



Delegated Decisions by Cabinet Member for Travel & Development Strategy

Thursday, 2 February 2023 at 10.00 am

Council Chamber - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on this [Live Stream Link](#)
However, that will not allow you to participate in the meeting.

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 10th February 2023 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

A handwritten signature in black ink that reads 'Stephen T Chandler'.

Stephen Chandler
Interim Chief Executive

January 2023

Committee Officer:

Committee Services

Email: committeesdemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 23 February 2023

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. Declaration 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

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

To facilitate 'hybrid' meetings we are asking that requests to speak or present a petition are submitted by no later than 9am four working days before the meeting i.e., 9am on Friday 27 January 2023. Requests to speak should be sent to committee.democraticservices@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that your views are taken into account. A written copy of your statement can be provided no later than 9am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

4. North Oxford Corridor - Kidlington Roundabout (Pages 1 - 52)

Cabinet Member: Travel & Development Strategy

Forward Plan Ref: 2022/093

Contact: Aron Wisdom, Programme Lead Oxford City, 07776244856

Report by Corporate Director Environment & Place (**CMDTDS**).

To approve i) the proposed 30mph speed limit on Kidlington Roundabout and all approaches (A4260/A4165), including the full length of the A4165 where a 40mph speed limit currently applies ii) the introduction of a bus lane on Bicester Road and revised bus lane extents on A4165 Oxford Road (north), iii) introduction of signalised crossings for pedestrians and cyclists.

Divisions Affected - *Kidlington South*

CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY– Thursday 2 February 2023

A4260 / A4165 KIDLINGTON ROUNDABOUT NORTH OXFORDSHIRE CORRIDOR (NOC) IMPROVEMENT WORKS

Report by Corporate Director, Environment and Place

RECOMMENDATION

The Cabinet Member is RECOMMENDED to

- a) approve the speed limit changes as indicated in Annexes 1, 2, 3 and 9
- b) approve the additional length of southbound bus lane on the Bicester Road on the approach to the Kidlington Roundabout as indicated in Annexes 4 and 5
- c) approve the improvement works on the Kidlington Roundabout including new and segregated pedestrian and cycle infrastructure and new Toucan crossing facilities on the Bicester Road, Oxford Road (A4165) and Frieze Way (A4260) arms as indicated in Annex 4, subject to completion of detailed design and associated road safety audits
- d) approve the redesign of the Stratfield Brake egress 'gain lane' to form a simple priority give-way junction and reallocate the road space to form a shared-use two-way cycle and pedestrian link with the proposed new Toucan crossing on Frieze Way as indicated in Annex 4 subject to completion of detailed design, discussions with lessees' and associated road safety audits.

Executive Summary

1. This scheme forms part of the North Oxfordshire Corridor (NOC) road improvement projects funded by the Housing and Growth Deal.
2. There is significant growth expected across the Cherwell district with approximately 22,000 new homes planned by 2031. This scheme forms part of the investment to create an inclusive, integrated and sustainable transport network, fit for the future.

3. The scheme offers improvements and easier access into Oxford city centre by sustainable modes by improving bus journey times, improved pedestrian and cycle connectivity whilst also supporting the ongoing housing and employment developments and expected economic growth. In addition, it will contribute to improved road safety and air quality.
4. A summary of improvements is listed below:
 - Provide new dedicated bus lane on Bicester Road southbound, on the approach to Kidlington Roundabout
 - Create a new 3m wide cycleway and 2m wide pedestrian footway, segregated from the carriageway and one another, around the perimeter of the roundabout to connect to existing infrastructure. This will include a 0.5m buffer zone between the cycleway and carriageway wherever possible
 - Reduce the speed limits to 30mph on the roundabout and its approaches
 - Add new signalised crossing facilities for pedestrians and cyclists on Bicester Road, Oxford Road (south) and Frieze Way with detection loops
 - Rearranged vehicular egress at Stratfield Brake and installation of active travel lane
 - Provide additional planting where possible.

