly up graded cycle route from Wantage to East Hendred is not really fit for purpose, the surface is far from ideal for cycling on. It is too loose and deep. The stretch into Didcot is a far better surface finish.</p>
(142) Resident (Harwell)	It's great to be able to cycle/walk from the campus to Upton and then onto Didcot or Blewbury. Safely.

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(143) Resident (Wantage)	The proposed changes are in accordance with the preferred option of Sustrans for permanent closure of Chilton Road to motor vehicles, except for access. I support this improvement to the national cycle network, and the benefits it will bring to the local community by encouraging active travel.
(144) Resident (Upton)	I am in full support of closing Chilton Road to traffic. It is now safe to cycle and walk up and down the road and it is being used by more and more people for exercise and travelling to and from work. There is a measurable increase in wildlife.
(145) Resident (Didcot)	As someone who both regularly drives and cycles in the area of the proposal, I fully support it. There is little to no detriment to me as a motorist and huge benefits as a cyclist. It will also significantly improve the route for hiking as well.
(146) Resident (Upton)	Love the whole proposal. The plans look excellent for walkers, cyclists and residents. The road already has increased use by cyclists this proposal will surely see this increase. Thank you for all the work.
(147) Resident (Didcot)	<p>I live in Didcot and work on Harwell Campus, commuting by bicycle on this route. Before the temporary closure, Chilton Road was very busy with fast traffic during rush hours, and often felt unsafe to cycle. The busy road crossings at either end were difficult to make safely, especially when combined with pressure from traffic on Chilton Road itself.</p> <p>The temporary closure has turned Chilton Road into a safe and enjoyable route to cycle. I have seen many people using it during the closure period, also on foot, which was not possible at all previously. I believe that in addition to a great improvement for cycling, the addition of this route for walking and wheeling is very valuable for the local community.</p> <p>The proposed permanent closure will ensure that this benefit is continued in the long term. I especially support the new crossing on London Road and the traffic calming measures on Hagbourne Hill, which will make it much safer for everyone to cross here.</p>
(148) Resident (Upton)	The new traffic circle on London Road is a much safer alternative to vehicles than taking a shortcut down Chilton Road. Using the circle rather than Chilton Road does not cause any appreciable delay for motorised transport. Chilton Road is very steep and a potential hazard in inclement weather. In the morning rush hour and to a lesser extent in the afternoon one, it has proved difficult and unsafe to cross London Road. The use of Chilton Road by pedestrians, equestrians and cyclists safely and without motorised traffic is a welcome improvement to the quality of life for local residents and visitors. Motorised traffic makes Chilton Road very noisy in an otherwise quiet residential area.
(149) Resident (West Hendred)	As a chartered landscape architect and local resident I support the improvement of green transport options in the area in order to improve sustainability, safety and local amenity.

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(150) Resident (East Hendred)	<p>I support the proposal, as the current (temporary) arrangement has made such a vast improvement to the safety and convenience of the walking route between Didcot and Wantage.</p> <p>My wife and I occasionally used this route before the closure, but this section of road was unsafe for walkers, due the speed of vehicles around the sharp bend which prevented cars seeing pedestrians or any verge or path to avoid walking in the road itself.</p> <p>Since the closure to vehicles, I have noted a huge increase in the number of walkers and cyclists using the whole route.</p> <p>Therefore, in the interests health and welfare of the community, particularly in these trying times, I support the proposal.</p>
(151) Resident (Upton)	<p>We have been residents in Chilton Rd for over 5 years and have always been extremely concerned of how dangerous it is. With no street lighting or pavements the route into the village is always a risk to walk especially during the winter months and at night.</p> <p>It is particularly dangerous for school children who need to walk down to the bus stop to catch school buses. The cars speed by whilst they are walking in the road and it is too muddy to walk on the limited verges. Crossing the A417 is a nightmare and we raised this with councillor Lilley when we first moved in but until now nothing has been done.</p> <p>The traffic calming put in place a few years ago has done nothing to reduce the speed of cars entering or leaving the village. It actually causes people to speed up as they don't want to give way to a cyclist or car coming in the other direction.</p> <p>I see no reason that anyone would not support the closure based on safety reasons alone. The only reason would be one of the perceived inconvenience of having to take a different route. It has been evidenced that the time taken is virtually the same for both routes. This is an ill thought out and selfish stance and not one the vast majority of the villagers voted for in the recent survey.</p> <p>The current route over the Hagbourne Hill has no cycle or footpath provision and no significant kerbside housing, therefore it is not used by pedestrians and is much safer as it is only used by vehicles.</p> <p>The Chilton Road is a designated cycle route and since its closure I have been amazed at the amount of people</p>

	cycling to work at Harwell, cycling for pleasure or simply walking or running for enjoyment and fitness. Whilst a lot of the walks from the village have become muddy and impassable during the winter many residents have used the route instead. This is the only section of the Sustrans route to Harwell that isn't pedestrianised. The Government has been encouraging people to use alternative methods of travelling to work e.g. cycling for years for environmental issues. In addition the benefits of not driving to work for both physical and mental health are well documented.
(152) Resident (Upton)	<p>The current temporary closure of Chilton Road has delivered major benefits to the village and the local environment and I would be very pleased to see this extended to a permanent change.</p> <p>The risks of an incident at the junction of Chilton Rd and London Rd have been significantly reduced by the lack of through traffic on Chilton Rd.</p> <p>The opportunity to cycle to Harwell and Wantage in a safe environment are massive benefits to many local people. Similarly the opportunity for walkers to leave and access the village are materially improved.</p> <p>I can see no good argument for re-opening Chilton Road to through traffic.</p>
(153) Resident (Upton)	<p>I am a resident in Upton and live on London (Reading?) Road. I strongly believe all the proposals will be of great benefit to the safety of pedestrians cyclists and wheeled users crossing the A417. The proposals will also help in the reducing of speed of traffic through the village on the A417. The proposals will also prevent the "Rat-Run" of Chilton Road with an awkward and dangerous junction at Hagbourne Hill/Chilton Road forcing traffic to use Hagbourne Hill which has had major improvements and upgrades recently.</p> <p>The proposal for a locked gate for use of the farmers and lighting above the raised table traffic calming are minor negatives to the major benefits of the overall scheme.</p>
(154) Resident (Upton)	<p>Chilton Road has become a very busy dangerous road. I very much support the proposal to close the road to motor vehicles and provide a safe cycle and walking route. Chilton Road is a residential village road. The narrowness of the road and the blind bends make it hazardous for cyclists.</p> <p>A toucan crossing on the A417 is very much needed for the young children crossing the road for the school bus and equally for the elderly residents to cross safely.</p> <p>The improvements on the Hagbourne Hill Road and the new roundabout on the A417 London Road, provide a direct route for traffic to get to the A34 without the need to cut through the residential Chilton Road. This will not only reduce pollution to the residents but will also provide a safe route for all concerned.</p>
(155) Resident (Upton)	I live in Upton and welcome the ability to walk in safety up the Chilton Road.
(156) Resident (Upton)	The Chilton Road closure has been extremely beneficial for Upton residents and many other users from a wide area, providing a safe pedestrian and cycle route out of our village in the direction of the Hendreds, Ardington and Wantage and the Harwell Science Park.

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	<p>Chilton Road was extremely unsafe for cyclists and pedestrians when it was open to motor traffic due to high vehicle speeds, blind bends and poor visibility. This had a direct impact on residents, local users and visitors who were often caught out by the road's dangers.</p> <p>The closed road now links Didcot and Upton to the open countryside and importantly to the Sustrans track to Wantage in a safe and sustainable way enabling travel across the countryside for both commuters and recreational users. This encourages a more environmentally supportive, cost effective and healthy way to access our environs.</p> <p>There is a good alternative road for motor vehicles travelling from Upton and surrounding villages to the A34 so it really is not necessary to keep Chilton Road open to motor traffic.</p>
(157) Resident (Harwell)	<p>I'd like to offer my support to the proposal, the temporary closure of Chilton has been something that I've seen as a positive action by OCC. Living at North Drive (next to Harwell Campus) with family living in Upton, we have found that the new closed road section a real positive.</p> <p>My wife was able to walk there over summer with our newborn daughter in a pram and we're able to walk our dog safely there too. Anecdotally we've spoken to a number of people when walking in that direction who have vocalised support for the closure.</p> <p>The only concerns that I currently have is around the crossing at Hagbourne Hill, with the current 50mph speed limit and the poor visibility due to crest of the hill.</p> <p>Also whether there is any provision for road clearing of debris from the fruit trees, as the surface attracts a lot of leaf litter / fallen fruit at the moment and this may build up due to the sheltered aspect of the road causing the current good surface to overgrow over time.</p>
(158) Resident (Didcot)	<p>As a cyclist, the local cycle routes are unpleasant, and in some cases just plain dangerous. The Chilton road has previously been a major obstacle to my cycling to work (at Harwell campus). Since hearing of the road closure I have cycled in many times and I can do so feeling much safer than the couple of times I had tried previously. Crossing at Hagbourne Hill is still an obstacle.</p> <p>Anything to make cycle routes safer is a good thing. I think that making routes slightly slower for drivers is a minor downside to making routes safer for cyclists and pedestrians and encouraging more people to use healthier and more eco-friendly transport options.</p>
(159) Resident (Harwell)	<p>Chilton Road is part of Sustrans Route 544, the primary cycling route between Didcot, Harwell Campus, and beyond to Wantage. I fully support the May 2020 recommendations of the Sustrans report "Chilton Road: Improving conditions for walking and cycling". This report recommended the closure of this road to motor vehicles except residents and farm vehicles.</p>

	<p>As a local resident I fully support traffic calming measures that would contribute to the road being safer to use by walkers and cyclists, and would eliminate the through-traffic that the residents of Chilton Road used to have to put up with.</p> <p>I used to live in Didcot, and cycled along this route every day to commute to Harwell Campus. Chilton Road was by far the worst part of the route. The road was busy with fast flowing traffic, especially at commuter times.</p> <p>The road is currently closed to motor traffic, and this has improved the route considerably for walkers and cyclists. I would strongly urge the Council to permanently adopt this solution, and keep this road closed to through-traffic.</p> <p>If this road didn't exist, no motor-vehicle users would be campaigning to build it. There are other, equally viable option for motor-vehicle users.</p> <p>However, without this road being traffic-free, there are no other viable alternatives for cyclists.</p>
(160) Resident (Abingdon)	I believe it is important to make Chilton road safer to cycle on, given that it is part of an important, and otherwise traffic free, commuter cycle route from Didcot to the Harwell campus.
(161) Resident (Didcot)	I support the proposals because they offer safer conditions for walking, wheeling and cycling. I have used the closed Chilton Road for exercise regularly since it was closed, and I have always seen other walkers and cyclists using it. By car there is so little difference in the journey time via the roundabout on London Road it would seem a shame not to take advantage of safer walking and cycling. The main thing missing from the temporary arrangements is the provision a safe way of crossing London Road, which remains a busy road.
(162) Resident (Oxford)	I used the temporary cycle route and found it to be a vast improvement on safety compared to what it was like before the temporary measures were in place.
(163) Resident (Didcot)	I have cycled that route. I also drive up Hagbourne Hill every (non-Covid) day and see no issues with continuing to do that
(164) Resident (Didcot)	I think any measure to make the roads around this area more bike and pedrestian friendly is a good thing. Also as someone who also enjoys running and walking, I would like to see more pavements along the countryside road in this area- giving more access to the countryside and safe (non car) travel between town.

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(164) Resident (Didcot)	<p>My position is to support the Full Closure option of Chilton Road with a signal crossing of the A415 London Road. As a daily cycling commuter to the Harwell Science Cluster, crossing the London Road is always a bit of a gamble as not every vehicle observes the 30mph limit and I've had a few near misses over the years.</p> <p>Chilton Road itself is not wide enough to support 2 vehicles abreast alongside a cyclist. I have been forced into the hedgerows twice now by vehicles being impatient or oblivious to the space needed by cyclists. I know of several other workers at Harwell that would love to commute from Didcot along this route but the dangerous Chilton Road means they take their cars every day.</p>
(165) Resident (Harwell)	<p>My family and I use the road for walking and cycling. It is dangerous when cars travel on the road as you struggle to get out of the way.</p>
(166) Resident (Didcot)	<p>I have used this route regularly as a cyclist in the area.</p> <p>The closure has made it easier to get up the Chilton Road though I have found the shape of the barriers in use an issue - ones with angled rather than squared entrances would make life a bit easier.</p> <p>The main issues I have are actually at the Hagbourne Hill end which doesn't really seem to be covered by this proposal. Crossing the road at this end is quite difficult and a squared barrier at this end needs to be positioned carefully to make it possible to get across the road - the camber on the road also needs to be considered as my experience is that this can make balancing whilst waiting at this junction very difficult - particularly if coming down the hill. I am not entirely clear from the proposed plans what is being proposed at this end.</p>
(167) Resident (Upton)	<p>I agree with all of the above measures.</p> <p>I do think that in addition to the above proposals a calming measure for cyclists and pedestrians needs to be placed at the junction of Chapel Furlong and Fieldside in Upton Village.</p> <p>The temporary road closure is working well and this has increased cycle traffic along the Sustran's route 544 from Didcot. Whilst this is a positive, it has also caused several near misses between cyclists and cars and cyclists and pedestrians/dog walkers, where a cyclist races out of the junction of Chapel Furlong onto Fieldside without checking if it is safe to do so. I have witnessed and been party too several of these incidents both as a car driver and pedestrian. I should say a majority of cyclists using the route are sensible (myself included) there is unfortunately a hard core of inconsiderate riders of all ages.</p> <p>I therefore strongly urge that some form of calming measure is put in place at the junction of Chapel Furlong and Fieldside to stop a serious accident from happening as part of the Chilton Road closure scheme.</p> <p>One other point for consideration as part of the scheme; further improvement to Hagbourne Hill. There have been recent repairs and bollards put in place. However, the repairs have been done to a poor standard and the road edges are still weak, unstable and therefore unsafe. The road is fast moving 50-60mph, but lorries, larger vehicles and poor</p>

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	driving results in cars drifting into the wrong lane and into oncoming traffic, especially on the bends. Putting a Kerb or strengthening the verges would go a long way to making the road safer.
(168) Resident (Didcot)	As a cyclist its a very busy road, so any traffic calming measures would be safer.
(169) Group/Organisation (Marcham)	I've used NCN route 544 between Didcot and Wantage on many occasions, both as a recreational cyclist and as a volunteer for Sustrans. Chilton Rd is steep and fairly narrow with hedges on either side. There's little space for vehicles to squeeze past cyclists, even when the vehicles slow down, which they don't usually do. I'm an experienced cyclist who can climb Chilton Road without dismounting but I nonetheless used to feel intimidated by vehicles travelling in either direction along this stretch. I've previously used the route with a cyclist who wobbles a bit and had to dismount half way up. They were extremely uncomfortable and would not do it again. Since the trial barriers have been in place I've been along the route several times, including with the less capable cyclist, and it was a pleasure. The changes meant we were able to stop halfway up to pick blackberries and enjoy the view. The changes have removed the most unpleasant section of route on NCN 544. Cyclists and pedestrians of all kinds will be encouraged to enjoy the link from Upton towards Harwell.
(170) Resident (Oxford)	As a cyclist who (in normal times) uses this route daily to commute, I am all too aware of the dangers of this particular section of road, on an otherwise excellent cycle route. Since the temporary closure in summer 2020 it has been a much more pleasant and safe journey, and I am therefore in favour of permanent closure to motor vehicles (obviously excluding residents etc).
(171) Resident (Didcot)	The climate crisis means we should be doing whatever we can to reduce our reliance on cars. These proposed changes would make it far safer for those commuting between Didcot and the Harwell Campus to walk or cycle. As it is, there are no footways with poor road visibility in certain sections due to high banks and hedges. It is currently the only section of the Sustrans route which is on a regularly used road (pre Covid-19) and hence the only section where risks exist particularly for cyclists. With alternate access via a recently much improved Hagbourne Hill I see little impact on driving from the proposed changes. Note, I use both car and bicycle.
(172) Resident (Blewbury)	We live close to the area and fully support the road closure for use by cyclists and walkers only.
(173) Resident (Wallingford)	I have ridden this road regularly since moving to Wallingford in 2005; originally when cycle commuting to the Harwell Site; more recently for leisure and often leading small groups of less experienced cyclists. The proposed improvements that I support will add to the safety of current cycle commuters and of leisure cyclists. Everyone has been encouraged to cycle more over the past 12 months; these proposals are easy to enact and will be especially

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	helpful when weather conditions are degraded.
(174) Resident (Blewbury)	Because I live in the area and walk and ride around
(175) Resident (Didcot)	Option 2 - Full closure of Chilton Road to traffic with Toucan crossing on the A417. There is no reason for the Chilton Rd to open to traffic. The inconvenience to motorist is negligible. The risk of cyclists being hit is not worth those extra 20sec of the car journey. + The exit on the Hagbourne hill is dangerous. I have seen too many near misses when drivers pull in, misjudging how fast cars are travelling up the hill. There needs to be a safe end to end cycle way between Didcot and Harwell.
(176) Resident (Didcot)	I support these proposals as I often run down Chilton Road and it is a missing part of the pedestrian / cycle network. It will be much safer for pedestrians / cyclists and encourage healthy activity. It is no inconvenience for motorists to continue to the roundabout at the bottom of Hagbournr Hill.
(177) Resident (Wallingford)	I am fully supportive of the scheme. My only observation is that the chicane may not prevent motorcycles from cutting through, although expect this wouldn't be a regular issue.
(178) Resident (Abingdon)	As a cyclist I think this will significantly increase road safety for commuters and people looking to exercise by cycling.
(179) Resident (East Hagbourne)	I regularly cycle this area and these proposals will improve safety, particularly at the top of Hagbourne Hill.
(180) Resident (Abingdon)	I'm a keen cyclist, I'm 16 and so I would really like to be able to safely cycle along this road because otherwise I can't get to Harwell safely as the other nearby roads are extremely busy.
(181) Resident (Blewbury)	Safety for walkers and cyclists

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(182) Resident (Didcot)	I feel it is important that the current emphasis on exercise and sustainable transport is supported by the council by safeguarding the current traffic free status of Chilton Hill as a part of the Didcot to Harwell and Wantage cycle way. With the improvements to the junction with the A417 at the roundabout I don't feel there is any need for motorised traffic to use Chilton Hill south of Upton.
(183) Resident (Blewbury)	I am a cyclist and use the road that is currently closed and it is a lot safer.
(184) Resident (Abingdon)	Supporting proposal as would be so much safer for everyone
(185) Resident (Didcot)	For safely reasons. To use the road as a cycle route.
(186) Resident (Oxford)	These responses will have the most affect towards creating a safer traffic-free route for cyclists and walkers. However, like many of these measures, they will rely on how the users conduct themselves, particularly in relation to speed limits: some drivers will often over speed even in built-up areas, if they find they can "get away with it" making it "normal" to do so. It should also be noted that both cyclists and pedestrians have responsibilities as highway users too! Whilst I fully agree with the proposals I also believe a national, wider campaign of driver awareness and driver calming is needed but unfortunately I remain sceptical about this: From my own experiences as a driver, a cyclist and a walker the speed-genie was let out of the bottle a long time ago and it's only through expensive physical methods that this mania can be controlled!
(187) Resident (Upton)	I live in the village and have 3 boys that have to cross the busy main road in order to catch the bus for school. The road is always so busy and the speed of traffic is horrifying!!
(188) Resident (West Hagbourne)	I support all proposals to calm traffic and make the area safer for all road users, especially none motor vehicles.
(189) Resident (Marcham)	I'm a leisure cyclist and enjoy using the Didcot to Upton route. It is lovely to be able to stop for the fine view without worrying about cars, and with slightly cleaner air. The scheme makes travelling on towards Wantage safer and so more enjoyable. I use both a normal bike and an electric bike. There is no doubt the hill is easier with the battery and as I get older this will still be accessible to me.

(190) Resident (Blurbury)	I believe it would be a good cycle route.
(191) Resident (Didcot)	<p>The closure of the road is of great benefit for cyclist going to Harwell campus, it creates a traffic free route from Didcot, and the traffic calming measures at bottom and top of the road, make the crossing safer for both motorist and cyclists.</p> <p>Before lockdown I used to cycle up that way daily to work, it wasn't safe. Motorist were overtaking cyclist everyday on dangerous places, near the crossing up the hill and also when approaching a blind corner. Many of this cyclist also carrying children with them to the nursery in the campus. These actions were strongly discouraging people from cycling to work, it wasn't safe.</p> <p>I am confident the number of cyclist commuting will rise if this petition is approved.</p>
(192) Resident (Upton)	<p>It has been a joy to watch the massive increase in pedestrians, cyclists, runners, horse riders currently using Chilton Road. People have certainly be making the most of it old and young.</p> <p>The volume of traffic that was using Chilton Road as a cut through made it hard for cyclists to use the road previously as it caused a lot of impatient as it is impossible to pass a cyclist on the narrow road safely with so many blind bends and the narrow road causing some drivers to act irrationally in order to pass (particularly those late for work!) When you add the heavy lorries into the mix, of which there were many as their sat navs take them via the shortest route, this made it dangerous if you where in a car as there is barely passing width, let alone a bike.</p> <p>I have watched my two children struggle to cross the A417 to catch their bus to school every day. I am very aware that the speed the cars enter the village is above 30 miles and that if there was ever an accident it would be catestrophic. The volume of traffic using the A417 has increased massively over the last two years. Having a crossing will hopefully encourage drivers to slow as a caution. Any measure to slow down drivers will be a god send as would any method of my children crossing the road safely everyday especially when returning home in the dark!</p>
(193) Resident (Upton)	<p>Turnings into Chilton Road from/to A417 and Hagbourne Hill are dangerous.</p> <p>A cycle and pedestrian only route along Chilton Road is useful but its safety and utility would be significantly improved by a Toucan crossing on the A417.</p>

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(194) Resident (East Hendred)	Improved safety for pedestrians and cyclists accessing Upton from the Icknield Way.
(195) Resident (Chilton)	As a family with young children we often use this route to cycle/run to Upton or Didcot. Hagbourne Hill is so dangerous, and the cut through is not necessary
(196) Resident (Didcot)	<p>I regularly walk, run and cycle in the area as well as drive. The difference in being able to use Chilton Road as a pedestrian or cyclist without having to worry about traffic safety has been wholly positive, and the additional measures introduced would make this even safer, especially a foot crossing at the bottom of Chilton Road, as the traffic is currently fast and on a bend so it's difficult to see cars approaching.</p> <p>As a driver I would have no hesitation in using Hagbourne Hill instead of Chilton Road as a route between Upton and Chilton.</p>
(197) Resident (Didcot)	I am a regular use of the cycle route and support traffic free & cycle friendly options.
(198) Resident (Chilton)	As a regular runner and cyclist who uses this route the reduced traffic and speed provided by these measures makes me feel much safer when using this stretch of road.
(199) Resident (London)	<p>Making Chilton Road car free has been a boon for my commuting to work by train and bicycle - it has meant that there is now a route from Didcot station to Harwell Campus that is feasible with a folding bicycle that can be taken on the train.</p> <p>The toucan crossing and associated raised table traffic calming and segregated cycle path will ease crossing the A417 which has on occasion been a tad exciting in the past.</p>
(200) Resident (Wantage)	The road closure has been a huge improvement for active travel. As an individual, this allows traffic free access from my home to Didcot. This is now something that I use safely and frequently for exercise, work and other logistical travel. I am keen that the road is not returned to its previous state as the section was dangerous.

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(201) Resident (Didcot)	Conversion of Chilton Road from Upton to Hagbourne Hill from a busy ratrun to a safe route for walkers and cyclists has been a very good thing to enjoy through the latter part of 2020 and into this year. I support the making of these changes permanent.
(202) Resident (West Hagbourne)	<p>I am wholly in favour of closing Chilton Road permanently to motorised vehicles, as I have discovered, only recently, that its (at present) temporary closure has enabled my family access to an entirely new area for walking. Previously, the Hagbourne Hill area has been out of bounds for us due to the high levels and speed of traffic.</p> <p>I note, however, that nowhere in the report or documents is there any mention of another class of vulnerable road users - horse riders. Please, make sure that this new safe route will remain accessible for them to use, especially the gated feature. Cattle grids are not friendly to dogs either!</p> <p>My only reservation about this scheme is the crossing place near the brow of Hagbourne Hill, as from experience, the traffic passing over the hill is fast, making it hazardous to cross. Two recent accidents up there, one being fatal, illustrates the speed that some drivers are doing along this stretch of what is, realistically, no more than a country lane and will never be suitable as a main route, and the inevitable increased volume of traffic. I think that a 40 mph speed limit would be far more appropriate for this unclassified road, especially considering the nature of it.</p> <p>I also think that the stretch of byway (part of the ancient Icknield Way), that passes Hagbourne Hill Farm should be downgraded to a restricted one as it is only single track which causes problems when walkers, cyclists, etc. encounter non-farm traffic that has no need to be there.</p>
(203) Resident (Didcot)	In support for the safer conditions for walking and cycling offered by the road closure and the new signalised crossing of London Road
(204) Resident (Oxford)	It's really important that we take all the measures we can to improve the safety and attractiveness of cycling and walking. This is a sensible scheme that does just that.
(205) Resident (Abingdon)	Looks like a great scheme. It will make cycling journeys in the area much safer and more enjoyable.