Background

5. In November 2017, the Growth Deal provided Oxfordshire County Council (OCC) with £150 million of funding for infrastructure. The objective of the Housing and Growth Deal is to deliver transport and social infrastructure to support new housing. Subject to approval by the Cabinet Member, it is expected to complete design and construction in 2023 and will support the ambition of building up to 100,000 new homes (as identified by the Oxfordshire Strategic Housing Market Assessment 2014) across Oxfordshire between 2011 and 2031 to address the county's severe housing shortage and expected economic growth. This level of housing growth is consistent with the adopted Local Plans in Oxfordshire.
6. To prepare for sustainable transport growth a programme consisting of three road improvement projects were identified along the A44 (P1A); A4260 Frieze Way (P1B) and the A4165 Oxford Road / Bicester Road (P1D); which together are referred to as the North Oxford Corridor (NOC).
7. The improvements offered will allow for easier access into Oxford city centre and other destinations, improve bus journey times, improve pedestrian and cycle connectivity, and support the ongoing housing and employment developments and expected economic growth
8. In 2016 Atkins were commissioned to assess both the A44 from Bladon roundabout southwards and the A4260 through Kidlington in addition to assessing the parallel routes that join those two corridors with the aim of

improving sustainable connections while minimising congestion impacts. As part of this work, stakeholders were invited to take part in workshops at County Hall to set out their concerns and issues – these included local County, City and District Councillors, transit operators, cycle user groups, OCC officers and other interested parties.

9. Shortly after this study, The Local Plan Review announced sites for further work, this became part of the evidence base for the Local Plan.
10. Option assessments and studies were carried out along the A4165 from Kidlington Roundabout to Cutteslowe Roundabout with Kidlington Roundabout being taken forward with Housing and Growth Deal funding with a strictly defined geographic scope.
11. Briefing sessions were held with District, parish councillors and bus operators on the NOC schemes in November 2021. Comments received during this consultation period were reflected within the proposals. Information was shared including the proposed speed limit reduction. Relevant Cabinet Members were briefed in March 2022 with an additional meeting organised with the local County Councillor for the area (who is also the district and parish councillor) in April 2022.
12. The current proposal aims to promote the use of more sustainable modes of transport by encouraging use of public transport, cycling and walking and will directly contribute to The Fair Deal Alliance's priorities to take action to tackle the climate emergency and cut carbon emissions, prioritise the health and well-being of residents and invest in an inclusive, integrated and sustainable transport network.

Corporate Policies and Priorities

10. The Kidlington Roundabout scheme will help support many of the council's nine priorities, including:
 - Put action to address the climate emergency at the heart of our work
 - Tackle inequalities in Oxfordshire
 - Prioritise the health and wellbeing of residents
 - Invest in an inclusive, integrated and sustainable transport network
 - Preserve and improve access to nature and green spaces
 - Play our part in a vibrant and participatory local democracy
 - Work with local businesses and partners for environmental, economic and social benefit
11. In July 2022, Oxfordshire County Council adopted its new Local Transport and Connectivity Plan (LTCP) which sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents. This includes ambitious targets to:

- replace or remove 1 in 4 car trips in Oxfordshire by 2030
 - deliver a net-zero transport network by 2040, and
 - have zero, or as close as possible, road fatalities or life-changing injuries by 2050.
12. To help deliver the LTCP vision, the recently adopted Central Oxfordshire Travel Plan proposes a set of 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area, including proposals for traffic filters which are required to address several challenges, including the need to:
- reduce exposure to air pollution and rapidly reduce carbon emissions from all transport related activities
 - reduce congestion and its negative impacts on bus services and economic productivity and vitality
 - encourage more sustainable development, making greater use of limited road space and prioritising public transport, walking and cycling
 - improve health and wellbeing and reduce health inequalities
13. The Kidlington Roundabout Scheme will help support and address these challenges by providing enhanced bus priority, cycling and walking infrastructure on the edge of the city to encourage a shift to more sustainable and healthy modes of travel.

Financial Implications and staffing implications

14. The scheme is fully funded through the Housing and Growth Deal with a requirement to commit spend by March 2023. The initial funding allocation of £6m was reduced to £4m due to significant descoping of the project as a result of consultation. The estimated budget includes all internal staff costs. The funding is made up of:

2020/21	£40,680 (Actual)
2021/22	£418,680 (Actual)
2022/23	£840,640 (Projected)
2023/24	£2,700,000 (including £800k contingency/risk)

Comments checked by:

Emma Percival, emma.percival@oxfordshire.gov.uk (Finance)

Legal Implications

15. The proposals include the making of TROs in relation to reduced speed limits and the proposed new bus lane on the Bicester Road. These are made using

the powers set out in the Road Traffic Regulation Act 1984 for local highway authorities to use for traffic regulation. Works on and in the vicinity of the highway will be carried out in accordance with the Highways Act 1980. There are no further legal implications.

Comments checked by:

Jennifer Crouch, Principal Solicitor

Equality & Inclusion Implications

16. The project is likely to have a net positive impact for residents, including Protected Characteristic Groups. By creating improved conditions for buses, leading to reduced journey times by public transport, will disproportionately benefit those who currently use buses, including some disabled people and women (who are more likely to use public transport than men).
17. There are also likely to be benefits for those who cycle and walk due to the creation a safer and more accessible environment for people cycling and walking and has the potential to encourage people from all backgrounds to cycle. However, it should be noted that network-wide pedestrian and cycle infrastructure improvements are required to realise the full benefits.
18. Due to the reallocation of road space on the Bicester Road for a bus lane and additional signalised pedestrian crossings, there could be a slight inconvenience to drivers and those who rely on cars; e.g. older people. However, the Bicester Road arm of the junction is deemed to have additional capacity so is not expected to hinder general traffic to significant degree that would cause concern. The proposals are completely in line with adopted road hierarchy that prioritises pedestrians, cyclists and public transport.

Sustainability Implications

19. A Climate Impact Assessment for the Kidlington Roundabout project concluded the scheme will have a net positive impact particularly in terms of reducing travel by private car and increasing use of walking, cycling and public transport. As a result, there is expected to be a reduction in total annual CO2 emissions from road transport in the area.

Risk Management

20. A risk register has been maintained and will continue to be maintained throughout the life of the project. The key risks at this stage include:
 - Any unknown utility diversions
 - Network Management issues and road space availability
 - Road safety considerations

- Scope creep and late changes to design
- Land access and agreement from third parties
- Asset and maintenance implications.

Consultations

21. An initial round of formal consultation was carried out between 30 June 2022 to 12 August 2022. Letters were sent to 7,000 residents in the Kidlington area, a notice was published in the local newspaper and engagement with statutory consultees, including local members and councils, Thames Valley Police, the Fire & Rescue Service, Ambulance Service, bus operators, Cyclox and other local user groups.
22. As the proposals included the loss of some large trees on the roundabout central island the consultation was extended by a further two weeks to allow for further possible responses.
23. Four hundred and three responses were received during the formal consultation, and these are summarised in the table below:

Table 1 – August 2022 consultation response categories and concerns

Admin Issue	1
Design	75
Design & Cycle safety	3
Design & Safety & Trees	15
Design & Trees	17
Design and Speed Limit	9
Future proofing	6
Future proofing & Safety	3
Future proofing & Speed limit	1
Future proofing, trees and safety	1
No reason given	2
Positive feedback	30
Property access	2
Request for documents and drawings	3
Safety	13
Safety & Design	78
Speed & Design & Trees	3
Speed Limit	16
Speed limit & Design	2
Speed limit & Trees	2
Traffic Lights	1
Trees	101
Trees and design issue	13
Trees and Speed	5

Trees and Traffic Lights	1
	403

24. Thames Valley Police had no objection to the proposals as originally proposed, and subsequently had no further comments on the revised plans.
25. Objections and challenges were made against the original plans by bus companies and cycle user groups. In addition, there were major concerns raised against the loss of trees.
26. The main areas of concern from this original consultation round can be summarised into the following areas:
 - (a) Lack of direct routes of facilities for pedestrians and cyclists, including crossing points (type and not on desire lines, compliance with LTN 1/20),
 - (b) More space provided to the motor vehicle at the expense of others,
 - (c) Impact on buses,
 - (d) Loss of large trees and vegetation.
27. This resulted in extensive discussions with the local members, bus companies and local user groups resulting in a refined scheme as shown in Annex 2. This included more direct and segregated footway and cycleway facilities and crossings, removal of the proposed short stretch of bus lane on the Oxford Road (north), removal of signals and additional traffic lanes on the roundabout gyratory itself. The amendments all contributed to much reduced impact on trees and vegetation.
28. Drawing on the objections, the plan was revised to address comments and a further round of formal consultation was undertaken on the revised proposals from 03 October to 31 October 2022.
29. Emails and letters were sent to residents that had raised concerns, a notice was published in the local newspaper and engagement with statutory consultees, including local members and councils, Thames Valley Police, the Fire & Rescue Service, Ambulance Service, bus operators, Cyclox and other local user groups was carried out.
30. In total we received 62 responses from 1,030 visits to the consultation page of which 61% were in favour of the revised proposals with 10% expressing a dislike. See table below:

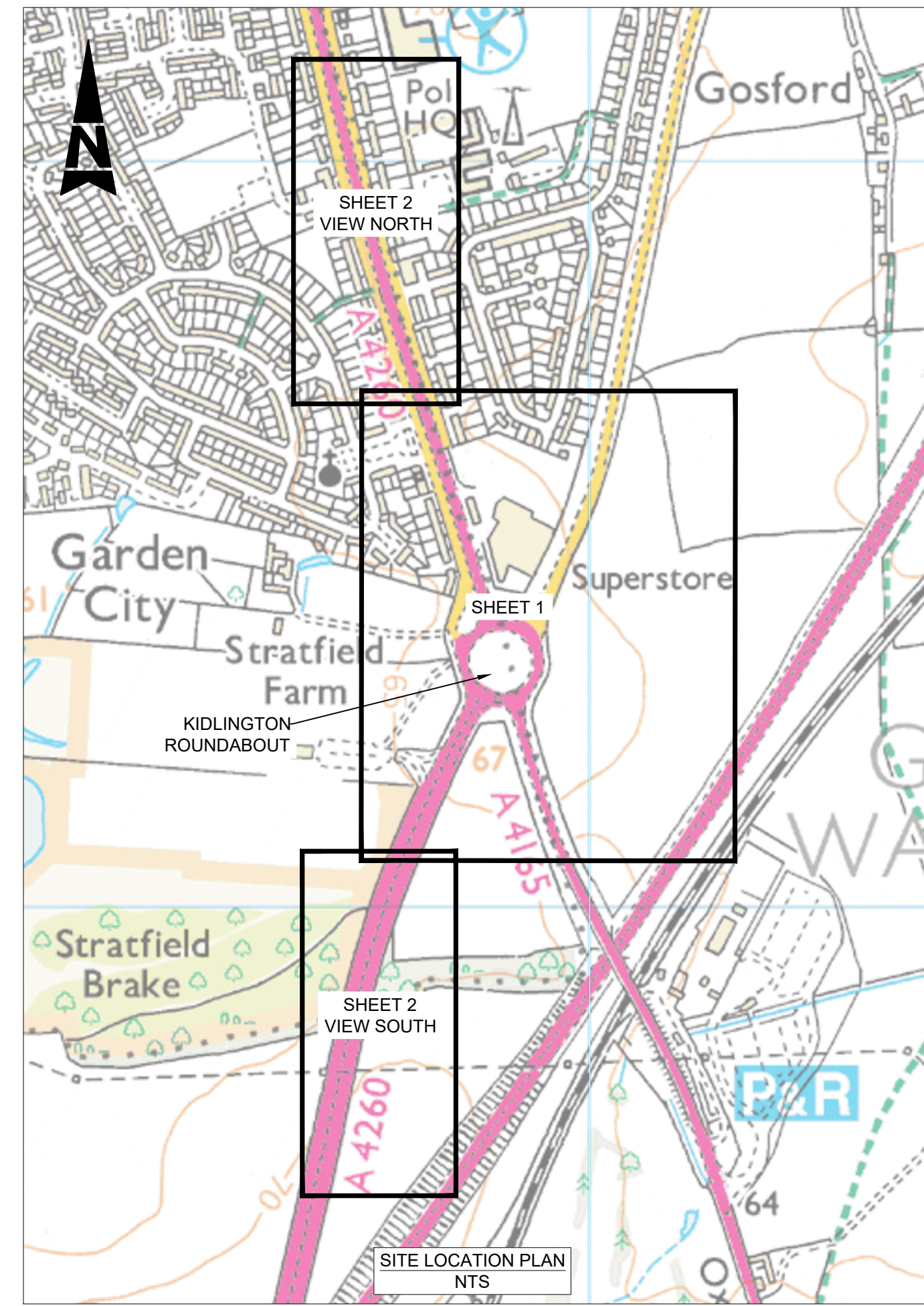
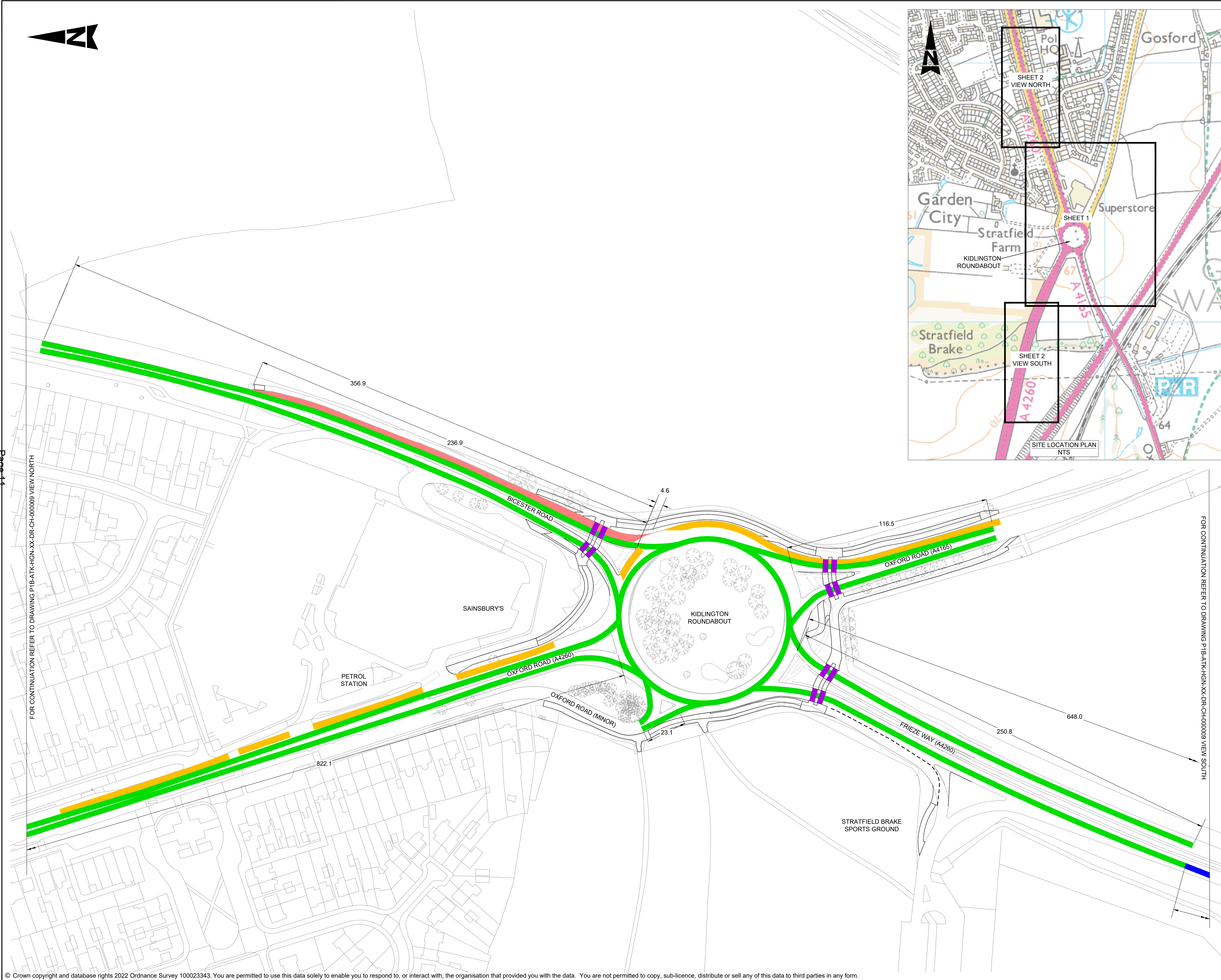
Table 2 - October 2022 consultation summary