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(206) Resident (Oxford)	Supporting notions to make the route more cyclist-friendly.
(207) Resident (Abingdon)	I have used the temporary closed (to motor vehicles) road and found it to be a much safer section of the cycle net work when going uphill on my bicycle. There is another road very close by for motor vehicles to use, so this is a perfect opportunity to to make this section cycle friendly. Please !
(208) Resident (Didcot)	I would really like the road to stay closed to vehicles. It has been much calmer and safer to ride on while the closure has been in place.
(209) Resident (Chilton)	I was delighted when the temporary closure was effected. As a motorist, I frequently drive from Goring to Chilton. I abandoned using Chilton Road some years ago as it is narrow, treacherous and the sightlines from the junction with Hagborne Hill are diabolical. I have had a number of alarming incidents with traffic emerging from or entering Chilton Road from Hagborne Hill. By continuing on the A417 to the roundabout, then going up Hagborne Hill, I could often beat traffic using the 'shortcut'. As a walker, I am even more delighted with the closure to motor traffic. The resulting safe and solid circular walk via Harwell site to Upton and back to Chilton has been a godsend during this wet winter. I have spoken to many users of the route, on foot or on cycles. All equally pleased. Keep it closed, PLEASE.
(210) Resident (Didcot)	<p>Can I, as an avid cyclist who now use this safe route to Rutherford Appleton Lab at Harwell, express a desire for the road to remain closed. I used to be a road-bike cyclist but the standard of driving has forced me off the road and onto a mountain bike to take a longer route via a by-way . Using the closed road to link Upton with the track to Harwell Campus (that passes Hagbourne Hill Farm) is a godsend. Prior to working at RAL in the H&S department I was a 30 year career fire officer with the fire and rescue service and fully appreciate the risk cyclist put themselves through on a daily bases. Having the road remaining closed will permit people to cycle without the need to use a 'main' road from Didcot and surrounding areas and put themselves at risk. Not only does it offer a safe route but will encourage others to opt for the healthy option. A campaign which is being promoted by the UK Government.</p> <p>For far too long the motorist lobby has had influence in decision making in comparison to healthy options. In instances like this Oxford County Council can make the difference and lead by example. After all, for the sake of another minute on a car journey, is it really worth asking cyclists to face the risk</p>

	<p>My preference would be open the entire length of the old railway track through to Chilton which takes out the “ steeper incline ” element of the journey and may encourage even more citizens (including families) and Campus staff to use this route thus removing cars off the road and allowing the Chilton road to be open for those who need to save that minute before joining the congestion on the A34 etc., ...but that is another story .</p>
(211) Resident (East Hagbourne)	<p>The scheme provides a much a needed link in the network of cycle and walking routes from Didcot via Upton to Harwell, Chilton, and towards Wantage. As it is much more direct than alternative footpaths and bridleways, and provides an all weather surface, it will make it much easier for people to cycle to work or school and provides sustainable access to the countryside. Completing this scheme will allow the full benefits to be realised from the Icknield Greenway project.</p> <p>Personal observations suggest that even during the winter, increased numbers of walkers can be seen on the road since the trial closure began, demonstrating the benefit to local residents. Inconvenience to motorised traffic should be minimal, given the upgraded alternative route via the new roundabout at West Hagbourne.</p>
(212) Resident (Upton)	<p>A safer access route from Upton to Chilton/Harwell Campus for walkers/cyclists is extremely important. The A417 is becoming increasingly busier and a Toucan crossing is a critical component of this proposal. Perhaps additional traffic calming could be considered for the A417 as well.</p>
(213) Resident (Abingdon)	<p>I often cycle on these roads and the closed road is an excellent connector from the NCN route on the old railway track into Upton through to the Harwell site and then the Icknield Greenway through to Wantage.</p> <p>Having traffic calming in and around villages is very important for pedestrians and cyclists and should go ahead....the delay to traffic is minimal but the gains safety and reduced air and noise pollution are well worth having.</p>
(214) Resident (Harwell)	<p>I support actions which will encourage more sustainable transport. I drive, cycle and walk in the area of the proposed changes. Improved cycle provision is likely to increase the number of commuter cyclists in the area, reducing traffic and its associated carbon and pollutant emissions. It would also help encourage increased amenity cycling that have proven health benefits.</p>

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(215) Resident (Didcot)	I have used this route to commute via bicycle to my workplace on the Harwell Campus many times and I feel that this is the most dangerous part of my route, particularly how some drivers turn into Chilton Road from Hagbourne Hill (cutting across lanes).
(216) Resident (Didcot)	Safer walking
(217) Resident (West Hagbourne)	I'm a regular cyclist commuter to Harwell (when no lockdown). The closure of the road to motor vehicles has improved the route significantly and made it safer. We now also use it at weekends for family rides.
(218) Resident (Wantage)	I often travel between the Harwell Campus and Upton, mostly by car, occasionally by cycle. I consider the original junction to present a hazard as vehicles turning into Chilton Road from Hagbourne Hill have to brake heavily due to the steep gradient and vehicles exiting Chilton Road often struggle to accelerate up the hill while high speed traffic may be coming from the direction of the A417 roundabout. Small things like cycles are slow anyway so don't present the same hazards. The additional time it takes to go via the roundabout and the A417 is minimal in a car so the detour does not present much of an inconvenience.
(219) Resident (Upton)	As a resident of Chilton Road and daily cycle commuter on NR 544 I have experienced first hand over the last decade the massive expansion of vehicle traffic on the (narrow) road which has led to it becoming too dangerous for any but the most experienced and confident cyclists to use. Traffic volumes have grown to such an extent that at rush hours vehicles using Chilton Road as a A417/A34 'rat run' regularly queue at the A417/Chilton Road and Chilton Road/Hagbourne Hill junctions for such a length of time as to entirely negate any time saving. The proposed measures will therefore bring significant benefits to cyclists, as well as allowing the road to be used by pedestrians which was hitherto impossible, without significant negative impacts on vehicle drivers.
[B2. Email Support]	

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(220) Resident (Harwell)	<p>I live in Harwell and regularly walk and cycle to Upton, Blewbury and Didcot. I have been absolutely delighted with the closure of the Chilton Road. Since it has been closed, I have noticed a definite uptick in pedestrians and cyclists using this road. I hope it continues.</p> <p>Since the Hagbourne Hill Road is not that much further away, I see this as a reasonable detour for car traffic. Furthermore, it is a difficult blind junction and any car turning out at the top of the Chilton Road is a danger to oncoming traffic. I believe there has already been a fatal accident there.</p>
(221) Resident (Blewbury)	<p>We live in the neighbouring village of Blewbury. We cycle locally with our children and have welcomed the temporary measures and would like to push they be made permanent.</p> <p>There really is no need for traffic, other than residents of the road, to use it as a cut through. The alternative route creates less of a backlog of traffic and is the safest route as turning onto Hagbourne Hill from Chilton Road or onto London road are both hazardous manoeuvres with limited visibility and speeding traffic.</p> <p>We'd especially welcome the proposed toucan crossing as our children have friends in Upton and they would like to cycle to meet each other. However they have to cross the A417/London Road so we do not allow them to go unsupervised for fear of an accident.</p> <p>These proposed permanent safety enhancements mean families and children can walk safely from the nearby park and railway line up onto the cycle route and beyond meaning the villages are truly connected and accessible to all. We fully support these proposed plans and ask they be implemented.</p>
(222) Resident (Upton)	<p>I fully support the closure of the rat run this road has become making in the past it extremely dangerous at the entry on the up the hill main as were road.</p> <p>I have however nearly seen nr death when a cyclist sought to fly across the road disregarding the major road-users up/down on the hill. Can it be explained to them that cars are travelling at speed down the un-kerbed Hill and rightly so and that cyclist grunting cowed over their bicycle appearing blind /front wheel crossing the superior road (not stopping/stepping off and removing their ear plugged music) as a matter of course)is not expected by the vehicular traffic struggling both ways, this is a country road and un-kerbed and this ensures that speedsters watch themselves or pay the penalty. The use of this road I have seen double over the past 2 years and will increase.</p>

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	Locals are aware of this stupidity /hidden danger and risk- to come across a tractor pulling out occasionally is liable to keep you on your toes if you are a local, not freewheeling and alert but I assure you that a newcomer to the area will not be expecting one or 2 cyclist wobbling over the road as they hit this part of the road fresh from Chilton bypass. if made part of the cycle track without more.
(223) Resident (Upton)	I support full closure of the road to all motorised traffic with a signal controlled crossing of the A417.
(224) Resident (Upton)	I just wanted to add my opinion to the consultation that I think it is a very good idea. The A417 there is a very dangerous road to cross with cars flying through the village. With the cycle path works further along towards Wantage and the closure of Chilton Hill to motor vehicles this would be the final piece in the environmentally friendly and sustainable transport puzzle. I do hope the measures proceed.
(225) Resident (Upton)	We are keen to put in writing our support of the closure of Chilton Road.
(226) Resident (Upton)	<p>I am writing to give my full support to the proposed permanent scheme to introduce additional measures that will allow for the safe use of Chilton Road (Upton) for walking, cycling and wheeling.</p> <p>I have been an Upton resident for many years and have seen how the Sustrans route from Didcot via Upton to Harwell, has become an accessible, safe way for people to travel in a healthy way. I walk several miles everyday and it has been a joy to be able to use Chilton Road for this use safely. If people are to be persuaded to walk, cycle or wheel instead of driving, then safe options must be made available wherever this is possible. This safe route can contribute towards reducing carbon emissions and contribute towards a more sustainable future.</p> <p>I welcome the permanent scheme to complete the missing link in the National Cycle Network, Route 544.</p>
(227) Resident (Upton)	As an Upton resident for many years I would like to comment on your proposals and suggest two possible slight alternatives which I would like you to consider. I am very much in favour of closing the Chilton Road to motorised traffic and have been using it frequently since the temporary closure started.

1. Rather than the huge expense and environmental changes involved in a Toucan crossing complete with lighting, queuing traffic with polluting emissions, 'raised tables' and lots of signage, I would like you to consider the much cheaper alternative of reducing the speed limit through the village to 20mph. The sightlines for crossing the road at this point are already good and slower traffic would give more time to cross and also, and perhaps more importantly, improve the very dangerous crossings from Prospect Road to the George and Dragon and from High Street to Alden Farm Lane both of which are in frequent use by cyclists, pedestrians and horses to reach the tracks to the downs. Crossing over at either side of the bend in the A417 requires not good sight (it is a blind corner) but acute hearing and will only become more dangerous with the increase in silent electric cars. There was a fatal accident on this bend in which an old lady was trapped, fully conscious, in her car and burnt to death following an accident on this corner – cars and lorries frequently straddle the white line coming from Blewbury at speeds already exceeding 30mph. Neither Harwell nor Blewbury, our bigger neighbours on either side, have lights and crossings over the A417.
 2. At the Chilton Road/Hagbourne Hill junction might you consider widening the entrance to the road/track to Hagbourne Hill Farm to give a little more turning space for tractors and lorries? This would require re-siting two telegraph poles and obviously the consent of the farmer.
- I understand that my suggestion that the speed limit on the A417 through Upton be reduced to 20mph would not be acceptable as it is national policy to keep traffic moving on all A roads at a minimum speed of 30mph. That being so, would you register my suggestion that there should be a SPEED CAMERA perhaps between Station Road and Prospect Road which would 'encourage' traffic to go no faster than 30mph. At the minute huge lorries thunder through the village at alarming speeds towards the bad bend which makes crossing the road at any point quite frightening – as I said in my earlier submission the crossing from Station Road to Chilton Road has always had the best sightlines and perhaps cyclists and walkers should just be encouraged to take responsibility for their own safe crossing as we all do at present and is the case in villages on either side of Upton.

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Divisions affected: N/A

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

CHERWELL & WEST OXFORDSHIRE DISTRICTS - VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member for Environment is RECOMMENDED to approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Gassons Mead, Alvescot (x2); New Road, Bampton; Bretch Hill, Banbury; Sandford Green, Banbury; Withycombe Drive, Banbury; Lerwick Croft, Bicester; Ashcombe Close, Witney; Woodgreen, Witney and Queen Street, Eynsham.

But defer approval of the proposals at the following locations pending further investigations: Edmunds Road, Banbury; Queens Road, Banbury; Dunkins Close, Bicester; Walterbush Road, Chipping Norton and The Crofts, Witney.

Executive summary

1. Provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

Introduction

2. This report presents objections received to a statutory consultation on proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the Cherwell and West districts

Background

3. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. Annex 1 to Annex 11 provide plans of the locations for which objections have been received or concerns raised.

Consultation

4. Formal consultation on the proposals was carried out between 7 January and 5 February 2021. A notice was placed in relevant local newspapers and emails

sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell and West District Council and local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.

5. Thames Valley Police, West Oxfordshire District Council, Witney Town Council, Bicester Town Council and Alvescot Parish Council responded with no objections. An expression of concern was raised by Eynsham Parish Council.
6. Twenty-eight responses were received from members of the public during the course of the consultation. These are summarised in the table below:

Town	Location	Support	Object	Concerns
Alvescot	3 & 4 Gassons Mead	1		1
Bampton	New Road	1		1
Banbury	53 Bretch Hill			1
	Edmunds Road		1	
	Queens Road		1	1
	Sandford Green			2
	Withycombe Drive			1
Bicester	Dunkins Close		2	
	Lerwick Croft		2	
Chipping Norton	Walterbush Road		7	1
Witney	Ashcombe Close			1
	The Crofts		1	
	Woodgreen	3		

7. The responses are recorded at Annex 12 with copies of the full responses available for inspection by County Councillors

Response to objections and other comments

8. Comments and recommendations are provided in response to the concerns and objections as given in Annex12 in respect of each of the proposed site in the following paragraphs.

Alvescot – Gassons Mead – proposed DPPP (x2)

9. One expression of support and one concern was raised about the impact two disabled spaces would have on the problematic parking situation. It is recommended to approve both DPPP's.

Bampton – New Road – proposed DPPP

10. One expression of support and one of concern was raised. Both had commented on the positioning of the disabled place saying that it should not impinge on any access ways or obstruct the Fire Station. It is recommended to approve this proposal but take into consideration when locating the disabled place not to cause any obstruction.

Banbury – Bretch Hill – proposed DPPP

11. One expression of concern was received commenting that more parking spaces are needed for residents. It is recommended that this proposal is approved.

Banbury – Edmunds Road – proposed DPPP

12. One objection was received over the telephone, expressively objecting on the location of the proposed bay and informing that the applicant is able to walk quite far. It is recommended to defer a decision on this application.

Banbury – Queens Road – proposed formalisation of DPPP

13. One objection and one expression of concern was raised stating that the applicant is not a resident as well as information that the applicant had passed away with concerns also raised that if the informal bay was to become formal it would take up valuable parking in the road. Therefore, it is recommended to carry out an informal consultation on the removal of the bay.

Banbury – Sandford Green – proposed DPPP

14. Two expressions of concern were received. The existing disabled bay is not enforced so it is likely another disabled bay would be abused with a query as well on location. It is recommended that this proposal is approved.

Banbury – Withycombe Drive – proposed DPPP

15. One expression of concern was received citing access to driveway concerns. It is recommended to approve this proposal but take into consideration the location of the bay so as not to inhibit other driveways.

Bicester – Dunkins Close – proposed DPPP

16. Two objections were received. All residents have special needs and struggle to park as the parking situation is a constant problem with commuter parking. It is recommended to defer this proposal and further investigation on 'residents only' parking needs to be considered.

Bicester – Lerwick Croft - proposed DPPP

17. Two objections were received; The location of the disabled bay should be re considered. It is recommended to approve this disabled bay but take into consideration the location of the bay so as not to restrict access to the road.

Chipping Norton – Walterbush Road - proposed DPPP

18. Seven objections and one concern was received. It is on a main bus route and could be problematic for buses; it would obscure vision from the adjacent side road and there is parking available in the car park to the rear of the property. It is recommended to defer this disabled bay but further investigations considered for a disabled bay in the parking area owned by Cottsway Housing.

Witney – Ashcombe Close - proposed DPPP

19. One expression of concern was received. This part of the road acts as a turning area, could double yellow lines be considered along with the disabled bay. It is recommended to approve this disabled bay.

Witney - The Crofts - proposed informal DPPP

20. One objection was received as the placement of the disabled bay would be right outside their property and could have significant detrimental impact on the value and saleability of the property. It is, therefore, recommended to defer this DPPP pending further investigations on a more suitable location.

Witney – Woodgreen – proposed DPPP

21. Two expressions of support were received. It is recommended that this proposal is approved.

Sustainability implications

22. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Financial and Staff Implications (including Revenue)

23. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

Equalities and Inclusion Implications

24. The provision of disabled persons parking places assists those with a mobility impairment

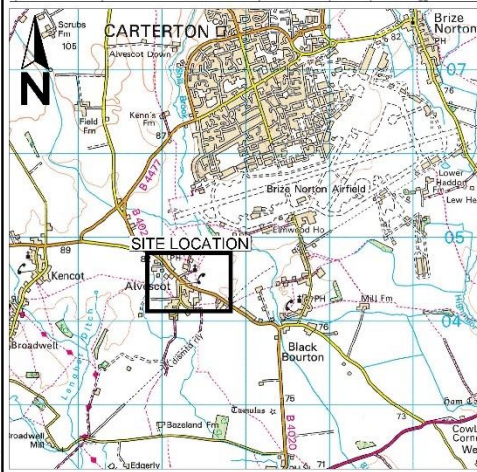
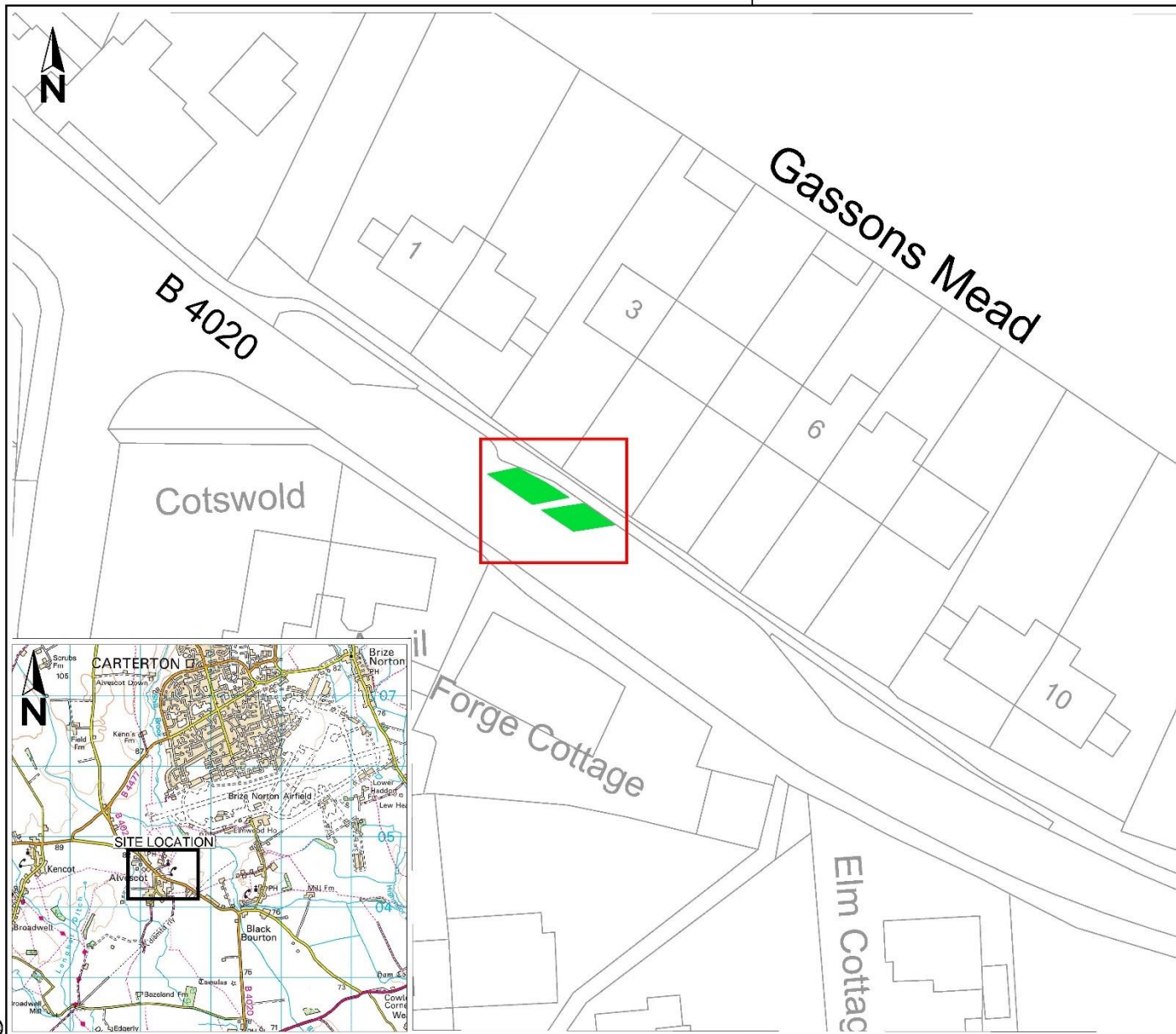
Corporate Director, Environment and Place



Annexes: Plans of proposed disabled persons parking places to be removed or provided where an objection or concern on the proposal has been received.