Option	Response to layout for the improvement works on the A4260/A4165 Kidlington Roundabout	%
Like a lot	17	27
Like somewhat	34	55
Neither like nor dislike	5	8
Dislike	3	5
Significantly dislike	3	5
Total	62	100

31. Overall, the revised drawings were well received with respondents commenting positively on the increase and more direct shared use facilities with pedestrian/cyclists including signalised crossing on each arm. A summary of responses is provided in Annex 3. Note, not all respondents provided additional text other than confirming liking or disliking the proposals and this is reflected in the number of summarised comments.
32. Comments were received regarding the timings of the signalised crossings and although supporting the reduced speed limits concerns remained regarding approach speeds. Officers will consider these issues further through the detailed design phase including the Stage 2 Road Safety Audit.
33. Specific concerns were raised during the consultation regarding safety on exiting Stratfield Brake sports ground and the number of traffic lanes approaching the roundabout. This was also raised at Stage 1 Road Safety Audit. It was suggested that consideration be given to accommodating an active travel link. Officers will continue to investigate this during detailed design for inclusion by the introduction of ORCA 'wands' and associated materials as a low cost measure whilst providing the active travel benefits in lieu of potential development at Stratfield Brake such as the football stadium.
34. In their consultation response and in subsequent discussions, Kidlington Parish Council expressed a desire for an 'all movement junction' to access and egress the Stratfield Brake sports ground or a direct access to the sports ground from the Kidlington Roundabout. Officers note this desire but it remains out of scope for this project.
35. Concerns raised in initial consultation around substantial loss of trees have been addressed in the revised layout resulting in no tree removal being required. However, there is still a need for some minor vegetation trimming to maximise footway and cycleway widths. There is also some localised crown raising to trees to ensure the required headroom for facilities is achieved.

Bill Cotton
Corporate Director for Environment and Place

Annexes:	<p>Annex 1: Kidlington Roundabout Speed Limit (PLAN 1)</p> <p>Annex 2: A4165 Banbury Road 30mph (PLAN 2)</p> <p>Annex 3: Speed Limit Changes (PLAN 3)</p> <p>Annex 4: Kidlington Rbt GA Plan</p> <p>Annex 5: Bicester Rd Bus Lane GA Plan</p> <p>Annex 6: Consultation responses</p> <p>Annex 7: Climate Impact Assessment</p> <p>Annex 8: Equalities Impact Assessment</p>
Background papers:	None.
[Other Documents:]	None.
Contact Officer:	<p>Aron Wisdom (Programme Lead)</p> <p>Tel: 07776244856</p> <p>Email: aron.wisdom@oxfordshire.gov.uk</p> <p>December 2022</p>



KEY

- EXTENT OF PROPOSED SPEED RESTRICTION
CHANGE FROM 40mph TO 30mph
- EXTENT OF PROPOSED SPEED RESTRICTION
CHANGE FROM NATIONAL SPEED LIMIT TO 50mph
- EXTENT OF PROPOSED BUS LANE
- EXTENT OF BUS LANE TO BE RETAINED
- PROPOSED SIGNALISED CROSSING

NOTES

- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.
- REFER TO NOC PTRO REQUEST FORM 'P1B-ATK-HAC-XX-LN-CH-000002' FOR FURTHER INFORMATION.

P01	23/06/22	FIRST ISSUE	MC	AE	PM
C01	09/12/22	DESIGN UPDATED	MC	RM	PM
Rev	Date	Description	Dm	Chkd	App
Revisions					
Client					



Drawing Originator

ATKINS

Member of the SNC-Lavalin Group

Copyright © Atkins Limited (2022)

Regent House, 4th Floor
90-96 Victoria Road
Chelmsford
Essex
CM1 1QU
Tel: +44 (0)1245 245245
www.atkinsglobal.com