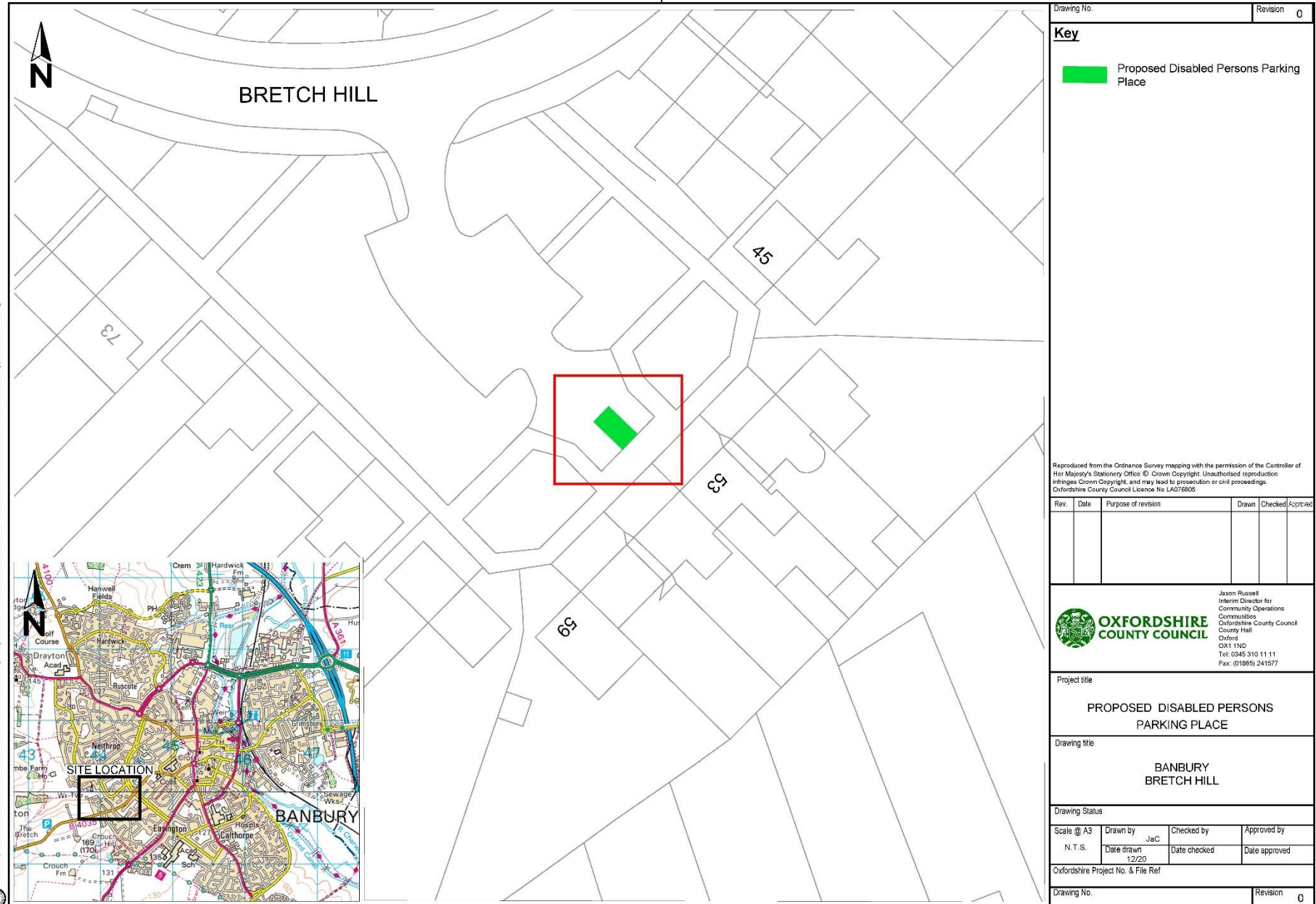
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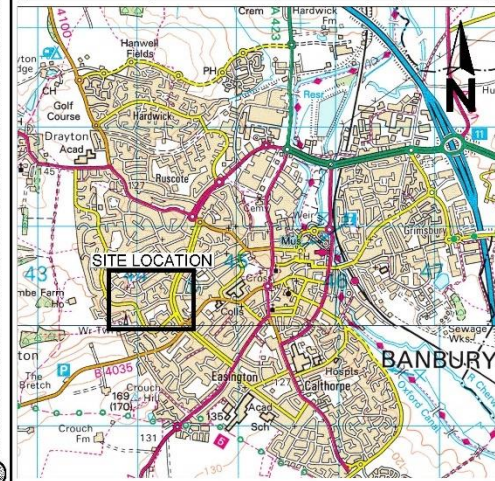
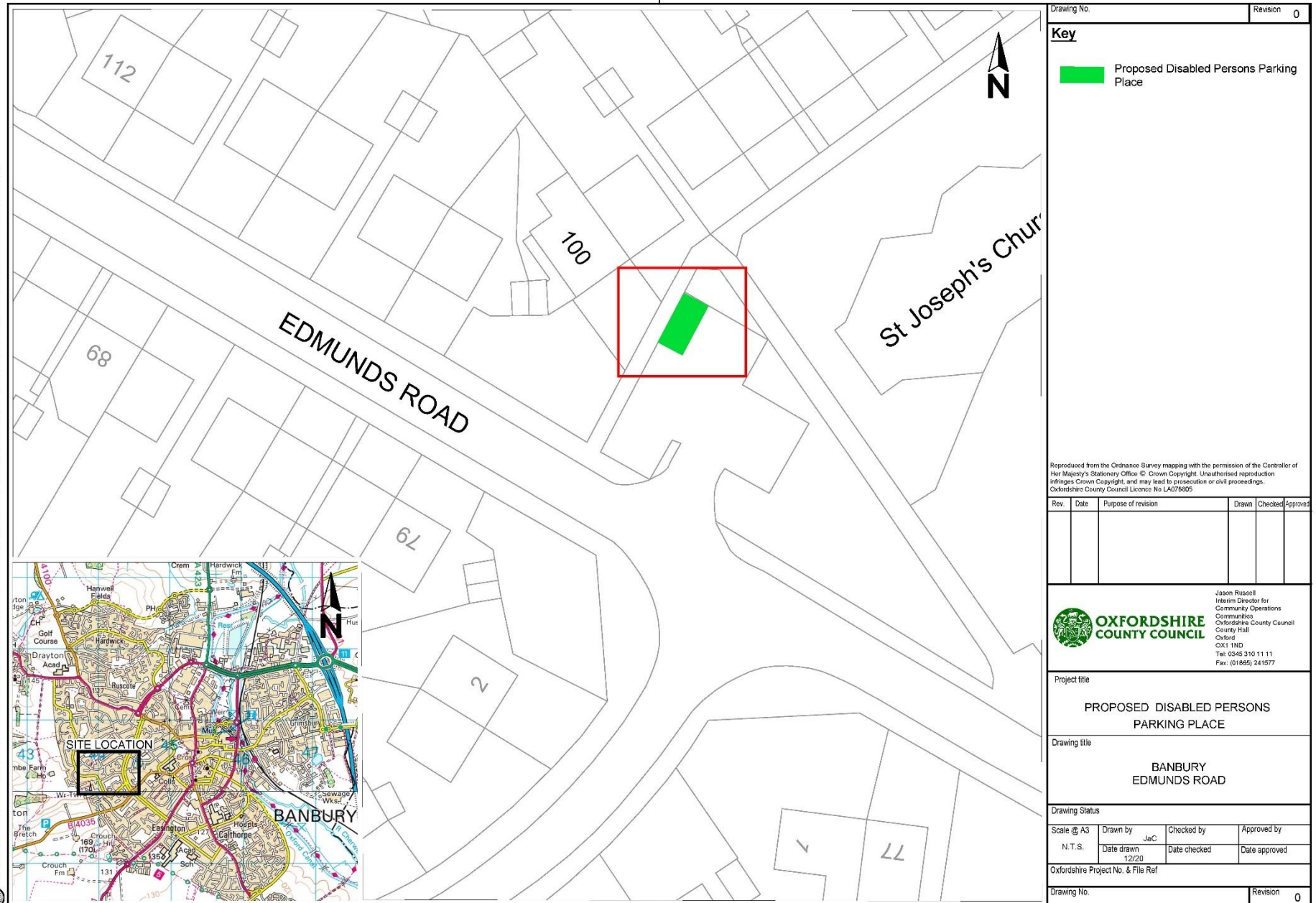
Contact Officers: Tim Shickle 07920 591545
Jane Clark 07545 459107



March 2021

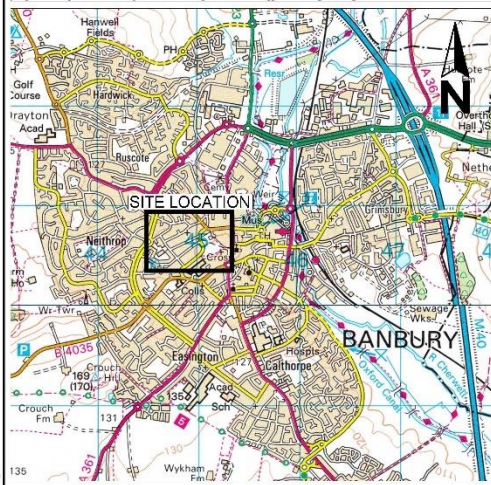
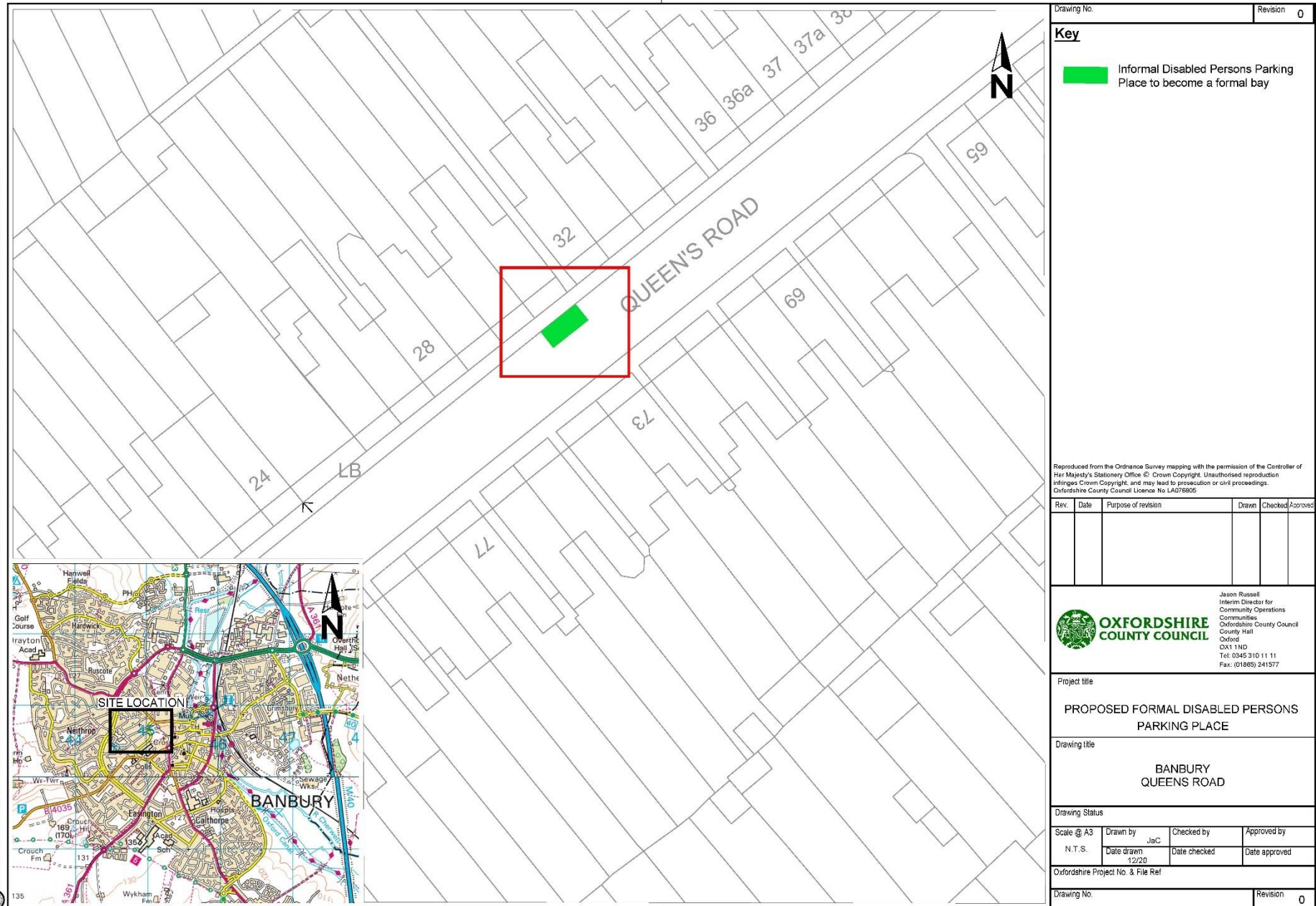


Drawing No.		Revision 0									
Key  Proposed Disabled Persons Parking Places											
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 OXFORDSHIRE COUNTY COUNCIL <small>Jason Russell Interim Director for Community Operations Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577</small>											
Project title PROPOSED DISABLED PERSONS PARKING PLACES 2020											
Drawing title ALVESCOT GASSONS MEAD											
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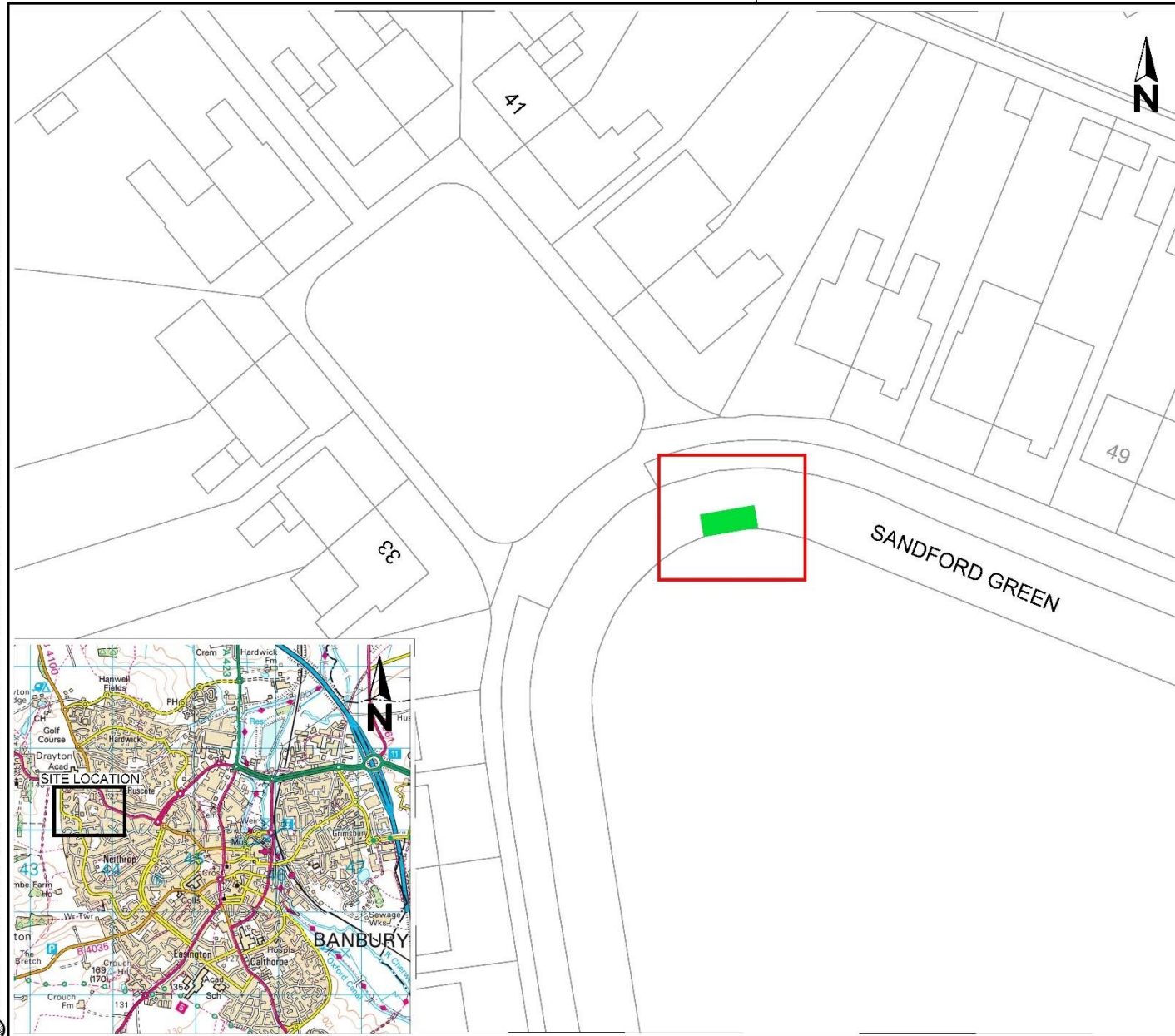




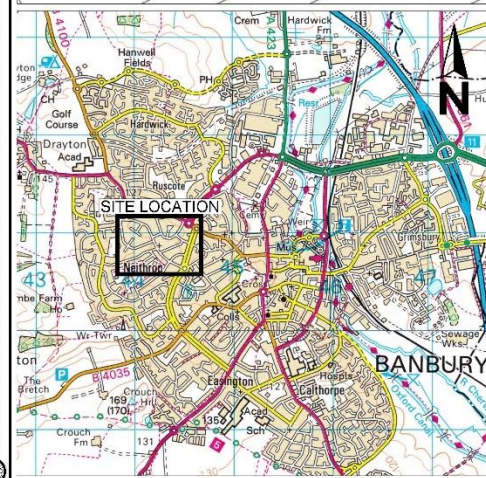
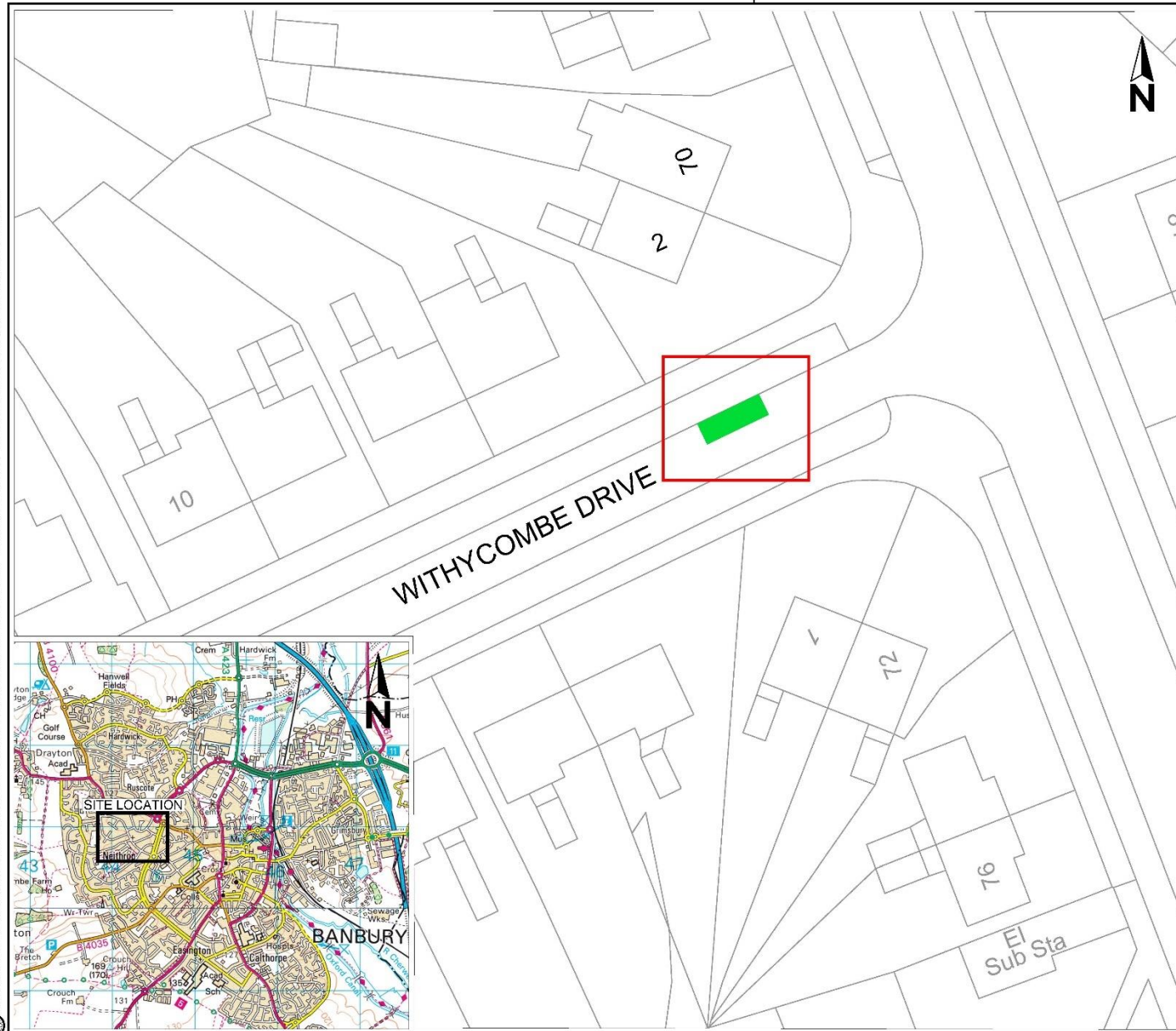
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Project title			
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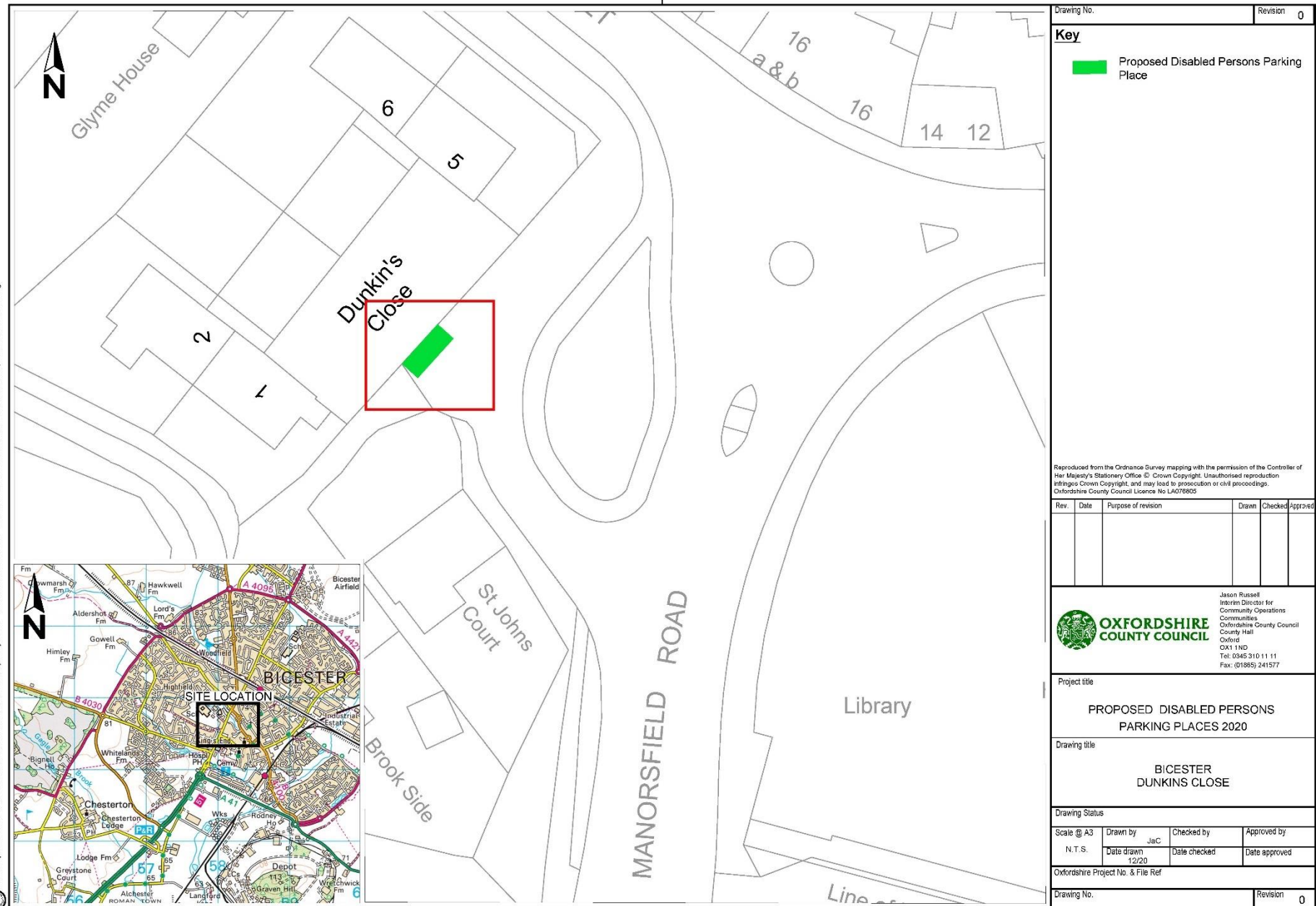
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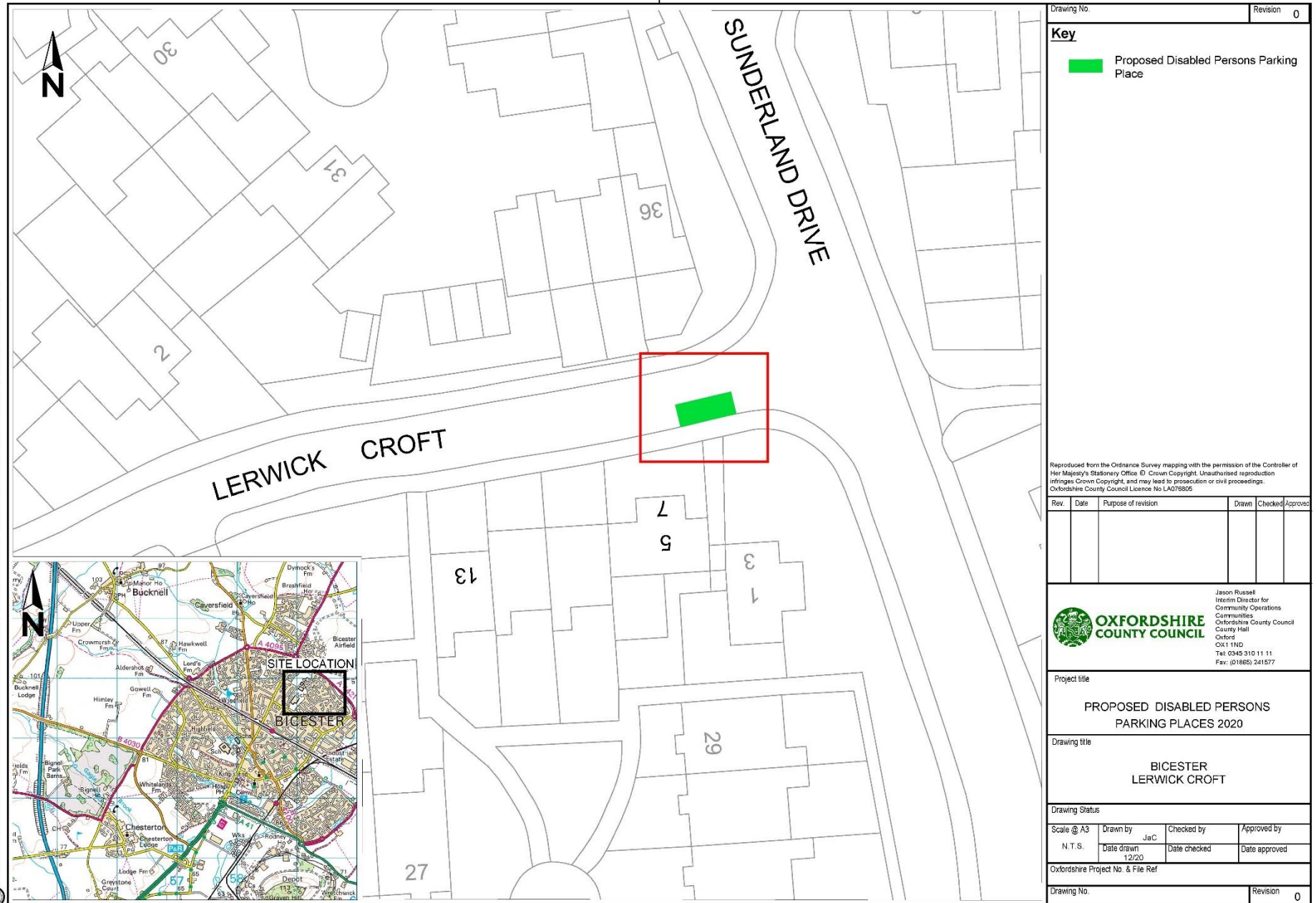


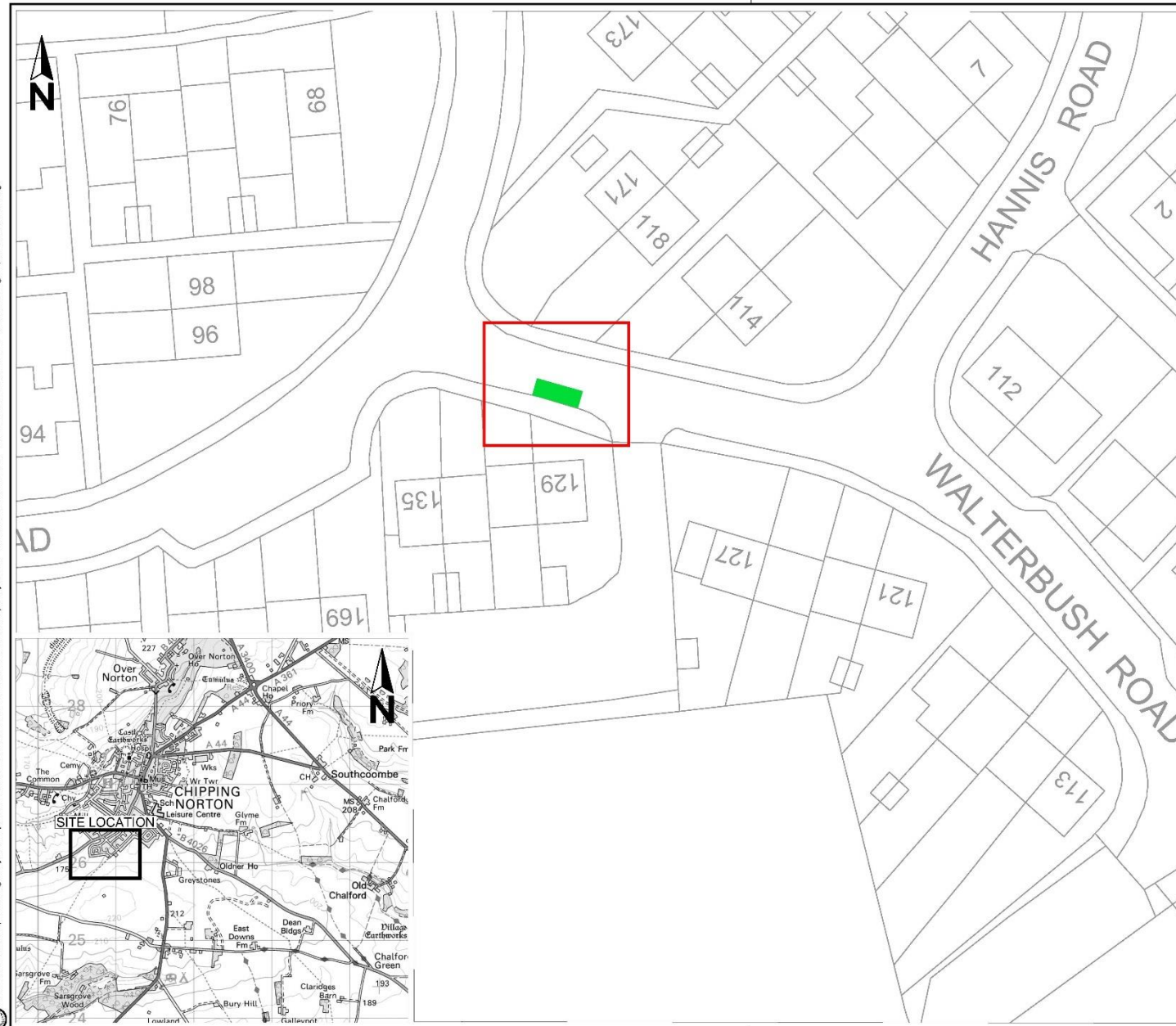
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
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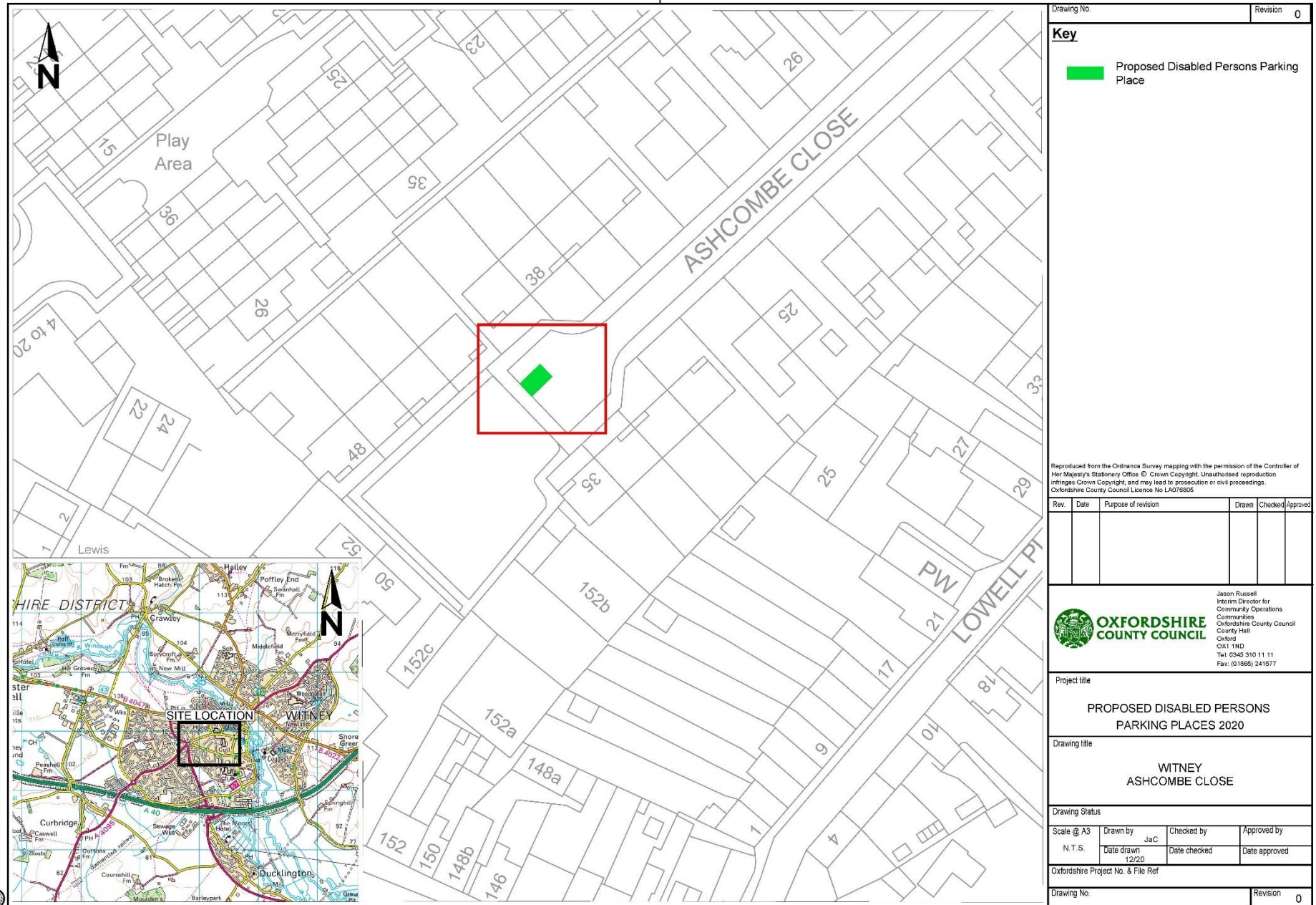
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Project title			
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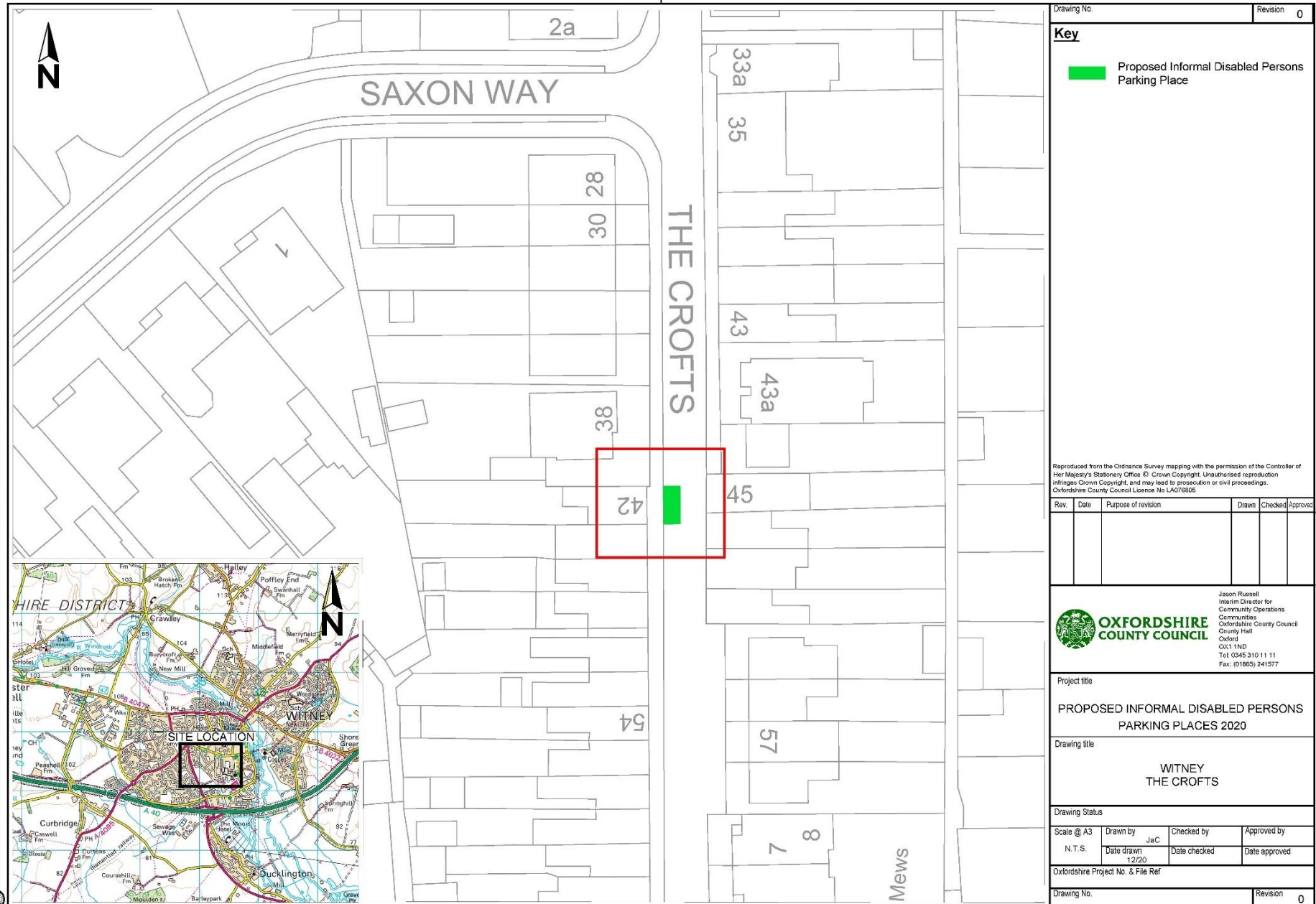






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PROPOSED DISABLED PERSONS PARKING PLACES 2020			
Drawing title			
CHIPPING NORTON WALTERBUSH ROAD			
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) West Oxfordshire District Council	No objection
(3) Witney Town Council	No objection
(4) Bicester Town Council	No objection
(5) Eynsham Parish Council	No objection – but concerns were expressed that the remaining space in between Queens Lane ‘keep clear’ and number 11 allows for a car to be parked.
(6) Alvescot Parish Council	No objection
<i>Gassons Mead (Alvescot) - Two proposed new DPPP's</i>	
(1) Local Resident, (Alvescot)	Concerns (Gassons Mead) – I am very concerned about the impact this will have on the residents on Gassons Mead. Over the last year, we have had problems with other people parking outside our houses, often leaving residents with nowhere to park. If 2 of these spaces are taken away, the problem will get worse.

	<p>Whilst I understand that there might be someone who would use a disabled bay, I think other things need to be taken into consideration. Where the proposed spaces are to be, there are 2 cars who park across 2-3 spaces and have always done.</p> <p>There is a girl who lives opposite in a house with a driveway who always takes up a space, causing real problems. Before she did this, there were no problems. I imagine these spaces have been requested so that the end houses can have guaranteed parking, however I believe that 'residents only' parking would alleviate all problems and make this a much nicer place to live (if this were to be done then 1 disabled space would be fair too).</p> <p>I don't wish to be petty, but we all have reasons to be parking outside of our houses and would appreciate the option of residents only parking being considered alongside the disabled spaces.</p>
(2) Local Resident, (Alvescot)	Support (Gassons Mead) - The parking is very difficult along this row, more so for someone who is less a led.
<i>New Road (Bampton) – Proposed new DPPP</i>	
(3) Local Resident, (Bampton)	Support (Bampton Road) – We support the application; however, it would appear to impinge on the yellow zigzag lines outside the fire station. A resident is intending to apply for access to their property for parking. This may influence the exact positioning of the space.
(4) Local Resident, (Bampton)	Concerns (Bampton Road) – I have no objections but as long as the disabled bay does not block my driveway.
<i>53 Bretch Hill (Banbury) - Proposed new DPPP</i>	
(5) Local Resident, (Banbury)	Concerns (53 Bretch Hill) - If you are going to put more disabled parking in could you please add more parking for normal residents as there are not enough parking spaces as is. If you are not willing to add more spaces, please leave well enough alone as there is not enough space.

<i>Edmunds Road (Banbury) - Proposed new DPPP</i>	
(6) Local Resident (Banbury)	Object (Edmunds Road) – I Object to the location of the proposed disabled bay. There are many disabled residents in this road, they would all like disabled parking and it should be (house) numbered, so we all have an allocated parking space. The applicant of the bay can walk to the shops and back. The green, which is adjacent to the parking area could be made into a disabled bay and then it would not affect all the other people that park in the car park. I would like to purchase the area of verge next to my property to turn this into off road parking for our car.
<i>Queens Road (Banbury) - Proposed informal DPPP to be made formal</i>	
(7) Local Resident (Banbury)	Object (Queens Road) - I live in Queens road and I have to raise an objection, because the person this is related to is not a Queens road resident but a visitor though on a regular basis, also this person is not wheelchair bound and is able to walk freely, though with an impediment. I just feel that with parking in Queens road at such a premium, it's grossly unfair on other residents like myself, currently a keyworker doing late shifts and struggling to find a parking space after 10 at night. I strongly object to this proposal, this might be different if the person was to become a permanent resident?
(8) Local Resident (Banbury)	Concerns (Queens Road) - George Thomas (the applicant) died before Christmas, the space is now not used as the son keeps his car in a garage in Gillett Road. His lady friend sometimes uses it to unload when she visits from Lincolnshire (she is not resident here) but other than that it stands empty. This is a street of Victorian terraced houses, with on-street parking, and as it stands there are nowhere near enough spaces in Queen's Road for the number of cars which are resident here; this results in us needing to park in neighbouring roads. It seems unkind to the other residents - many of whom have small children and would prefer to be able to park in the same postcode - to keep the space as it isn't being used for disabled parking.
<i>Sandford Green (Banbury) - Proposed new DPPP</i>	
(9) Local Resident (Banbury)	Concerns (Sandford Green) – It would be better if you enforced the current illegal parking in the disabled bay. We have phoned the council several times as I have a blue badge and can never get in the disabled bay. Two cars that do not have a blue badge park in them. I struggle to walk back home since I have to park somewhere else and sometimes it's a struggle to even get back. I can never get in the disabled bay please enforce this illegal parking

(10) Local Resident (Banbury)	<p>Concerns (Sandford Green) I am not a person that drives and don't have a driveway I was firstly wondering if that's why opposite my house has been chosen. Secondly, I have no qualms about this it's just that at weekends it's very busy with vehicles and hard for anybody including my family have a job to park.</p> <p>On the opposite side of the green to me is a caravan, been parked there for some years on the road which to my way of thinking it's taking up a parking space. The grass verge outside my house is a mess where cars have been parking since I've lived here nine years ago now and it's just a mess because there's no parking spaces on the road although I do not own the house I still have to look at the mess of mud and water.</p>
<p><i>Withycombe Drive (Banbury) - Proposed new DPPP</i></p>	
(11) Local Resident (Banbury)	<p>Concerns (Withycombe Drive) - I am just concerned re access to our driveway. We get cars parked here that do not belong to anyone living on Withycombe Drive. Also, the people who live opposite no longer have a car or is it for relatives to park when visiting. I am not for or against</p>
<p><i>Dunkins Close (Bicester) - Proposed new DPPP</i></p>	
(12) Local Resident (Bicester)	<p>Objects (Dunkins Close) - I am replying to your letter with regard to the above with my rejection to this matter Dunkins Close has 6 houses for the over 50s and they all have someone with a special need and have a constant daily problem parking at our home as we have to compete with the whole town. As Dunkins Close is used like a free carpark by the public, the Travelodge, a 24hour gym and other local businesses. I would like to invite you to come to Dunkins close and see the reality for yourself the daily problem we face. I myself work sometimes 16 hour shifts and have come home to find that I cannot park at my home and have had to park in a carpark away from my home sometime late at night.</p>
(13) Local Resident (Bicester)	<p>Objects (Dunkins Close) - Thank you for your email in response to the issue of parking. Apologies, I didn't realise that one resident had requested a designated parking space; wasn't aware you could do that. Although I do not think it is the resident himself raising the issue, more likely the care agency who send in a variety of staff to look after him. And although I have every empathy for him, his carers have no more difficulty finding a parking space than the rest of us residents who have had to endure this situation for years.</p>

<i>Lerwick Croft (Bicester) - Proposed new DPPP</i>	
(14) Local Resident (Bicester)	<p>Object (Lerwick Croft) - Whilst I am empathetic to the needs of the disabled residents I must object to this parking. We are a four adult, four car household. We park at least 2 of our cars, sometimes, 3 in the communal parking. I know the spaces on the road are communal, so no one owns them. I make no claim over the one outside my house. Currently the parking works amicably between neighbours. I feel this would also damage those relationships. I work from home at said window and watch as large vehicles attempt to get into our road. There is not sufficient turning space to get them in without mounting the pavement. The turn is not big enough, I witness several near misses each week. Again, if you block these spaces, which are partially in the way already, people will park on the corner. Someone has today. The poor binmen have the devil's own job getting to the bins. Heaven forbid we should need an ambulance or fire engine! It's so dangerous. Perhaps you could consider putting the spaces out the back and giving access to these individuals to their homes from the rear of their properties? Please let me know the progress of this as I may need to take legal advice. Please do not just plonk them there without any further notice.</p> <p>I have now seen the plans. It is not outside my house directly, however, I still think this is dangerous. Has anyone asked the waste refuse people? The lorries are mounting the kerb to enter the road, several each day. Can the space not be put on the main road? This would not be an obstruction and would allow people to see?</p>
(15) Local Resident (Bicester)	<p>Object (Lerwick Croft) - The disabled plan showing the new disabled space is placed where I normally would park as this is the first available space on that road and closest to my flat. Is it possible to move the new disabled parking spot one space forward so that it's in front of the house needing it (5&7) so that I am still able to park at the beginning of the road entrance?</p>
<i>Walterbush Road (Chipping Norton) - Proposed new DPPP</i>	
(16) Local Resident (Chipping Norton)	<p>Objects (Walterbush Road) - I am writing to object to the disabled person parking place on Walterbush Road, Chipping Norton, the road is on a main bus route and due to existing residents parking it would make it very difficult for the bus. The person in question has existing parking to the rear of the house, which is no further walk than the proposed plan. There are two driveways opposite where the disabled parking would go, so it would make it difficult for the two residents to enter their driveways. The person in question has a nice safe parking place in the car park at the back of her house.</p>

(17) Local Resident (Chipping Norton)	Objects (Walterbush Road) - I won't be able to see what is coming up the road when pulling out of the car park by the side of the house, it's a bus route and they have trouble getting through a lot of the time with the cars parked on the opposite side of the road, the persons who have applied for this proposal parks their car out the back of their home in a small car park and the car hardly ever moves! Also, there is hardly any difference walking to the car if it was parked out the front than where it sits now out the back of the houses right opposite their back gates.
(18) Local Resident (Chipping Norton)	Objects (Walterbush Road) - Looking at the plan it appears that the proposed space is to be at the front of the property and therefore on the road. It is adjacent to an entrance to off road parking, used by residents from 129, 131, 133, and 135 Walterbush and others and may impede access and vision. It is a main bus route and already has issues for larger vehicles due to a number of cars parking on both sides of the road. Whilst I understand the need for people to be able to access their property by the safest means, in my opinion it may be a hazard to create this space on the road. Continuing to park at the back of the property might be safest option with appropriate rails etc. to support access if necessary. In my role as a Manager for Age Concern I fully understand the needs of others and would be happy to be contacted if it's appropriate.
(19) Local Resident (Chipping Norton)	Objects (Walterbush Road) – This parking space will obstruct the line of sight for many vehicles leaving the existing car parking area on the other side of these addresses. It is also on a Bus route at a very narrow part of Walterbush road, the S3 route to Oxford, every Hour. This Bus route is an essential for other people in this area of Chipping Norton who use it to go to the town and Medical Centre. There is an existing car parking area here already.
(20) Local Resident (Chipping Norton)	Objects (Walterbush Road) - The proposed parking is on a main bus route and will cause an obstruction with the vehicles that park outside their houses opposite. Also, the applicant parks her car in a carpark to the rear of the property. if planning is granted it will be an obstruction of vision when leaving the car park that is behind the property.
(21) Local Resident (Chipping Norton)	Objects (Walterbush Road) - There are many vehicles that use the opposite side of the road to the proposed disabled parking space which would lead to much congestion. There are already not enough car spaces in this area. Problems already occur for the buses that try to get through, I feel this would lead to much more. I think it would be a Good idea if you were to view this road and see for yourselves just how busy it gets.
(22) Local Resident (Chipping Norton)	Objects (Walterbush Road) - There is a carpark behind the address. The person at the address is able to walk up the hill (50meters) to the bus stop and she is also able to walk from her back door (the door she uses to access her house as she does not use her front door) to her car currently parked behind her house. The road is also a bus route and with the cars that park on the road at the moment allow the bus to pass but the proposed spot for the parking would disrupt the bus and other people who need to park on the road too.
(23) Local Resident (Chipping Norton)	Objects (Walterbush Road) - I object to the above proposal because the proposed area is on a main bus route, parking on that road is already very tight meaning the bus often can't pass parked cars. The occupant has parking to the rear of the house, more than one space and it is opposite a dropped kerb driveway.

Ashcombe Close (Witney) - Proposed new DPPP

(24) Local Resident
(Witney)

Concerns (Ashcombe Close) - I am assuming this is for the use of the resident at 44, and can see that such a place will be beneficial. That end of the road (nearest to Corn St.) functions as a turning space as well as parking. The pavement on either side curves into that parking space (for 5 vehicles) but is often used for parking as well. This practice can make turning very difficult, if not impossible especially for large service vehicles, such as ambulances, or fire engines. So, my suggestion is that at the same time as marking the disabled parking space, yellow lines be put on those end curves to forbid parking. I would be interested to know if that can be considered.

The Crofts (Witney) - Proposed new DPPP

(25) Local Resident
(Witney)

Objects (The Crofts) - We would like to raise an objection to the proposed placement for the informal disabled person parking place outside our property. This section of The Crofts, where the parking place has been proposed, has no driveways and is only wide enough to accommodate parking on one side. As a result, parking places are extremely limited for all residents who live on this section of the street.