Drawing Status

APPROVED - PUBLISHED

Project Name

NORTH OXFORD CORRIDOR
1B - KIDLINGTON ROUNDABOUT

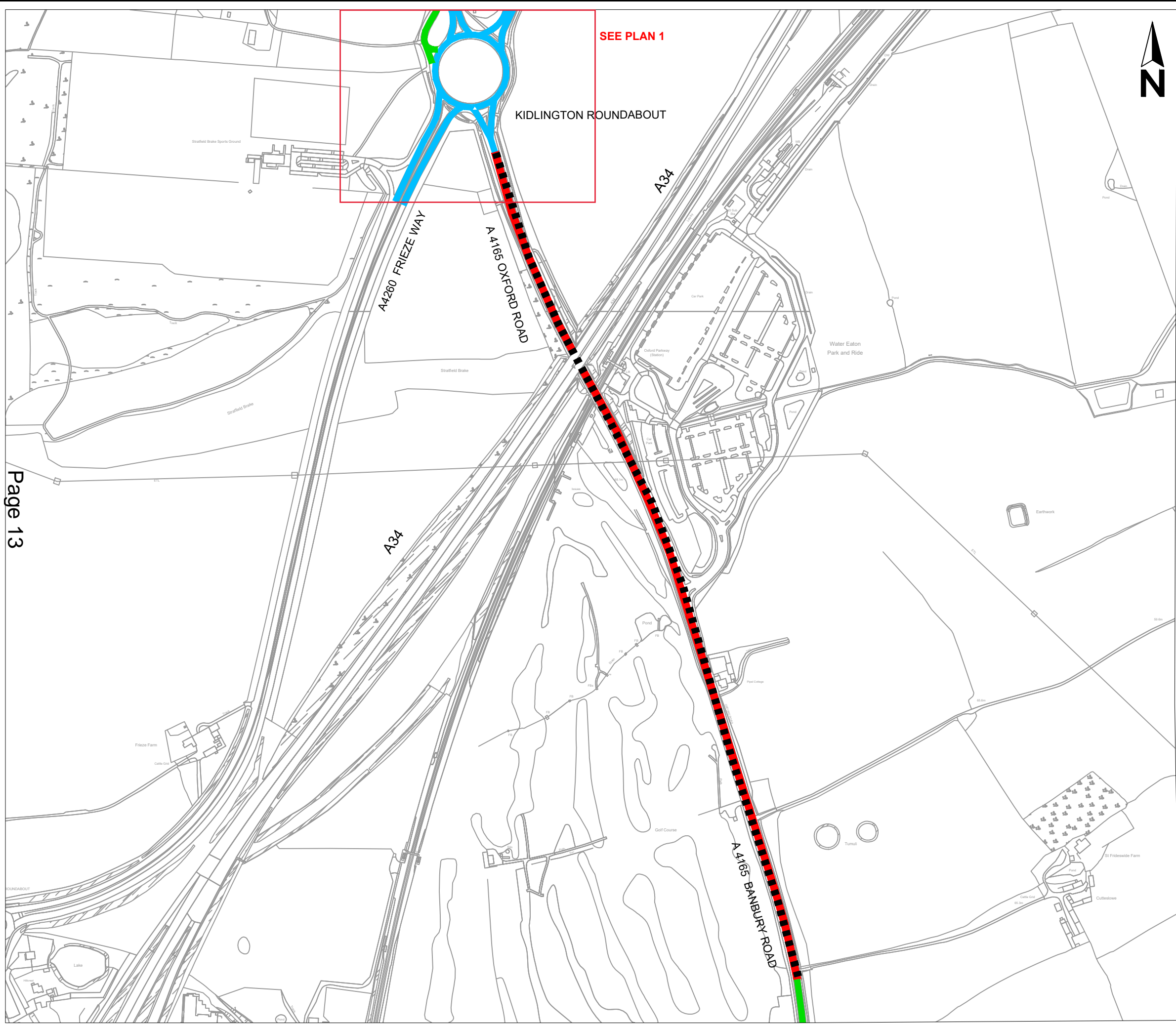
Title

PERMANENT TRAFFIC
REGULATION ORDER PLAN
SHEET 1 OF 2

Sheet Size	Scale	Drawn by	Checked by	Approved by
A1	1:1000	MC	RM	PM
		Drawn Date	Checked Date	Approved Date
		07/12/22	07/12/22	09/12/22

Drawing Number	Status	Rev
P1B-ATK-HGN-XX-DR-CH-000008	A1	C01

This page is intentionally left blank



Drawing No.

Revision0

Key

Proposed 30mph Speed Limit

Existing 30mph Speed Limit (to remain)

Current 40mph speed limit - See Plan 1 for additional proposals.