We are understanding of and sympathetic to the request for the disabled persons parking place, however we are concerned that placing it directly and solely outside our property would have significant detrimental impact on the value of our property. While we recognise that this is an informal space and unenforceable, we are concerned that any prospective buyers might feel they could never park immediately outside the house, on a street where parking is already extremely challenging. We feel that being unable to park close to the property would create difficulties for any young and growing family.

We would therefore suggest that the informal disabled persons parking space be placed immediately opposite 47 The Crofts, whose residents will benefit most directly from this parking space.

Could we also take this opportunity to make further suggestions for this section of The Crofts - That you implement a residents-only parking scheme. The street is often used by commuters to workplaces on Corn Street (more noticeable pre-Covid 19) and we believe the upcoming changes on Corn Street will exacerbate this situation. That you put in place traffic calming measures for this section of the road. As you will be aware residents from 45-51 open their front doors directly onto the road (with no pavement), and several cars drive extremely fast past these houses. This makes both the residents and us as their neighbours feel very unsafe and we are concerned that it is only a matter of time

	before there is an accident on this section of the road.
<i>Woodgreen (Witney) - Proposed new DPPP</i>	
(26) Local Resident (Witney)	Support (Woodgreen) - I fully support the proposal for a disabled parking bay outside the gates of Holy Trinity thus enabling people easier access to the church, both for regular services and weddings and funerals.
(27) Local Resident (Witney)	Support (Woodgreen) - A Disabled parking space is essential outside Holy Trinity Church Woodgreen, as we usually have a number of people with physical impairments or disabilities attend services and other events. There is currently no appropriate parking to enable close proximity to the church, so this parking space is absolutely essential.
(28) Local Resident (Witney)	Support (Woodgreen) - The disabled parking space outside Holy Trinity is needed because the church has an aging congregation, several of whom are registered disabled. At the moment they often have to park on yellow lines, as residents are using the available spaces. This is clearly not desirable as the yellow lines are primarily there to stop vehicles parking usually because of safety concerns and visibility. A dedicated disabled space by the church gates will make it easier for both the disabled members and safer for all.

Divisions affected: Abingdon East; Abingdon South

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

ABINGDON – B4017 BATH STREET – PROPOSED WAITING RESTRICTIONS AND CYCLE LANE

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the waiting restrictions on B4017 Bath Street, Abingdon as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposed waiting restrictions on B4017 Bath Street Abingdon as shown at Annexes 1 and 2 and follows a consultation on the same restrictions carried out in December 2018 and January 2019 and which were approved at the Cabinet Member for Environment decisions meeting on 14 February 2019. Regrettably however the restrictions were not implemented within the statutory maximum period of two years from the start of the consultation. It has consequently been necessary to carry out a further consultation.

Financial Implications

3. Funding for the proposals has been provided by the developers of land north of Abingdon.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of cyclists.

Consultation

6. Formal consultation was carried out between 10 February and 12 March 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Abingdon Town Council and the local County Councillor. Notices were placed

on site and letters were also sent to approximately forty-three premises adjacent to the proposals.

7. Six responses were received. Two objections, one expression of non-objection, and three expressions of support. .
8. The individual responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object.
10. The response of Abingdon Town Council will be reported verbally as due to the timing of their meetings the council was in this instance unable to respond within the formal four week consultation period.
11. The Director of Estates of Abingdon School, while expressing support for the principle of improving the provision for cyclists, considered that the proposals will make life more difficult for parents, visitors and the School Sports Centre users due to the reduction in on-street parking provision, and may displace parking to less suitable locations on adjacent roads.
12. An objection was also received from a local resident also citing the difficulties faced by residents without off street park in parking near their homes in the absence of a residents parking scheme, and noting also the phasing out of a residents permit scheme in the nearby Charter Car Park. The respondent requested that the proposed length of no waiting at any time restrictions instead be designated a resident only parking area.
13. Noting the above, and also referring to the parking surveys carried out in 2019 as part of the assessment of the scheme and as reported to the Cabinet Member for Environment decisions meeting in February 2019, it is accepted that there is in normal circumstances appreciable use of these parking places during the day time, although overnight the parking places which will still remain to the north of the current proposals will be adequate for local parking demand by residents.
14. It should also be noted that the number of objections received in this consultation was considerably lower than the thirteen objections from local resident received in the previous consultation.
15. Three expressions of support were received from members of the public, two being local residents. However, the latter also cited concerns that the proposed cycle provision should comprise stronger segregation from traffic to provide more protection for cyclists. These concerns are noted, and although outside the scope of this specific proposal which seeks -by removing parking - to provide more space for cyclists on this narrow part of the road, it is agreed that providing stronger segregation both here and other cycle lanes

in the town is desirable in principle subject to further assessment of feasibility and funding being available.

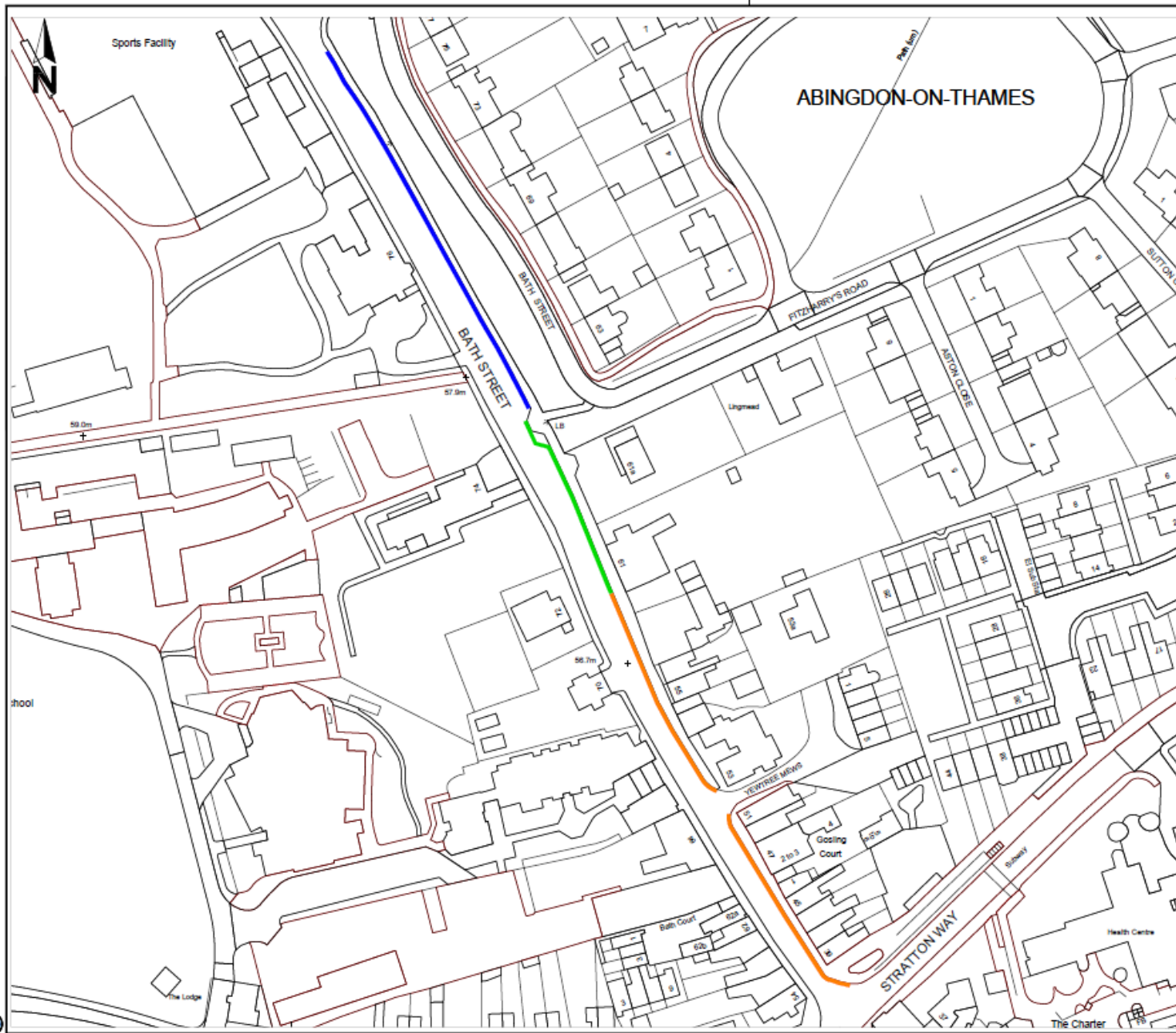
Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1 and 2: Consultation plans
 Annex 3: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Jason Sherwood 07795 684708

March 2021

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Drawing No.		Revision	
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Key

- Existing No Waiting at Any Time (double yellow lines) 131 metres.
- Proposed "No Waiting at Any Time" (double yellow lines) (approx. 54 metres)
- Existing Monday - Saturday 8am - 6pm 2 Hours No return within 1 hour (approx. 113 metres)

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Rev.	Date	Purpose of revision	Drawn	Checked	Issued

 **OXFORDSHIRE COUNTY COUNCIL**

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Project title

PROPOSED NO WAITING AT ANY TIME

Drawing title

**ABINGDON
BATH STREET (UPPER)**

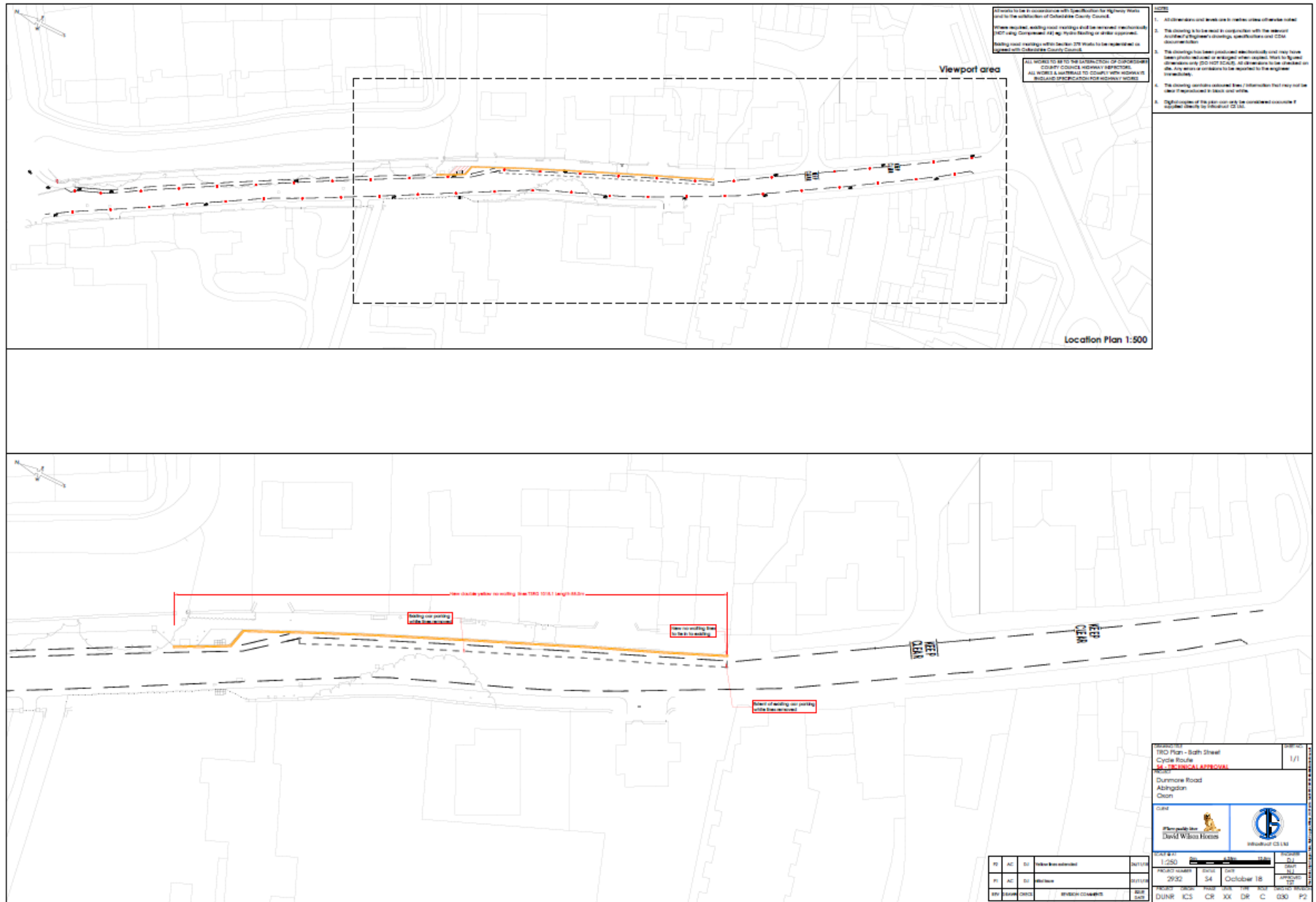
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Oxfordshire Project No. & File Ref

Drawing No.	Revision
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CMDE10



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
2) Abingdon School (Abingdon)	<p>Object - Your letter has been forwarded to me as Director Estates to respond on behalf of Abingdon School. I have consulted with the School senior management and these are the collective comments and objections on the loss of parking spaces in Bath St.</p> <p>1-The School is supportive of cycle lanes development generally but feel that this proposal will make life more difficult for parents, visitors and the School Sports Centre users.</p> <p>2- Parents of boys attending the School use the free parking as a drop off and pick up point and the loss of this parking will cause difficulty for them and may lead to parking congestion elsewhere on Bath St.</p> <p>3- The School Sports Centre is open to public membership and whilst we provide a free car park just off Faringdon road we are aware that some sports centre users find it more useful to park in Bath St.</p> <p>4-The removal of parking spaces in the near vicinity of the School would be detrimental to visitors to the school and could lead to additional parking problems on nearby roads.</p>
3) Local resident (Abingdon)	Support - Cycling along Bath St is not currently very safe. Something other than pictures of cycles painted on the road needs to be done. It is particularly dangerous as motorists open their car doors onto the passage of cyclists
4) Local resident (Abingdon)	Support - making it easier for people to cycle and discouraging car usage. However, we really shouldn't be using painted cycle lanes, as they do nothing to improve safety for cyclists. What we should be doing is a segregated route, or at the very least a mandatory cycle lane, which is sufficiently enforced. Light segregation such as wands or armadillos would be a good measure to include.
5) Local resident (Abingdon)	Object - As a resident of Bath Street, I am disappointed to learn of the application for these additional parking restrictions without any accompanying proposal for an alternative parking solution - specifically for residents living in houses between the proposed area and the Stratton Way junction that have no private parking and who depend on

	<p>these 'Limited Waiting for 2 hours...' bays as a means to park overnight.</p> <p>Whereas I strongly encourage action by the Council to make the roads in Abingdon safer for cyclists, having read through the previous objections to this proposal in 2018 it is clear that there is another issue that is being repeatedly overlooked for this section of Bath Street - and that is the lack of Council support for residents to have the opportunity to park relatively near to their home.</p> <p>Unlike many other central Abingdon residents that are able to park on nearby streets away from their home under the Residents Parking Scheme, we have been given no such solution. Disappointingly, I have also now been informed by the Council representing the Charter Car Park that they are phasing out their resident parking permits. These permits, despite being far more expensive than those within the aforementioned Resident Parking Scheme (£429 per annum), would at least have been an available option, and a last-resort for me as the standard non-resident annual permit rate for the car park is inconceivable at over £850. I am now left with the prospect of no alternative solutions offered by the Council - and as a resident I feel really quite let down.</p> <p>Please consider making the remaining 'Limited Waiting' spaces a Bath Street residents permit area inclusive of one car per household - reserved specifically for those houses with no existing access to parking, as well as retaining the option of a resident permit using the Charter Car Park. There is already plenty of existing availability for visitors to Abingdon to park in the various car parks and meter parking areas in town.</p> <p>I would imagine that most people considering this proposal will have a car themselves, and are able to park at their homes under a permit scheme or otherwise. I would implore these people to put themselves in our position and consider how difficult it would be for them as a resident - especially with no alternative parking solution put forward.</p>
5) Resident (Oxford)	<p>Support - Sections of this road are very narrow and this is a route to the secondary school & college. This will be better for those who are using the bus to the college and Active Travel.</p>

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Divisions affected: Hendreds and Harwell

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

STEVENTON – HANNEY ROAD – PROPOSED TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve the traffic calming measures on the Hanney Road at Steventon as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposed amended traffic calming measures on the Hanney Road at Steventon as shown at Annex 1. The new layout comprises the addition of a flat top road hump within the western of the two currently existing build outs with the eastern build-out being removed. The proposals are being put forward to accommodate a new access to residential development on the south west side of the road.

Financial Implications

3. Funding for the proposals has been provided by developers of adjacent land

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 20 January and 19 February 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, Steventon Parish Council and local County Councillor. Notices were placed on site and letters also sent to approximately 50 premises adjacent to the proposals.

7. Seven responses were received. One in support, four raising concerns or objecting and two non-objections.
8. The individual responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police and the Vale of the White Horse District Council have not objected.
10. One objection and three expressions of concern were received from members of the public - all local residents. These queried the effectiveness of the proposed revised traffic calming measures and raised broader concerns over the speed and volume of traffic, in particular commercial vehicles, using the Hanney – Steventon road and the need for additional measures such as speed cameras and vehicle activated signs. Concerns were also raised over the lack of effective maintenance of the Hanney Road including the condition of both the surfacing and drainage along the full length of the road and also at the existing traffic calming measures.
11. Noting the above concerns, the proposed addition of a road hump can be expected, on the basis of experience with other similar schemes, to be appreciably more effective than the current layout in reducing speeds. It is accepted that the road does carry appreciable traffic including commercial vehicles reflecting in part the commercial storage site but these concerns are not considered to be within the scope of the proposals under consideration as, similarly, are the requests for additional speed management measures further east on the Hanney Road.
12. The concerns over the maintenance of the road are noted and will be referred to the area team for inspection and assessment.
13. One expression of support was received from a local resident, although this also mentioned the need for additional traffic calming measures further east and also concerns over the maintenance of the road.

BILL COTTON

Corporate Director, Environment and Place

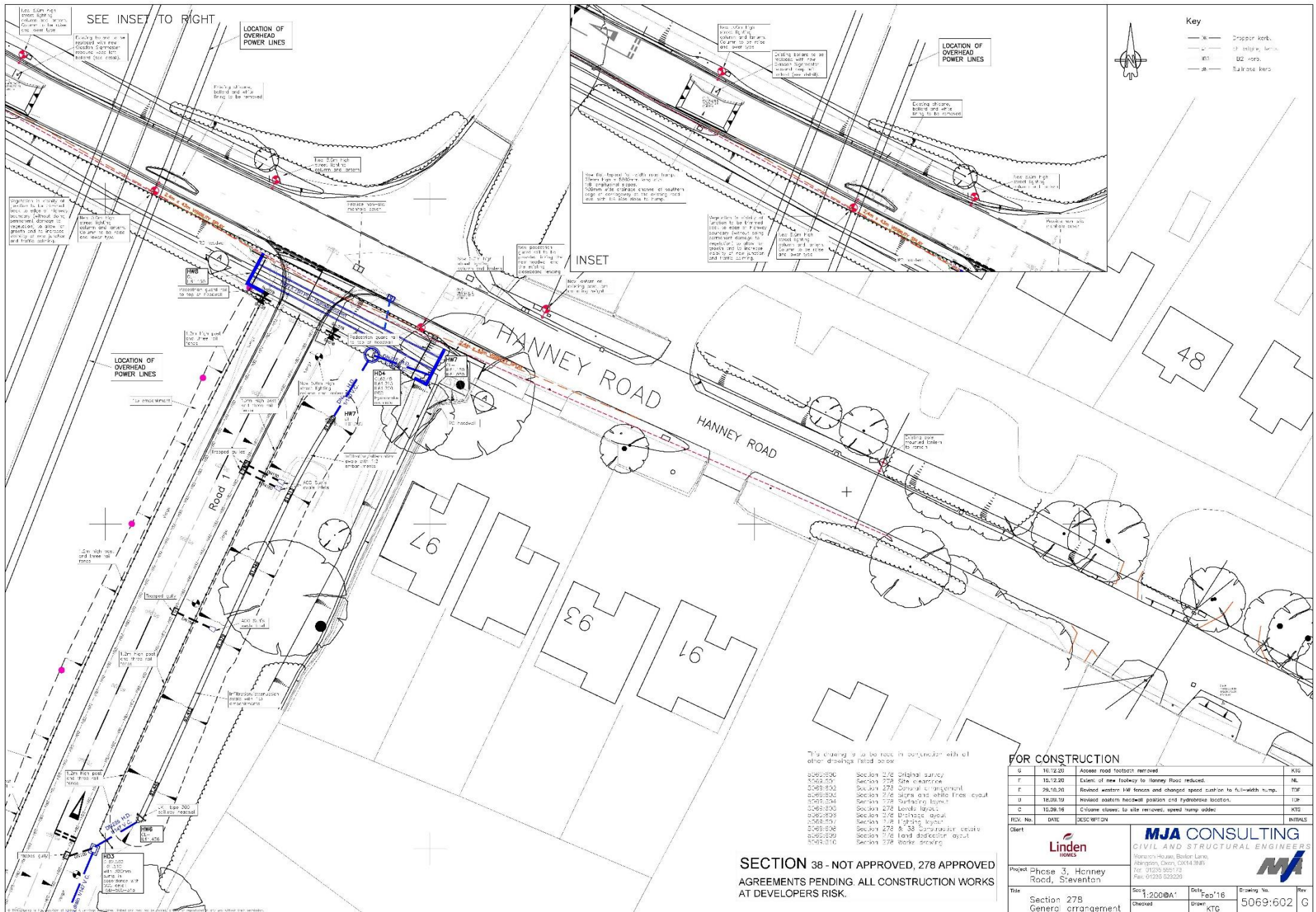
Annexes

Annex 1: Plan of proposed traffic calming measures
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545
Michelle Plowman 07557 082567

March 2021



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Vale of White Horse District Council	No objection
(3) Local Resident, (Steventon)	Object – Having lived on the Hanney Road for many years I can tell you putting a road hump in will not make any difference what so ever, as soon as the cars get over the hump they will be speeding down the road, there are no signs to say the speed limit is 30 mph on this stretch of the road , not that car drivers would take any notice, the only thing that will reduce speed is speed cameras and I don't understand why this has not been done already, I would also like to comment on the huge lorries on the Hanney Road coming and going to the depot , all through the night we are woken up by these lorries and my house shakes when they go past, they are enormous , it is only going to get worse with the amount of new housing being built in Grove and Wantage so I would like the council to consider speed cameras.
(4) Local Resident, (Steventon)	<p>Concerns – As residents living on the Hanney Road for many years we have witnessed the deterioration of the road and ever-increasing traffic movements. We have with other residents made known our concerns over this and have documentary evidence to back up this statement. Your recent letter directed us to the detailed plan for the proposed traffic calming measures.</p> <ol style="list-style-type: none"> 1. The closeness to the bend on the western side restricts the vision in that direction to both oncoming traffic and emerging traffic from Harding Vale. 2. Unless the road pad is made of very substantial material it will not deter traffic from Hanney in making a bid for the "the gap". We know this from daily experience because we see and hear it. Your plans to put speed limit signage will have little effect in time (a) because they are mud splattered and (b) because they are generally ignored.

	<p>3. The calming measures in no way take account the underlying issues here.</p> <p>(i) unsuitability of a small rural road for the regular and heavy vehicle movement, primarily to and from Steventon Storage Depot; (ii) the road surface has not been properly maintained since the 1970s and occasional visits by Pothole Repair Team do not solve the problems; (iii) the road surface is indented and the banks are eroded, the drainage system is blocked and pedestrian movement, of which there is much, is threatened.</p>
(5) Local Resident, (Steventon)	<p>Concerns – The Hanney Rd in and out of the village is virtually a straight road of some distance and the 30mph speed restriction is abused to dangerous levels for a residential B road. A large volume of the cars, vans, and huge amount of HGV & other commercial vehicles that use this road do not observe this speed limit. The existing chicane is not fit for purpose and the newly installed speed calming humps at the Barnett Rd junction are totally ineffectual, with the only drivers who slow down are those who are turning in to Barnett Rd.</p> <p>My hope is, and that of many residents of the Hanney Rd, that the new configuration at the Harding Rd junction will slow the traffic down from both directions and make drivers obey the speed restriction. My worry is that after seeing the complete waste of time, effort and money the traffic calming at the Barnett Rd junction is, that the same will happen at the Harding Rd junction and make not a jot of difference to the current intolerable situation.</p>
(6) Resident, (Wantage)	<p>Concerns – The existing traffic calming measures have not been maintained for years and are in a dreadful state. The keep left signs have been broken and not replaced on numerous occasions. While they have been there, they were allowed to get so dirty that the sign was not readable.</p> <p>So while it is a good idea to remove half of the built out kerb, I am concerned that the Council will continue to maintain the feature, leading to it becoming very dangerous for motorists. The height and steepness of the calming ramp seems excessive and could cause damage to vehicles.</p>
(7) Local Resident, (Steventon)	<p>Support – I strongly agree with traffic calming on the road. I live at 97 Hanney Road which is the last house before you leave the village. I have witnessed a number of accidents due to speeding cars and lorries and believe it to be a matter of time before someone is hurt. I feel there should be more calming measures. Such as visual flashing lights telling people to slow down. Also, the road needs resurfacing due to the heavy traffic. When lorries speed past the houses shake.</p>

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Divisions affected: Witney North and East; Witney South and Central

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

WITNEY – VARIOUS LOCATIONS – PROPOSED WAITING RESTRICTIONS

Report by Strategic Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is RECOMMENDED to approve waiting restrictions at:
 - a) Corndell Gardens
 - b) The Newland area
 - c) The Crofts
 - d) Avenue Two

as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposed waiting restrictions on various roads in Witney as shown at Annexes 1-5 to address hazardous or obstructive parking.

Financial Implications

3. Funding for the proposals has been provided by developers of adjacent land in respect of the proposals at Avenue Two and from the Oxfordshire County Council revenue budget in respect of the other locations.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 10 January and 12 March 2021. A notice was published in the Witney Gazette newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue

Service, Ambulance service, West Oxfordshire District Council, Witney Town Council and local County Councillors. Notices were placed on site and letters also sent to approximately 340 premises adjacent to the various proposals.

7. Sixty-three responses were received which are summarised in the table below:

Road	Object	Support	Concerns	No opinion / objection	Total
Corndell Gardens	2	19	2	40	63
Newland Area	2	20	12	29	63
The Crofts	3	30	2	28	63
Avenue Two	1	12	1	50	63

8. The individual responses are shown at Annex 6 with copies of the original responses available for inspection by County Councillors.
9. Thames Valley Police did not object while noting that they may improve sight lines on road safety grounds and the new restrictions would be enforced by West Oxfordshire District Council, who also did not object.
10. One objection and one expression of concern were received from members of the public in respect of all the proposals. The objection cited general concerns over access for the disabled while the concern requested the introduction of resident parking zones in the town to address current parking pressures. Noting these, blue badge holders may park for up to three hours on yellow lines and so the proposals should not adversely impact disabled access. While resident parking zones may be investigated in the future as part of wider plans for managing parking in Witney, these are beyond the scope of the current proposals which seek to address very specific sites where parking presents a hazard and/or obstructs the highway.

Response to objections and other comments relating to specific sites

Corndell Gardens

11. One objection and one expression of expression of concern was received on the possible displacement of obstructive parking to other locations on the road. This is always a potential risk following the introduction of parking restrictions but the current proposals are judged to address the main issues currently being experienced and, if approved, will be monitored to identify if there are additional locations that would benefit from waiting restrictions. The objection also cited concern that there has been encroachment of the highway by adjacent residents. Noting this specific comment, a check of the highway boundaries and Ordnance Survey plans shows that the area intended as carriageway – and, therefore, in principle available for parking subject to the provisions of the Highway Code – is fully available for public use. While the

adjacent highway verge is being maintained by the adjacent property owners as is common practice, vehicles should not be using the verge for parking. Expressions of support were received from nineteen members of the public.

Newland area

12. One objection and ten site specific concerns were received in respect of these proposals. The objection and one of the concerns specifically related to a long-standing issue of parking on a raised footway where the adjacent carriageway is currently marked with single yellow lines (which apply to the full extent of the highway, including the footway) – see the plan at Annex 2 and the length of proposed double yellow lines to the west of the Griffin Public House. While noting the representations of the occupiers of the relevant property, it is not considered appropriate to remove the adjacent waiting restrictions or to formalise the current footway parking. The proposals – by removing a 30 metre length of existing single yellow line – will significantly increase the length of unrestricted waiting in the area, which will be available at all times to the adjacent residents.
13. The remaining nine concerns received from members of the public in respect of the proposals in the Newland area included the displacement of parking in an area already subject to considerable pressure but also views were expressed that the current proposals should be extended.
14. Noting the above, the current proposals are judged to provide the best achievable balance of helping ensure adequate visibility at junctions while retaining as much parking as possible given the existing demand from residents.
15. Twenty expressions of support were received from members of the public.

The Crofts

16. One objection and one site specific concern were received in respect of this proposal. The objection was on the grounds of loss of parking in an already pressured area, with the concern also noting the pressures and requesting a resident parking permit scheme. An additional thirty responses were received expressing support for the proposal.
17. Noting the above, the proposal is limited in scope and resulting in the loss of just one existing parking space. It will also help address the current pressures by allowing access to adjacent off-street parking places.

Avenue Two

18. There were no site-specific objections or concerns and twelve expressions of support.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1 and 2: Newland area:

Annex 3: The Crofts

Annex 4: Corndell Gardens

Annex 5: Avenue 2

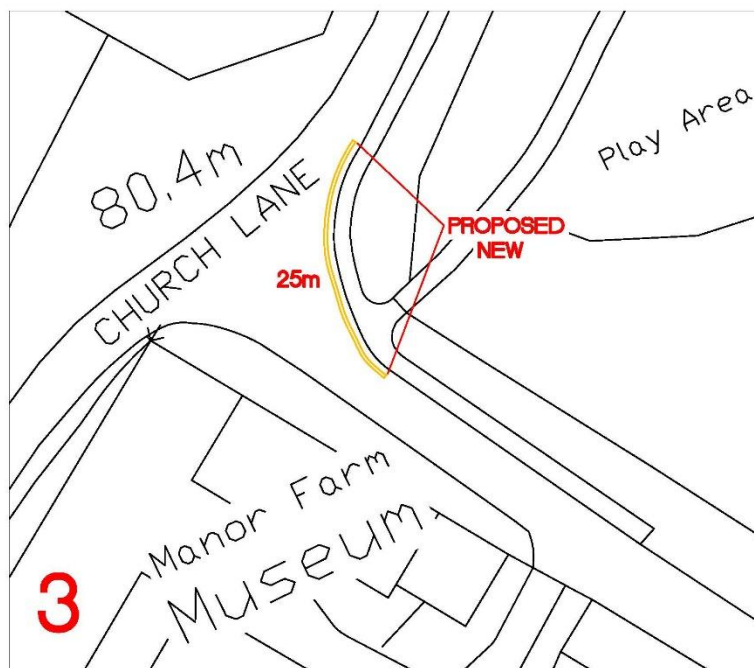
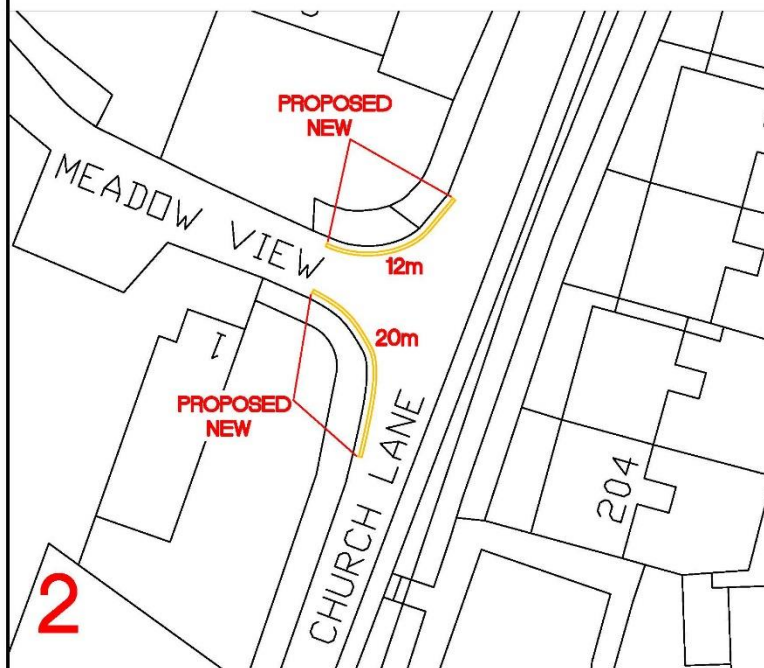
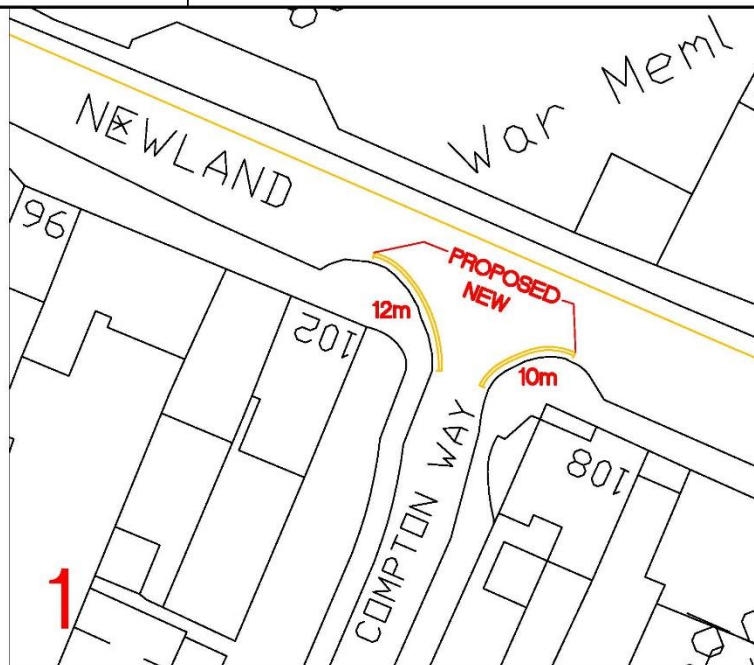
Annex 6: Consultation responses

Contact Officers:

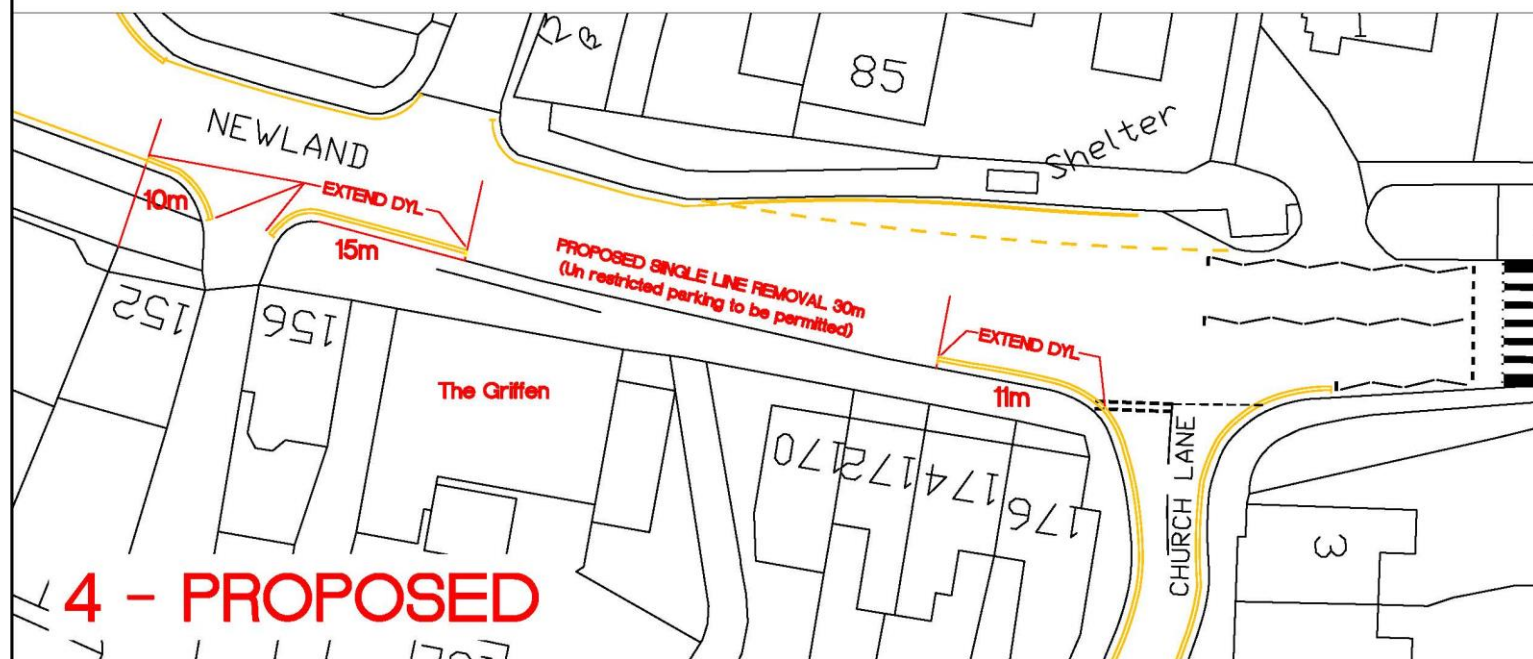
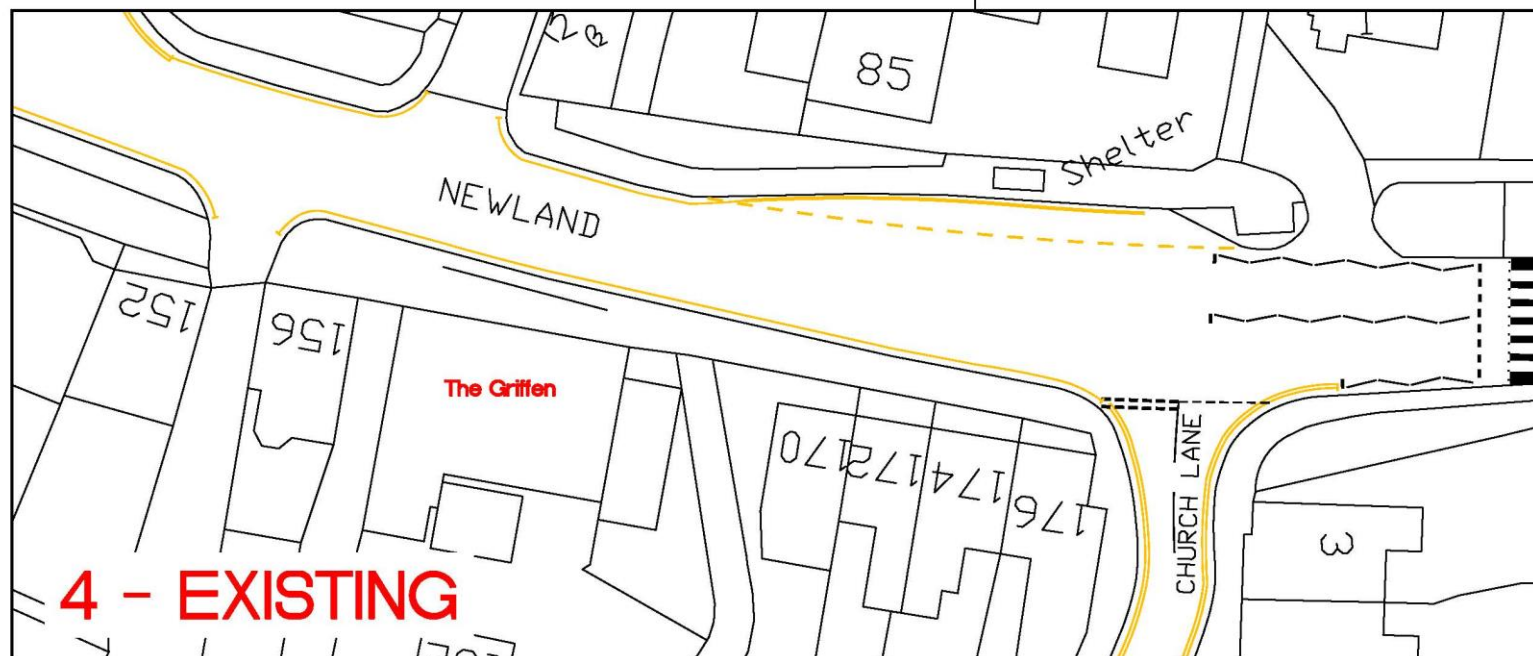
Tim Shickle 07920 591545


Mike Wasley 07393 001045

March 2021



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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p>																		
<p>Project title</p> <p>Witney B4022 Oxford Hill to Newlands</p>																		
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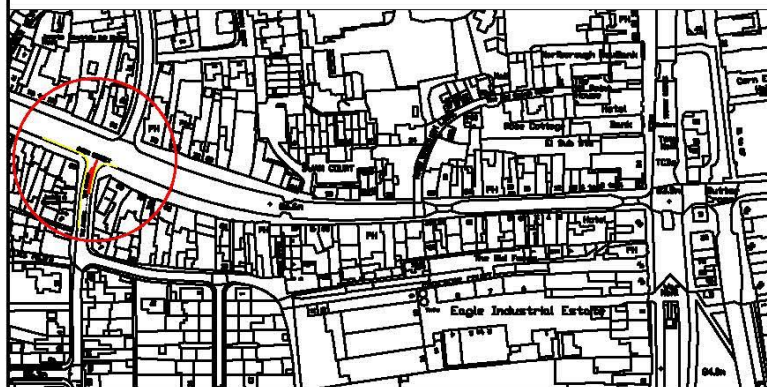
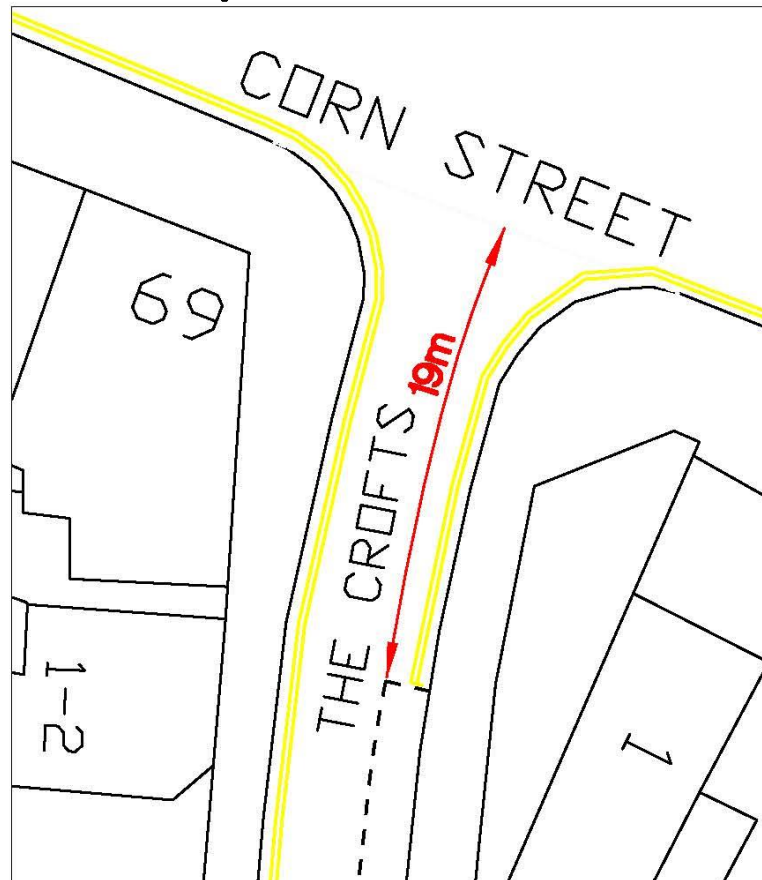


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Drawing title Proposed amendments to parking restrictions Sheet 2 of 2					
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Existing restrictions



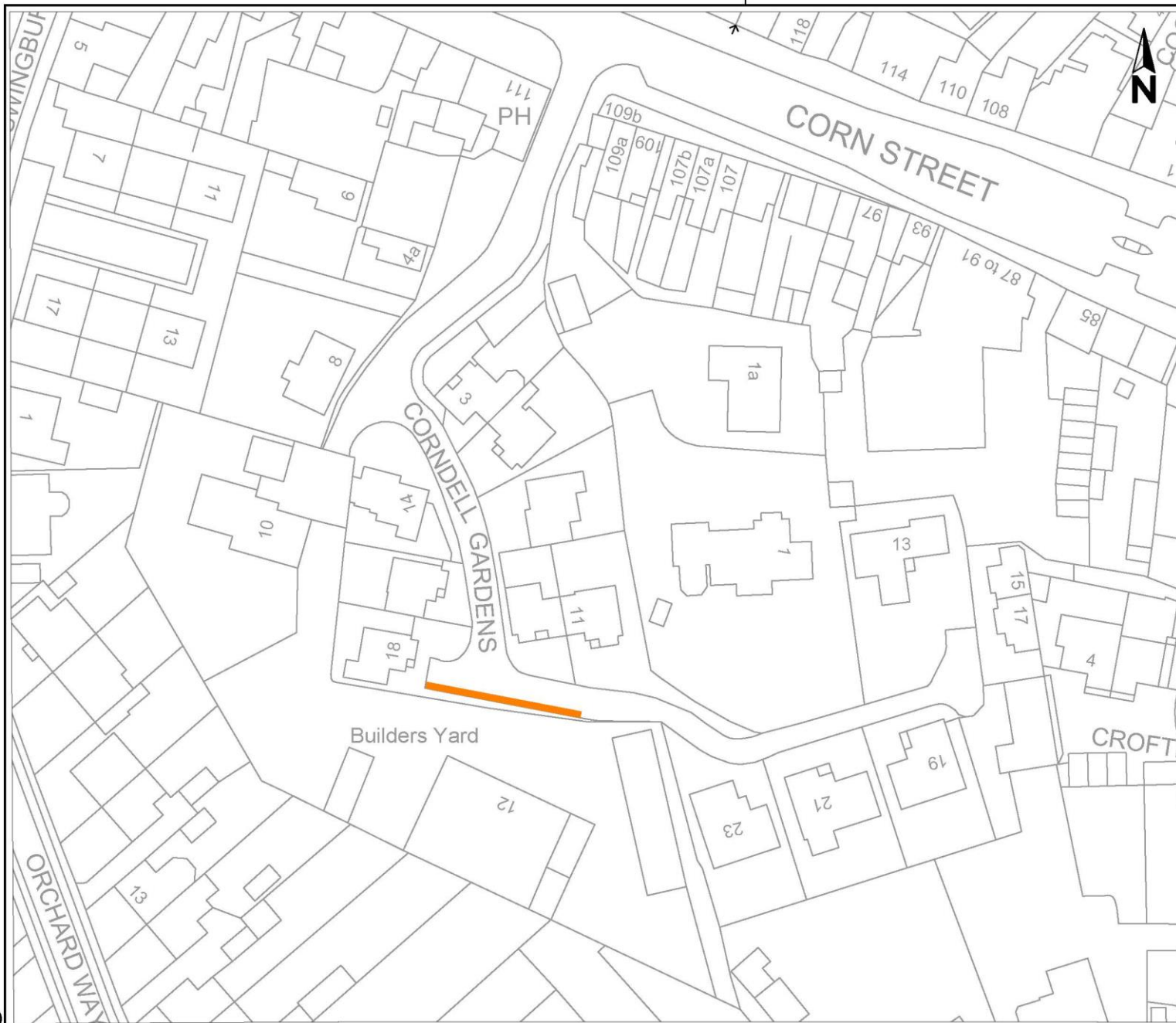
Proposed restrictions




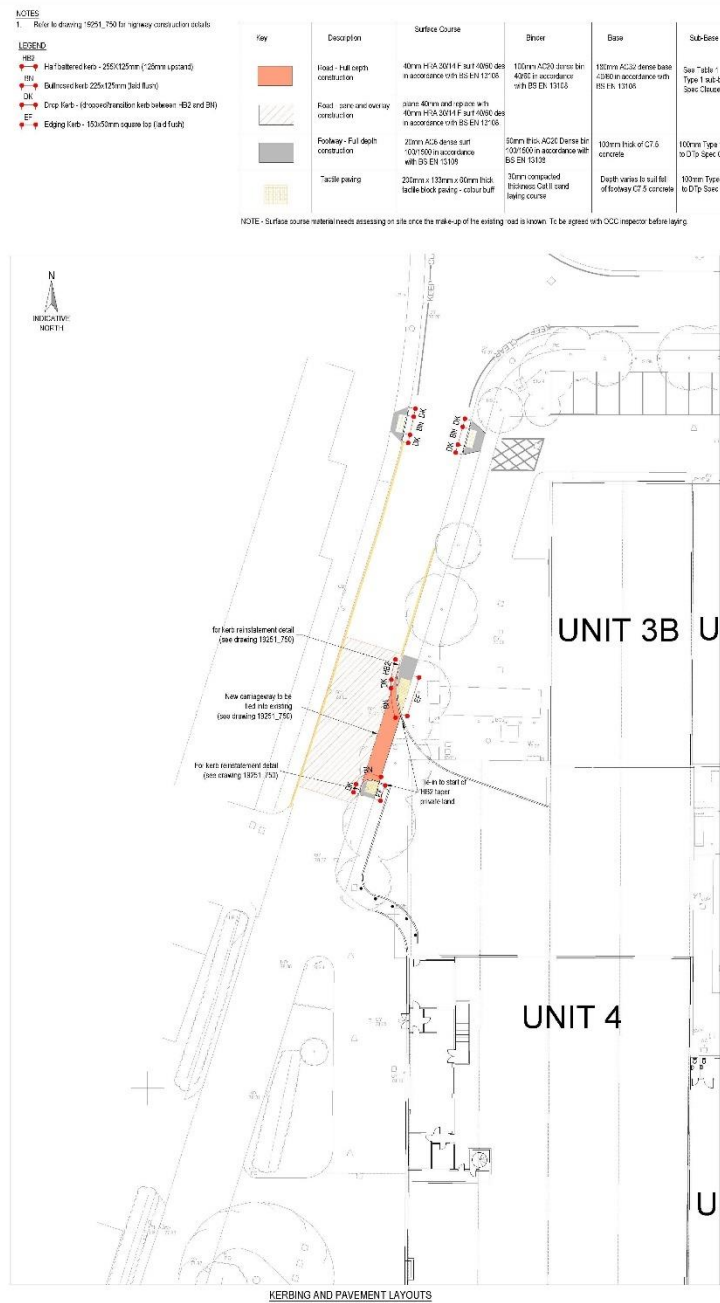
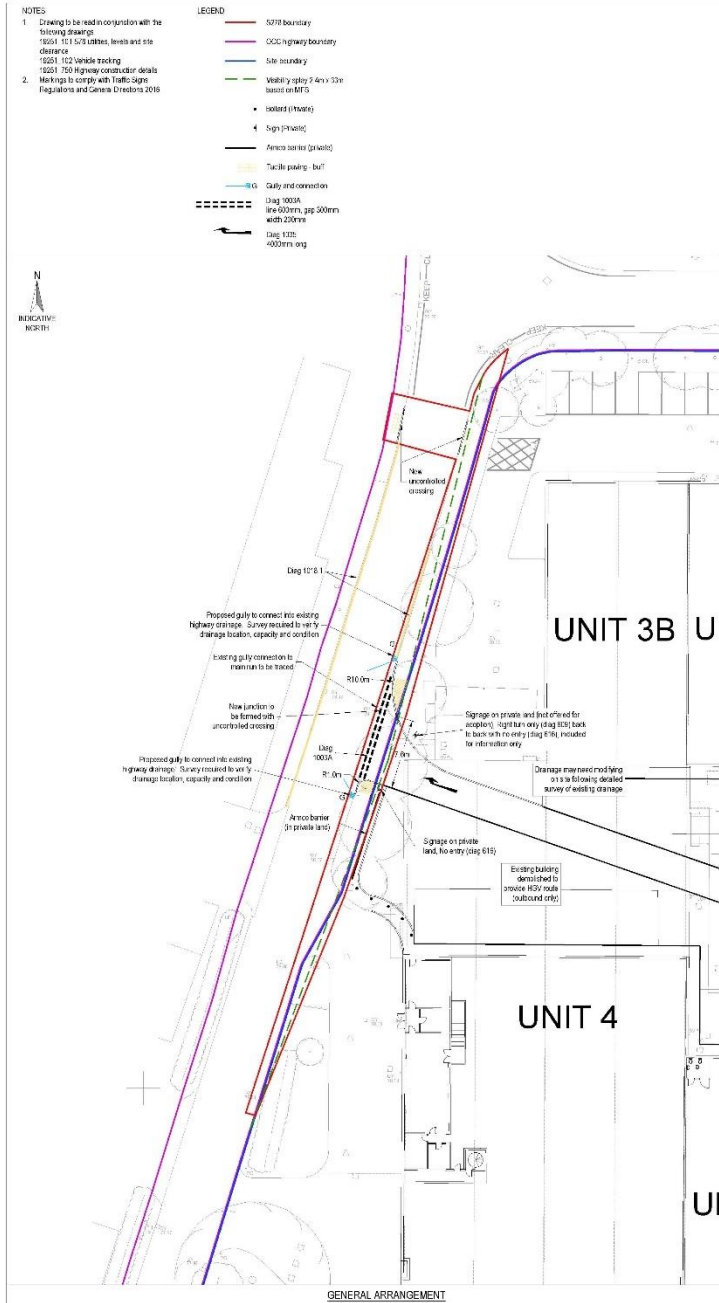
Extend 'no waiting at any time' south into the Crofts by approx 6m to cover new access. Parking bay therefore shortened by 6m.

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<p>Drawing title</p> <p>Witney - Corn Street junction with The Crofts.</p>		<p>Drawing Status</p> <table border="1"> <tr> <td>Scale @ A4</td> <td>Drawn by AM</td> <td>Checked by</td> <td>Approved by</td> </tr> <tr> <td></td> <td>Date drawn October 2020</td> <td>Date checked</td> <td>Date approved</td> </tr> </table>		Scale @ A4	Drawn by AM	Checked by	Approved by		Date drawn October 2020	Date checked	Date approved				
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		Proposed 'No Waiting at Any Time'			



Jubb

Drawn: C. Smith, P. Smith, M. Smith
2D: C. Smith, P. Smith, M. Smith
3D: C. Smith, P. Smith, M. Smith
4D: C. Smith, P. Smith, M. Smith

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – The Measures may improve sight lines on road safety grounds and the Order will be supervised by West Oxon District Council.
(2) West Oxfordshire District Council	No objection
<i>[A. Objections & Concerns]</i>	
(3) Local Resident (Witney)	<p>Newland – Object</p> <p>We support the removal of the single yellow line from the corner of Church Lane to past the Griffin Pub, however I'm massively disappointed that after 7 years of talks and tribunals with WODC around the parking issues at my address this line removal is not being extended along to my property.</p> <p>In Feb 2020 we were advised by Cllr Suzanne Bartington, that the money had been set aside, to remove the line in front of our property but the Covid 19 pandemic set upon us all and despite chasing things seemed to be on hold. This situation has been an ongoing since Sept 2016 and has caused much stress to us, it is a daily nightmare to find a parking space close to our house. The situation was made even worse when the owners of Smiths estate stopped staff of the units parking on the estate so the staff as well as residents are fighting daily for a few street parking spaces in King Fisher Crescent opposite or the lay-by starting at The Carpenters.</p> <p>We moved into the property in 2009 and for the first 7 years there were no issues with us parking on the raised area outside our property (the estate agents photos even showed this, so we purchased on the basis we had a parking space) but after a dispute with the previous landlady of the Carpenters and a resident who lives closer to the pub (who has ironically since been granted a disabled parking space), a complaint was made to WODC and from this point we started to be ticketed for parking outside our own front door (which in no way blocks the road, and there is still enough</p>

	<p>room for a car to pass so is in no way blocking the pavement). I have even been ticketed when unloading food shopping!</p> <p>Please find attached photos of where we were historically allowed to park. These photos also demonstrate that a car can pass mine when using the space directly opposite my front door and how much space is still available to users of the path, even for those with prams/mobility scooters.</p> <p>We have put so many suggestions forward including a parking permit being issued that wouldn't even then have a cost implication. I have lost count of the number of times we have been pushed between WODC and Oxfordshire County Council each saying the other is responsible for the issue. Then in 2019 it was passed to Cllr Suzanne Bartington she visited on 26th July 2019 and totally agreed that something needed to be done about this situation and her main proposal was to push for the removal of the yellow line. By Feb 2020 this seemed to be in progress but this latest proposal does not include the area outside my property.</p> <p>Officer comment <i>In line with County Policies to encourage more and safer pedestrian activity it is considered that the needs of those vulnerable road users, using the pavement, to be more important than the desire for one household to park outside their property. In addition, although parking is generally permitted at the side of the road, except where there are restriction or a specific offence has been committed, driving actually onto the pavement or footway (to park or otherwise) is an offence under section 72 of the Highways Act (see also section 28 of the Town Police Clauses Act under obstruction). Parking on the carriageway is permitted outside of the restricted times.</i></p>
(4) Local Resident (Witney)	<p>The Crofts – Object</p> <p>We are writing strongly to object to the proposals to increase the number of double yellow lines on The Crofts.</p> <p>We live opposite The Three Horseshoes public house and our house is one of the only ones on our section not to have a private parking space. Owing to both the two hour restriction and frequent lack of space on Corn Street itself, we usually have to find alternative on street parking for our cars. We tend to find this on either Holloway Road or in the Crofts. In recent years this has become increasingly difficult as more spaces have been removed (owing to people understandably converting a part of their front gardens to drives and lowering kerbs, etc. and to the building of new properties on Holloway Road). The result of this is that we sometimes have to park on Saxon Way, Orchard Way, The Springs, Ashcombe Close, or even the Woodford way car park.</p>

The environmental impact of this lack of parking is not insignificant. We frequently spend many minutes driving around the above-mentioned roads seeking a space. As we are sure you can imagine, this is also extremely inconvenient. Returning from the supermarket with a boot full of groceries is a particular trial. We often resort to the two hour spaces on the Crofts – as they are frequently, but not always, available – and carry our bags from there. As we get older, this becomes less and less appealing.

We feel this problem could be resolved if Corn Street residents were to be provided with Residents' Parking. This would place us on a par with those people who live on West End. As we mention above, we do not believe that this would deprive Corn Street businesses of many parking spaces as a good number of houses at the town end of the street have their own space anyway. It seems to us that it is very unfair that people on West End, a similar road to Corn Street, have parking and we do not. We should be interested to hear your justification for this.

Over the time we have lived on Corn Street, we have requested residents' parking, or some other amelioration of our difficulties, several times. At first we were told that traffic wardens had been instructed to look sympathetically on Corn Street residents. For some years now, though, this has not been the case. However, this was the only helpful gesture the council provided. We have never been given the rationale against putting us on a fair footing with West End residents, nor has anyone from the council, aside from the former instruction to traffic wardens, shown any sympathy for our difficulties. We feel that the council frequently consult us, but always ignore us. During the consultation about the temporary changes made during last year's pandemic we emailed Councillor Owen Collins requesting his help with this situation but we heard nothing, not even an acknowledgement.

Our frustration is chronic and significant. We should therefore be extremely grateful if you would at least acknowledge our input and try to help us with our parking issue.

Officer comment *Objection noted. This proposal results in the loss of one, time limited parking space but will allow for the removal of one vehicle parked on the carriageway contributing to easier passing for vehicles using the Crofts. In addition there will be one or two less vehicle competing for a parking space in the surrounding vicinity. At present WODC does not have any residents parking schemes. This would be a first and would need to be discussed with relevant district Councillors and a policy decision made. The TRO would be subject to public consultation and other road users may not support a scheme in this one street. The implications of a residents parking scheme are multiple and impact on resources both for the office and the enforcement team. The residents would also need to pay an admin fee for the permits which may or may not be supported. If the whole street is permit holders only visitors, contractors and carers to these properties would need additional permits.*

(5) Local Resident (Witney)	<p>Corndell Gardens – Object Newland – Object The Crofts – Object Avenue Two – Object</p> <p>I have real concerns over disabled access</p> <p>Officer comment Noted. Restricting parking with the aim of improving road safety will be for the benefit of all moving traffic.</p>
(6) Local Resident (Witney)	<p>The Crofts – Concerns</p> <p>As a long-term resident of Corn Street (I first moved into my house in 2007), I have a number of observations which I have already raised with West Oxfordshire District Council. Your correspondence suggests that there will increase parking provision for residents, but it isn't clear where this will be created for those living on Corn Street and whether you are moving to a permit system, which would be a welcome development for the residents of this street*.</p> <p>*I have copied below my email to WODC of last August, when parking restrictions were suddenly brought back into force after the lockdown, resulting in me receiving £75 in 3 parking fines simply for parking within bays outside my own house. I would much rather residents be given the option of paying for a permit than having to move their cars unnecessarily each morning and having to find alternative places to park close by (e.g. Corndell Gardens, which I note is one of the locations due to have a new parking restriction).</p> <p><i>“Dear Sir or Madam</i> <i>You mentioned that warning notices were given to vehicles found to be in contravention of parking restrictions. Had it not occurred to Parking Services, as a matter of courtesy to Corn Street residents, to warn us separately, as many of us may not have been contravening the parking restrictions on any given day during that period at the beginning of July? That would have been appreciated, especially as so many of us were still working from home.</i></p> <p><i>I notice that little comment was made on my other observations. I know that there is a push in Witney to encourage travel by foot or bike, but most residents of Corn Street would be discouraged from doing this as every morning they have to get in their cars anyway to move them a matter of a hundred metres, just to avoid parking tickets. Once</i></p>

	<p><i>you're in your car, it's simpler then to just drive to wherever you're going (work, school, to the shops). These are totally pointless journeys which emit even more fumes into Witney's already polluted air.</i></p> <p><i>The residents of Corn Street tend to park well, within the bays and within the lines. The main problems are in fact people parking poorly (over lines, sticking out into the highway, creating a danger for traffic and bikes) or come after office hours, where the narrowest part of the street, is made even narrower by people visiting the takeaways, creating traffic jams and preventing the easy passage of the buses and emergency vehicles. These issues do not seem to be addressed at all, partly perhaps because the Officers do not work past 5pm.</i></p> <p><i>Another issue which needs enforcing is people running their engines whilst stopped on Corn Street – in the past week I have noted three instances of this, and as this is a street used by schoolchildren each morning during term time I would suggest that this issue needs addressing urgently as well.</i></p> <p><i>If OCC owns the highway, do you suggest that I address my request for parking permits to be made available to Corn Street residents to them? If so, please advise the correct department and email address to which I can send this request. This situation is making life on Corn Street quite frustrating – this is a predominantly residential area these days and there is always plenty of space for people visiting businesses to park so I don't think this is much to ask."</i></p> <p><i>I trust that all interested parties are involved in these consultations on parking changes, especially as there are already many proposed changes to road layouts, one way systems and restricted access in Witney currently (aimed at improving the safety of pedestrians and cyclists and encouraging alternative travel within the town).</i></p> <p>Officer comment <i>At present WODC does not have any residents parking schemes. This would be a first and would need to be discussed with relevant district Councillors and a policy decision made. The TRO would be subject to public consultation and other road users may not support a scheme in this one street. The implications of a residents parking scheme are multiple and impact on resources both for the office and the enforcement team. The residents would also need to pay an admin fee for the permits which may or may not be supported. If the whole street is permit holders only visitors, contractors and carers to these properties would need additional permits.</i></p>
(7) Local Resident (Witney)	<p>Corndell Gardens – Concerns Newland – Concerns The Crofts – Concerns Avenue Two – Concerns</p>

	<p>Where budgets are so tight, why is Oxfordshire CC allowing the free of charge storage of private vehicles on Council adopted roads?</p> <p>A controlled parking zone would both address the concern of vehicle storage on road by discouraging excess vehicle use; much in some of these locations is due to private vehicles on the drive and work vehicles (vans etc) on the road or vis-a-versa.</p> <p>Each home owner bought with a red line on their deed of transfer and were aware of the limitations of storage.</p> <p>A CPZ limited storage to private vehicles only, with charges for visitor permits above a certain limit would change behaviour. What is proposed will simply displace the problem; which is far more pervasive than these locations.</p> <p>Officer comment <i>Noted. These restrictions will mainly reduce parking on the highway to improve road safety. Introduction of Controlled parking zones is outside the remit of this report.</i></p>
(8) Local Resident (Witney)	<p>Newland – Concerns</p> <p>We are concerned by adding these restrictions this will push others from these areas to park in an already full road. Thus leaving residents from the affected streets nowhere to park. Would parking permits be an option?</p> <p>Officer comment <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. At the same time we are removing some restrictions to accommodate the displaced parking.</i></p>
(9) Local Resident (Witney)	<p>Newland – Concerns</p> <p>I am very much for the changes you identify, however as a resident of one of the streets involved, I would like to comment that in some areas I do not believe you have gone far enough!</p> <p>The proposal to place DYL parking restrictions either side of Meadow View onto Church Lane are very welcome. Currently, vehicles are parked to the left (towards Newland/Oxford Hill) every day and often (if not always!) restrict the view of any cars trying to turn left out of Meadow View. It is not just the length of the vehicle that makes matters</p>

	<p>difficult, but often the width of them. Sometimes vans park there. Cars have to exit Meadow View on the right hand side of the road, very slowly, to gain even a limited view up Church Lane. With the increase in foot traffic and bicycles over the past months, this has made the exercise very hazardous. We have paced out the limit suggested for the DYL area, but quite frankly this is not long enough. It should be at least another cars' length to give us a clear view. Visibility to the right hand side from Meadow View (towards Cogges Farm) is not such an issue. We do often have cars parked there but not regularly. However, we have difficulties when there is an event at the Farm. We have seen cars parked down Church Lane with two wheels up on the pavement in a solid line, thus blocking the pavement and also making it difficult for emergency or other vehicles to pass in the road. I would go so far as to suggest that there is a temptation when drivers see the end of double yellow lines to think they can park beyond it and it would perhaps negate that inclination if a DYL zone was introduced down the full length of Church Lane on the opposite side to Meadow View, as well as the full length of Church Lane from Meadow View (right turn) down to the corner with Cogges Farm.</p> <p>Officer comment <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. At the same time we recognise the desire for parking in the area and so are trying to strike a reasonable compromise.</i></p>
(10) Local Resident (Witney)	<p>Newland – Concerns</p> <p>I am a resident of Compton Way & it is virtually impossible to exit left or right out of The Close until you are half way out into the oncoming traffic due to the close proximity of parked vehicles either side of the exit. It makes things worse knowing that these parked vehicles do have rear parking also.</p> <p>The troubles we have trying to make a right turn out of Compton way here in Witney. The parked vehicles in The lay-by pose a lack of visibility & vehicles on exit will need to move out into the oncoming traffic in order to get a clear view.</p> <p>Officer comment <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety.</i></p>
(11) Local Resident (Witney)	<p>Newland – Concerns</p> <p>We are delighted that at long last attention is being paid to the parking problems at the junction with Church Lane. This is long overdue and is a subject that has been frequently raised amongst the residents and there have been</p>

discussions with Traffic Wardens, our local Councillors and representatives of the Cogges Farm Museum. None of these discussions has been positive in terms of installing parking restrictions until now. So while we are broadly in support of these proposals we would respectfully request that you take note of the following observations, concerns and suggestions that we have.

It is important that the residents of Church Lane have adequate road parking for their vehicles and the vast majority do park considerately and appropriately. However, there has always been a problem exiting Meadow View with vehicles parked in Church Lane too close to the junction. This is almost exclusively on the left hand side exit from Meadow View because the parked vehicles severely limit visibility along Church Lane in the direction of Newland. This does not apply regarding visibility to the right as it is rare that there are parked vehicles on the right hand side of the exit and only generally occurs on occasions when there is a well-attended event at the Cogges Farm Museum. When the current lockdown is over, and the Museum has more well-attended events, it could be more of a problem.

On the left hand side of the exit from the Close, vehicles are almost always parked in Church Lane. They are very often extremely close to the junction and when attempting to exit by car, they severely obstruct visibility making this manoeuvre difficult and potentially dangerous. On countless occasions it is necessary to position one's vehicle to the far right carriageway side of Meadow View, then to edge out into Church Lane to reach the midpoint of the road and only then can one see round the parked vehicles and see if the road is clear. If there is already traffic approaching from the left, one then has to reverse back into Meadow View, clear a space if the traffic is turning in to the Close and then start the same process again. Additionally, large vehicles have been known to mount the opposite kerb (recently replaced) to make the left turn out of the junction.

However, while the provision of DYLS at this junction is most welcome, we think the proposal for the length of the DYLS on the left being just 12m will make little difference to the problems that we, the other residents, visitors, delivery vehicles and tradespeople experience when exiting left. The 12m length will not put sufficient distance between the junction and the permitted position of the vehicle parked closest to the junction.

It is not uncommon for cars to be abandoned in Church Lane in the area to the left of the Meadow View exit. After reporting these to WODC, they have been taken away. At the time of writing this response, there is a Mini that has not been moved for several months. It has been reported to the Council but they are unable to remove it because it is taxed and has a current MOT Certificate. The rear of this vehicle is about 15m from the grey paving blocks in Meadow View marking the junction. In our opinion this is still too close to allow for safe visibility and anything less than this would definitely not be adequate. Consideration must also be given to access for emergency vehicles, including fire service vehicles to ensure there is adequate access to and from Meadow View.

	<p>There are naturally many fewer right turn exits from Meadow View because of the limited number of buildings in that direction. These journeys are not undertaken by the residents but by delivery drivers and tradespeople and here the proposal for DLYs of 20m in length may be sufficient, but why not continue them all the way along to prevent parking on the occasions when there are Museum events? Should there be an incident at the Museum access for emergency vehicles must be considered. Associated with this we would also request that much clearer signage to indicate the location of the Cogges Farm Museum Car Park situated in Cogges Hill Road should be installed at the Newland entrance to Church Lane.</p> <p>We would therefore respectfully suggest that you consider revisiting the proposal regarding the length of the DLYs in general and definitely increase the 12m length of the lines to the left exit from Meadow View. We presume a site visit and survey must have been done, but maybe a further visit would be possible to consider these points?</p> <p>Officer comment <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. At the same time we recognise the desire for parking in the area and so are trying to strike a reasonable compromise.</i></p>
(12) Local Resident (Witney)	<p>Newland – Concerns</p> <p>if an aim is to deal with 'dangerous parking in and around junctions' there is one significant omission from your list. This is the junction of The Crofts into Corn Street. This is a junction used by a large number of vehicles every day. To turn right into Corn Street one has to be able to see past the vehicle parked in Corn Street adjacent to the junction. Frequently this is hazardous as the DYL does not go far enough toward the centre of Witney. Please can this also be dealt with.</p> <p>Officer comment <i>The restriction on Corn Street extends 2 or 3 car lengths beyond the junction with the Crofts which affords reasonable visibility for turning vehicles.</i></p>
(13) Local Resident (Witney)	<p>Newland – Concerns</p> <p>As a resident of Compton Way Witney and following your letter as referenced , I would like to bring to your attention the communication I have had with various people in the council regarding the parking issues we have on the junction of Compton Way and Oxford Hill.</p>

	<p>This is a dangerous junction as I have detailed in my attached letter and this would be an appropriate time to include the addition of yellow lines.</p> <p>Officer comment <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. These restrictions should address your concerns.</i></p>
(14) Local Resident (Witney)	<p>Newland – Concerns</p> <p>Regarding the proposed parking restrictions at Compton Way, Witney. Whilst I thoroughly agree the need for these road markings, our concern lies with where these cars will then park. We live at 28 Compton Way and already get blocked in our drive by tenants in one of the houses on the square, despite having spoken to them directly. We have requested for markings to be put in this area previously but told the schedule was very busy (please see email below). Both ourselves and our neighbours in 30 have access issues and as we both have vulnerable family members it can prove tricky if we need to get out to take them to hospital appointments.</p> <p>If there anyway that the road markings could also be introduced into Compton way square itself? There is an increasing number of cars due to houses being built without parking in the square, making access tricky for people coming into the square as well. We are willing to pay for the road markings we initially asked for but feel the whole square would benefit from more regulated parking.</p> <p>Officer comment <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. The remainder of the above concerns are beyond the remit of this report.</i></p>
(15) Local Resident (Witney)	<p>Newland – Concerns</p> <p>I live close to Compton Way, on Newland and I broadly support the implementation of double yellow lines on the corner of the road junction. However, there are two things which I believe should be taken into account, in order to achieve your objective of “ensuring safety at junctions”: 1) You might have to paint yellow cross hatching onto the raised plinths on the corner, to prevent drivers parking on the raised section. 2) The general speed of traffic, moving along this section of Newland has been significantly increasing over the last year – this, to the point where it is difficult</p>

	<p>to cross the road, without running between passing vehicles, on occasion. There is a danger that, making the view of the junction more open to vehicles driving along Newland, without addressing the speeding issue, will simply result in these vehicles travelling at further increasing speeds, than at present.</p> <p>Officer comment <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. Vehicles parked on the pavement adjacent to a yellow line are still in contravention of the restriction. Speed enforcement is a concern to be raised with the Police.</i></p>
(16) Local Resident (Witney)	<p>Newland – Concerns</p> <p>I support the removal of the single yellow line from the corner of Church Lane to past the Griffin Pub, however I'm massively disappointed that after 7 years of talks and tribunals with WODC around the parking issues at my address of 144 Newland this line removal is not being extended along to my property. In Feb 2020 we were advised by Suzanne Bartlington, that the money had been set aside, to remove the line in front of our property but the Covid 19 pandemic set upon us all and despite chasing things seemed to be on hold. This situation has been an ongoing since Sept 2016 and has caused much stress to us, it is a daily nightmare to find a parking space close to our house. The situation was made even worse when the owners of Smiths estate stopped staff of the units parking on the estate so the staff as well as residents are fighting daily for a few street parking spaces in King Fisher Crescent opposite or the lay-by starting at The Carpenters. We moved into the property in 2009 and for the first 7 years there were no issues with us parking on the raised area outside our property (the estate agents photos even showed this, so we purchased on the basis we had a parking space) but after a dispute with the landlady of the Carpenters and a resident who lives closer to the pub (who has ironically since been granted a disabled parking space), a complaint was made to WODC and from this point we started to be ticketed for parking outside our own front door (which in no way blocks the road, and there is still enough room for a car to pass so is in no way blocking the pavement). I have even been ticketed when unloading food shopping! We have put so many suggestions forward including a parking permit being issued that wouldn't even then have a cost implication. I have lost count of the number of times we have been pushed between WODC (Maria Wheatley attended my tribunal and was the main contact) and Oxford City Council (James Wright main contact), each saying the other is responsible for the issue. Then in 2019 it was passed to Suzanne Bartlington she visited on 26th July and totally agreed that something needed to be done about this situation and her main proposal was to push for the removal of the yellow line. By Feb 2020 this seemed to be in progress but this latest proposal does not include the area outside my property. I will contact directly again too and would very much welcome the opportunity to discuss this matter further.</p>

	Officer comment <i>This is a duplicate entry – see “3” above.</i>
(17) Local Resident (Witney)	<p>Corndell Gardens – Support Newland – Concerns The Crofts – Support Avenue Two – Support</p> <p>When you’re trying to pull out of Compton Way it’s impossible to see vehicles coming from the right because of the hill and the vehicles parked in the lay-by so I fully support the double yellow lines this side. However, I don’t feel double yellow lines are necessary on the other side as visibility is perfectly adequate.</p> <p>Officer comment <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. These restrictions should address your concerns.</i></p>
(60) Local Resident (Witney)	<p>Corndell Gardens – Concerns</p> <p>Having looked at the plans for additional double yellow lines in Corndell Gardens I am concerned that with the new development of flats on the old APR site any overflow parking from this will now park opposite my house and this will block my vehicles from leaving my drive. I know this to be true as when Thames Water were here I had to ask them to move for me to access and leave my drive. They were happy to do this. Your proposed plans will protect some houses but just push the problem around the corner to me and my neighbours. I would therefore recommend double yellow lines opposite our drives as well as the ones you have planned. Obviously you will do as you decide and I hope my drive will not get blocked but rest assured when the new development of flats is complete and overflow parking starts to affect me and my neighbours we will let you know</p> <p>Officer comment: <i>These restrictions are aimed at removing parking to maintain access to the eastern end of Corndell Gardens.</i></p>

(62) Local Resident (Witney)	<p>Newland – Concerns</p> <p>CHURCH LANE - The vehicles that park between the entrance to Meadow View and the terraced houses cause no obstruction at all. DYL will displace them, where will they go. I have been using Church Lane around four times per week for many years and have never witnessed any type of traffic problem. Any money available should be spent on the road surface, which is crumbling in places. This road is a Cul-de-sac and with few residents does not require such attention as you propose.</p> <p>NEWLAND - Vehicles parked overnight do not cause much obstruction at a time when the road is not busy. The DYL you propose will displace them and I ask again where will they go. I am certain some will encroach on the existing DYL at the entrance to Kingsfield Crescent, thus making the junction with Newland a hazard. There have already been problems with vehicles illegally parked here by customers of The Griffin PH and on occasions some of these vehicles park on private areas owned by residents.</p> <p>It appears to me that your proposals will displace many vehicles, which will not disappear, they will instead move to parking on even more sensitive areas.</p> <p>Finally, the main uselessness of the proposal is that Parking Wardens rarely visit the area and in my experience only in the morning, when most of the inconsiderate parking takes place later in the day. It appears futile to me that you will create more no parking areas while never demonstrating the ability to enforce them.</p>
(63) Local Resident (Witney)	<p>Corndell Gardens – Object The Crofts – Object</p> <p>The Crofts - In extending the double yellow lines a public parking space will be lost. The parking spaces here are always in use as parking on The Crofts is always in demand, mostly by people living on The Crofts.</p> <p>The owners of 1 The Crofts were granted planning permission by WODC to drop the curb and create an off-street parking place for their property. In doing so potentially a public parking space is been lost. The highways department did not comment on this planning application. This property now has 2 private parking spaces but accessed from the highway at 2 separate points therefore taking up valuable street parking space. It hardly seems fair that 1 private space has been created to the detriment of public parking that benefits many in a high demand area. (Planning application number 17/03295/LBC)</p>

The access in and out of The Crofts from Corn Street is a busy junction with vehicles and pedestrians, including a large number of school children, crossing as they walk into town. This new private parking space is a safety hazard with no visual splays when exiting the parking space. This can be seen in Witney Town Council's objection to this planning application on the grounds of safety and loss of public parking space.

Corndell Gardens – I am making an objection to the Corndell Gardens proposal as the owner of 18 apartments and as director of the management company responsible for the new Old Orchard Court development at Corndell Gardens representing the residents of 18 apartments, and as director of Jack James Homes Ltd, the developer of Old Orchard Court.

While construction of the Old Orchard Court development was taking place, on occasion vehicles associated with the site were parking where the double yellow lines are proposed. I can appreciate that this may have worried the residents of Corndell Gardens into wanting to protect this area from vehicles parking in the future. I can assure you that no vehicles associated with the site or otherwise have parked here since December 2020.

The residents of Corndell Gardens have taken it upon themselves to adopt parts of the highway into their own properties. As a result, areas of highway that could be used as roadside parking and for safety reasons pedestrian footway, are not available to use. In terms of safety this is forcing pedestrians to walk in the road. Highways must reinstate these areas.

don't feel there is a need for the double yellow lines as proposed and there is enough parking for everyone. All of the properties at Corndell Gardens have a private driveway for at least 1 car, most have parking for 2 cars. Demand from Corndell Gardens residents for additional parking is very low. Perhaps a traffic/parking survey of the area may be appropriate to demonstrate this.

I feel that the residents of Corndell Gardens are overly worried about the impact the Old Orchard Court development will have on parking in the area. At Old Orchard Court there are 24 parking spaces available for 18 apartments. If the highway were to be re-instated any potential problem from either Corndell Gardens or Old Orchard Court would be further eased as well as making it safer for pedestrians. It seems the residents of Corndell Gardens have somewhat caused their own parking concerns by the desire to have a slightly bigger garden or driveway and in doing so also put pedestrian safety at risk.

My concern is that in making this area double yellow lines, any vehicles that need a place to park will park blocking the gate and access to the entrance of Old Orchard Court. I feel it far safer and sensible for any additional vehicles to

	<p>be able to park on re-instated highways or in the area that the double yellow lines are proposed. If double yellow lines are to be put anywhere at Corndell Gardens, it should be as marked on the photo below as additional parking here causes more obstruction and danger than parking where the proposed yellow lines are.</p> <p>Officer comment: <i>The Crofts: Although it is accepted that there will be a loss of one on highway parking place, the proposal enable the use of two off-street parking places and therefore a net gain in parking availability in an area of high parking pressure. Corndell Gardens: a check of the highway boundaries and OS plans shows that the area intended as carriageway – and therefore available for parking – is fully available for public use. While the adjacent highway verge is being maintained by the adjacent property owners as is common practice, vehicles should not be using the verge for parking. No vehicles should be park where they are causing an obstruction.</i></p>
[B. Support]	
(18) Local Resident (Witney)	<p>The Crofts - Support</p> <p>No point having a driveway and dropped curb if people can park and block your driveway. Ridiculous this is even a concern</p>
(19) Local Resident (Witney)	<p>The Crofts - Support</p> <p>I support access into the property for off-road parking and think the junction will benefit from car parking being further away from the turning.</p>
(20) Local Resident (Witney)	<p>The Crofts - Support</p> <p>A sensible solution to allow residents to park 2 cars on their drive</p>
(21) Local Resident (Witney)	<p>The Crofts - Support</p>

	I think residents should have priority parking over visitors.
(22) Local Resident (Witney)	<p>The Crofts - Support</p> <p>I live in Weavers Close, so this is the main access to my road. When cars are parked here it causes traffic congestion, especially when lorries are also trying to get through.</p>
(23) Local Resident (Witney)	<p>The Crofts - Support</p> <p>I support the removal of the parking bay and introduction of double yellow lines on The Crofts. This will enable the resident to use their driveway to park their vehicle instead of them having to use nearby on-street car parking.</p> <p>Reducing the available parking space on The Crofts would not have a negative impact on the community as the residents will be able to use their new driveway to park instead of the nearby on-street parking. There is space for up to two cars in the driveway. If the resident can't use their driveway due to the parking bay in front of it, they will have to use the on-street parking.</p> <p>Using a driveway to park instead of having to use on-street parking is a much safer and secure option for the residents and their car. Vehicles parked on the street can be more vulnerable to opportunistic crime and accidents.</p> <p>The reduction of on-street parking in this area would also bring the following benefits to the community:</p> <p>With a guaranteed space the residents are not left searching the neighbourhood for a space. The reduction in the number of vehicles driving around an area searching for a parking place can improve local air quality by reducing pollution.</p> <p>The removal of opportunities for commuter parking in residential areas encourages consideration of alternative modes of transport and therefore contributes to reducing congestion.</p> <p>The main purpose of the road is for traffic movement. Reduced on-street parking will improve the movement of traffic in the area and reduce safety hazards. It will improve emergency vehicle and refuse vehicle access and entry to properties. Less parking will remove inconsiderate and indiscriminate parking.</p>

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	The amenity of the area may be improved with fewer vehicles being parked during the working day on the road.
(24) Local Resident (Witney)	<p>The Crofts - Support</p> <p>The residents of Number 1 The Croft's had planning permission granted for a drop curb into their new access which now is pointless if the public can park in front of their property blocking access. Therefore, the bay needs shortening.</p>
(25) Local Resident (Witney)	<p>The Crofts - Support</p> <p>I am strongly supporting this proposal because the residents have planning permission for a dropped curb and the restrictions are essential for them to be able to access their property safely in their car. Without the restrictions this will have a detrimental impact on the residents and ability to access their property freely via the dropped curb.</p>
(26) Local Resident (Witney)	<p>The Crofts - Support</p> <p>We live in the area.</p>
(27) Local Resident (Witney)	<p>The Crofts - Support</p> <p>To support local residents</p>
(28) Local Resident (Witney)	<p>The Crofts - Support</p> <p>Supporting parking at Crofts</p>
(29) Local Resident (Witney)	The Crofts - Support

	It is only the loss of one space, there is still enough in walking distance, corn Street is only full on the school run times usually.
(30) Local Resident (Witney)	The Crofts - Support To allow residents to enter their driveway safely
(31) Local Resident (Witney)	The Crofts - Support Parked cars on that corner make it difficult to see oncoming cars when crossing the road as a pedestrian. Restricting parking will help with visibility and allow Crofts residents to access their driveways.
(32) Local Resident (Witney)	The Crofts - Support So owners can't use their drive way
(33) Local Resident (Witney)	The Crofts - Support I think it's important for people to have access to off street parking for their own homes. If these houses were not old then they would already have this and it would be enforced in allowing building to happen.
(34) Local Resident (Witney)	Newland - Support I support the extension to DYLS around the Newland/Church Lane junction as when I leave for work in the morning I often find it really difficult to see traffic coming from the west towards Oxford Hill. I support the removal of the single yellow line in front of The Griffin as this is the wider part of the road. I also support the introduction of DYLS at the Meadow View junction and at the end of Church Lane as there is a lot of indiscriminate car parking in this area, particularly when Cogges have an event on and a local garage appears to store cars by the Meadow View junction. However, the DYLS will only be as good as their enforcement and I am somewhat concerned about the impact of the

	<p>DYLs on the character and appearance of the conservation area and the setting of the listed barns. Is there any way of making the DYLs less obtrusive (although I accept that may defeat the object!)? I think that improved signage should be considered on Newland that makes clear there is no access to Cogges to non-disabled motorists. Posts or similar obstructions could also be added to the verge of Church Lane as this would prevent people going up onto the verge.</p>
<p>(35) Local Resident (Witney)</p>	<p>Newland - Support</p> <p>I live in Compton Way and have become increasingly frustrated and concerned about the parking on the Oxford Hill and Compton Way.</p> <p>Trying to turn right onto the Oxford Hill is very dangerous as visibility is poor due to parked cars. Safely manoeuvring into the road to take my children to School is very difficult.</p> <p>Secondly on driving to the top of Compton Way towards the Oxford Hill I have had to do an emergency stop on a number of occasions to allow speeding cars who are accessing the business unit pass despite me having right of way. Many cars park along Compton Way who use the business Centre both on the corner and the top end on the left hand side (when looking from Oxford Hill). The business park appears to have adequate parking so I am unsure why the cars park there.</p>
<p>(36) Local Resident (Witney)</p>	<p>Corndell Gardens - Support</p> <p>Regarding Corndell Gardens Potentially this is an area where people will park and in doing so make access to parts of Corndell Gardens difficult, in particular for large vehicles such as Ambulances, Fire Engines, Refuse Collection vehicles, and delivery trucks</p>
<p>(37) Local Resident (Witney)</p>	<p>Corndell Gardens - Support</p> <p>I live on Corndell Gardens and the proposed place for the double yellow lines solves a lot of the parking issues we've faced. The Corndell Gardens road is narrow and not wide enough to allow for parking and access. It also stops people from parking in the only spot that emergency vehicles can turn around to leave our road. Also it stops people from parking in front of the fire access gate for the new build opposite number 9 and 11. I whole heartedly support this</p>

	proposal.
(38) Local Resident (Witney)	<p>Corndell Gardens - Support</p> <p>I live at number on Corndell Gardens, opposite the proposed restriction. For which I strongly support.</p> <p>The road is decidedly narrow and parking along the wall is a constant cause for concern. A row of vehicles means we cannot get on or off our driveway at all.</p> <p>When our cars are on the driveway, if others park along the wall, the road becomes too narrow for which a refuse lorry cannot safely pass (I have video of this, showing a Council refuse lorry driving across our front lawn).</p> <p>The OCC local highway authority, having recently reviewed this location due to the building development of 18 apartments directly opposite the proposed parking restriction, had stated:</p> <p>"With this development, I am not convinced that the site and surrounding roads have spare capacity to safely contain even a single vehicle" - Rashid Bbosa - Transport Engineer – Transport Development Control - Oxford County Council.</p> <p>It is in that vein that I support this application. As a resident, I understand that this restriction means that my own visitors will not be able to park along this small stretch of road, although, this is the right approach as it is the safest way to ensure free access for all residents, refuse and emergency vehicles.</p>
(39) Local Resident (Witney)	<p>Corndell Gardens - Support</p> <p>Parking and manoeuvres have been a nightmare on Corndell Gardens for a long time due to commuters and Corn Street residents leaving their cars here, especially in the turning zone outside numbers 18 and 9. They often block emergency services tending to elderly residents and on multiple occasions the bins for our houses and houses further up the street have not been emptied due to lack of access. The addition of 18 flats is going to make the issue significantly worse so I strongly support the addition of double yellow lines from #18 up to #11. I Also note that the approved plans for 12 Corndell Gardens were for 24 parking spaces but Jack James Homes Ltd have only marked out</p>

	18 spaces on site which will make the parking situation worse than what would have been calculated by WODC when they approved these plans (See application 17/03509/FUL - AMENDED_SITE_PLAN-601642.pdf) as there would be no visitor parking
(40) Local Resident (Witney)	Corndell Gardens - Support Parking on this section of Corndell Gardens is causing significant problems for current residents, and delivery, refuse collection, and emergency vehicles.
(41) Local Resident (Witney)	Corndell Gardens - Support Think would be an improvement
(42) Local Resident (Witney)	Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support Turning left into The Croft's from Corn Street can be dangerous if a vehicle is parked near the junction and an oncoming vehicle is trying to exit The Croft's. I fully support this improvement.
(43) Local Resident (Witney)	Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support The provisions are all very welcome in terms of their contribution to road safety and safe access.
(44) Local Resident (Witney)	Corndell Gardens - Support Newland - Support The Crofts - Support

	<p>Avenue Two - Support</p> <p>The driveway in question has space for 2 cars and only 1 bay will be removed.</p>
(45) Local Resident (Witney)	<p>Corndell Gardens - Support</p> <p>Newland - Support</p> <p>The Crofts - Support</p> <p>Avenue Two - Support</p> <p>So people can access their own drives</p>
(46) Local Resident (Witney)	<p>Corndell Gardens - Support</p> <p>Newland - Support</p> <p>The Crofts - Support</p> <p>Avenue Two - Support</p> <p>Turning left into The Crofts from Corn Street is difficult especially when lorries are coming out from the brewery</p>
(47) Local Resident (Witney)	<p>Corndell Gardens - Support</p> <p>Newland - Support</p> <p>The Crofts - Support</p> <p>Avenue Two - Support</p> <p>I believe that the town needs to grow and improve and if works are needed like the above then that is fine as we will all ultimately benefit.</p>
(48) Local Resident (Witney)	<p>Corndell Gardens - Support</p> <p>Newland - Support</p> <p>The Crofts - Support</p> <p>Avenue Two - Support</p>

	This will make parking easier for residents and prevent others from blocking access.
(49) Local Resident (Witney)	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>Think this is fair and might mean less congestion</p>
(50) Local Resident (Witney.)	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>Supporting moving parking bay so driveway can be used. Crofts Witney.</p>
(51) Local Resident (Witney)	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>I am a resident of Compton Way and welcome the proposed restriction on either side of the junction with the main road (we have requested this from the council for some time now and are grateful that the council is resolving this), however Compton Way has another issue that we urgently need the council's support with: There is a constant overflow of cars parking on Compton Way from the following observed sources: a. the houses on the main road parking at the back b. the 2 pubs on the main road c. the offices at the entrance of Compton Way d. 3 vans from unknown sources one being from a house on the main road This leads to chaotic, unorderedly and dangerous parking along Compton Way - including on the grass, pavement or curve along the road which restricts the traffic and on occasions completely obstructs the passage of bigger cars like the recycling trucks or other vans. Most frustratingly, as all the spaces are taken by random cars from sources listed above, the residents living towards the end on Compton Way have no spaces left and are thus forced to park on the curve blocking the narrower stretch/neck of the cul-de-</p>

	<p>sac. This is the situation of the residents living at #54 and next door from them called The Sykes. They are forced to park on their front doors but partly blocking the neck of the cul-de-sac on a daily basis. The cars entering the cul-de-sac have to drive over the pavement on my side @ #26 and due to this the pavement on my side is starting to subside- please come and inspect. The situation above is bitterly inconvenient, frustrating and dangerous. I would like to please propose that the council supports the residents living on Compton Way by considering to implement the following: 1. instate a restriction for 'vans only' for 1-2 spaces at the beginning of Compton Way where the road is widest so that vans will not park on the curve and block both the road + pavement further down the road, and so that, in addition, the aesthetic aspect of the road is preserved. 2. instate a yellow line on the curve in front of #54, their next door the Sykes + the neck of the cul-de-sac on both sides so that cars will not block the traffic or drive over the pavement to enter the cul-de-sac. 2a. consider repairing the side of pavement that is starting to subside/unravel on the side of #26 due to cars driving on the pavement due to restrictions (thank you!) 3. place parking restriction on Compton Way for the benefit of residents only in the manner that the council considers most efficient to decongestion the parking along the whole road -e.g. resident scheme. 4. open further stretches of parking on the main road – e.g. even 1-2 space here and there will help the cars that are looking for parking (from sources a - d from above list). I and other concerned neighbours would be very grateful for your intervention in this matter to preserve orderly parking and safety on Compton Way.</p>
(52) Local Resident (Witney)	<p>Newland - Support</p> <p>I am in support of the proposal to introduce new restriction in Newland and Church Lane in Witney.</p> <p>However, any restrictions impose will put further pressures on Stanton Harcourt Road, off Church Lane in Witney. Parking is already a problem for those of us living in Stanton Harcourt Road as residents of Oxford Hill park in our road. Can you please advise as to how we could suggest a parking permit system in Stanton Harcourt Road please?</p>
(53) Local Resident (Witney)	<p>Newland - Support</p> <p>It's great to see the parking situation is being looked at in Church Lane. I live on Wadards Meadow and for a long time people in electric mobility wheelchairs and buggies are having a job to negotiate around vehicles that park across the end of the footpath coming from the estate where it joins the junction with Church Lane and the track that goes in front of the access to Cogges Farm.</p> <p>What with people coming to the Oxleaze Play area and also cars that attend events at Cogges Farm it can get very</p>

	<p>hectic. I have approached Witney Town Council over this matter and suggested markings being put a cross the end of footpath to stop cars parking there but they washed their hands of it. If you could look into this matter it would be great.</p>
(54) Local Resident (Witney)	<p>Newland - Support</p> <p>I welcome the proposals concerning Church Lane and Meadow View. At times it's a very busy lane, to the pre-school, church, and Cogges Farm Museum. And a lovely walk, or cycle, into town.</p> <p>The proposed DYLS will make a great difference to us exiting meadow view, and also the reduced speed limit. The popular Cogges Farm Museum will I expect welcome the new proposals, and hopefully the confused signage at the top of the road (Newland) will be revised to instruct motorists to use the Museum's car park, and not areas in Church Lane where we won't have DYLS.</p>
(55) Local Resident (Witney)	<p>Newland - Support</p> <p>We live in Compton Way, and would fully support double yellow lines on the corners of Compton Way and Newland. Visibility can be very difficult emerging out of Compton Way onto the main road, so any help with that is appreciated, especially as some of the vehicles parking at or near the corner are vans or large cars.</p> <p>I would also point out that a lot of people who live on Newland choose to park in Compton Way because of the lack of parking on Newland. There are some designated spaces for these residents, but it can make our road very full. There have been a number of occasions when vans from owners of properties on Newland have parked further down Compton Way in the narrow part of the road, making it impossible for cars (or indeed emergency vehicles) to access the cul-de-sac at the end (where we live).</p>
(56) Local Resident (Witney)	<p>Newland - Support</p> <p>The parking problems have increased each year, most new residents on Newland now have 2 cars. The restriction needs extending into Compton way to the inner side of the cobbles Car are parking on the cobbled part of the road, obstructing the view into Compton Way, which makes it impossible to see approaching cars coming towards Newland.</p>

	<p>If a vehicle is coming it means that your own car is now sticking out onto Newland into oncoming traffic . Some of the vehicles parking on the cobbles are people going to the small Methodist chapel on Newland, a number of residents on Newland park to “ unload shopping etc” for quite a long while. Also commercial vans find it convenient to park on the end regularly. It is amazing that there have not been many head-ons. Quite a few very near misses.</p> <p>At the moment it's a bad junction to get out on to Newland for cars and pedestrians, these new proposals should make a lot safer.</p>
(61) Local Resident (Witney)	<p>The Crofts - Support</p> <p>Prohibiting parking so close to this junction will help traffic flow, as traffic can build up at this point and impact Corn Street. Also there is an electrical/telecoms box here that requests 24 hour access, but this often get ignored as there is currently a parking space exactly where access is required; extending the yellow lines would solve this issue.</p>
(57) Local Business (Witney)	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>Makes sense. Very hard to see traffic exiting Compton Way</p>
(58) Local Business (Witney)	<p>Newland - Support</p> <p>We would like to express that we largely support the proposals for the changes that have been proposed, with the growth in the area we believe that some provision for additional parking on Newland is a good idea. However, we would like to raise some points for consideration. It has been described that the area from the entrance to our industrial estate to the new parking area will be a "no waiting at any time". We suggest that this area be designated as a unloading area, primarily for the deliveries to the Griffin Public House and to the tenants of the Newland Industrial Estate.</p> <p>We as the proprietors of the estate do recommend to our tenants that they inform their suppliers that the site does have a restricted access and that they should insist on their deliveries be made by smaller vehicles, such as a 12 tonne lorry for example. However, we have absolutely no way of enforcing this, as unfortunately sometimes that just</p>

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	<p>isn't achievable. So, of course, this results in deliveries being made at the roadside.</p> <p>It is therefore our concern that should no provision be put in for an unloading area it could have an adverse impact on the businesses that call the estate home and therefore could result in job losses.</p>
(59) Resident (North Leigh)	<p>Corndell Gardens - Support</p> <p>I support the parking restrictions, as a relative of the occupants of 9 Cornell Gardens, I have seen first-hand the selfish way in which people park their cars along the boundary wall of the current building development. Residents of Corn Street and builders' vehicles have used this as a parking area for a considerable time. This has made manoeuvring in and out of the driveway of 9 Corndell Gardens very tight and at times taking several attempts to straighten up to drive away. With the flats across the road nearing completion it will only exacerbate the situation when they are occupied. If those residents start to park along the wall, then I fear it will cause such an obstruction that emergency vehicles, refuse lorries and residents living further up the road will find it very difficult to pass through. I therefore support the use of parking restrictions here and hope the residents in Corndell Gardens can finally drive in and out with ease as it's been long awaited.</p>

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