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076805

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Bill Cotton

Corporate Director of Environment and Place Communities

Oxfordshire County Council

County Hall

Oxford

OX1 1ND

Tel: 0345 310 11 11

Fax: (01865) 241577

Project title

PROPOSED 30MPH SPEED LIMIT

Drawing title

A4165
OXFORD / BANBURY ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 06/22	Date checked	Date approved

Oxfordshire Project No. & File Ref

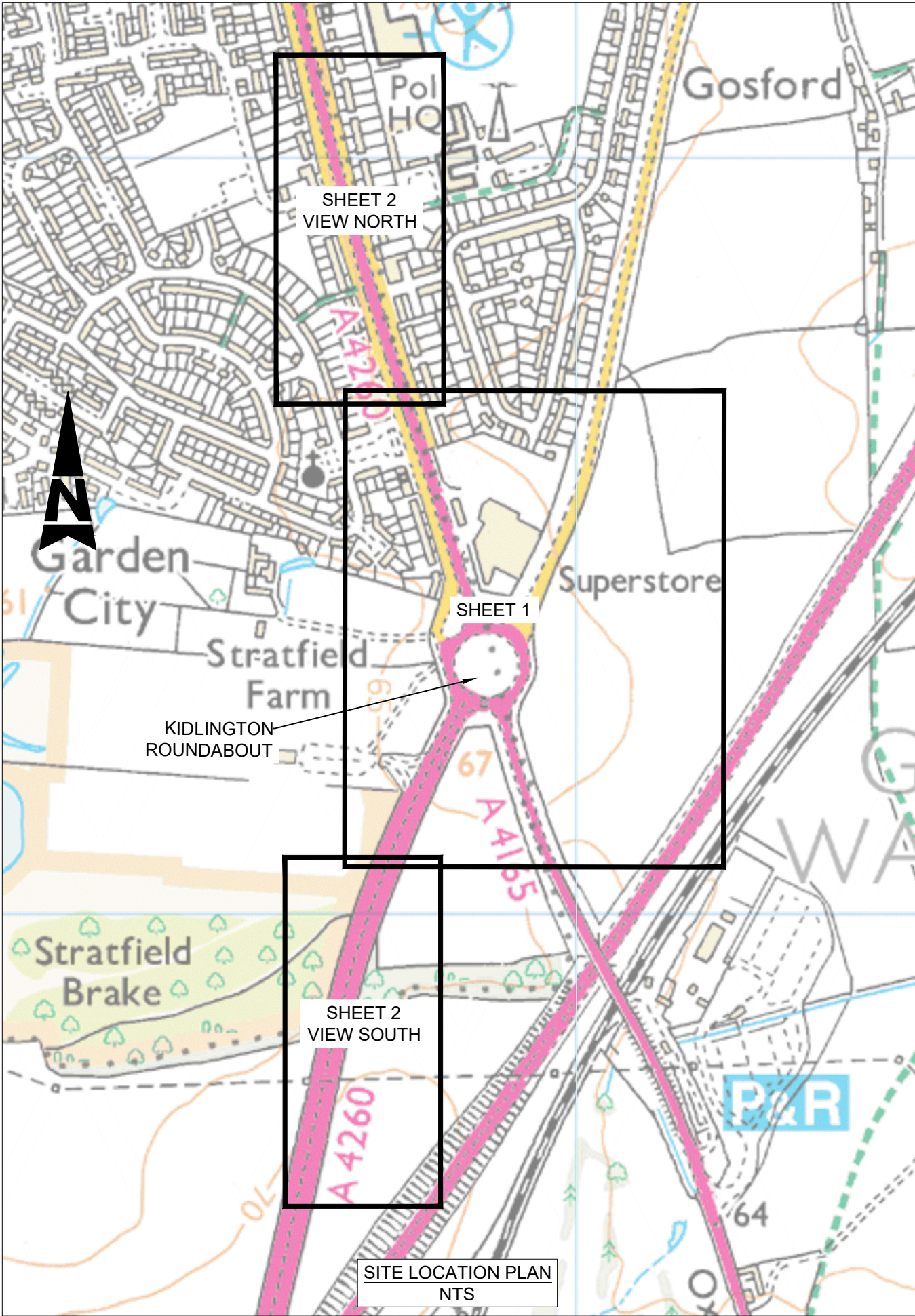
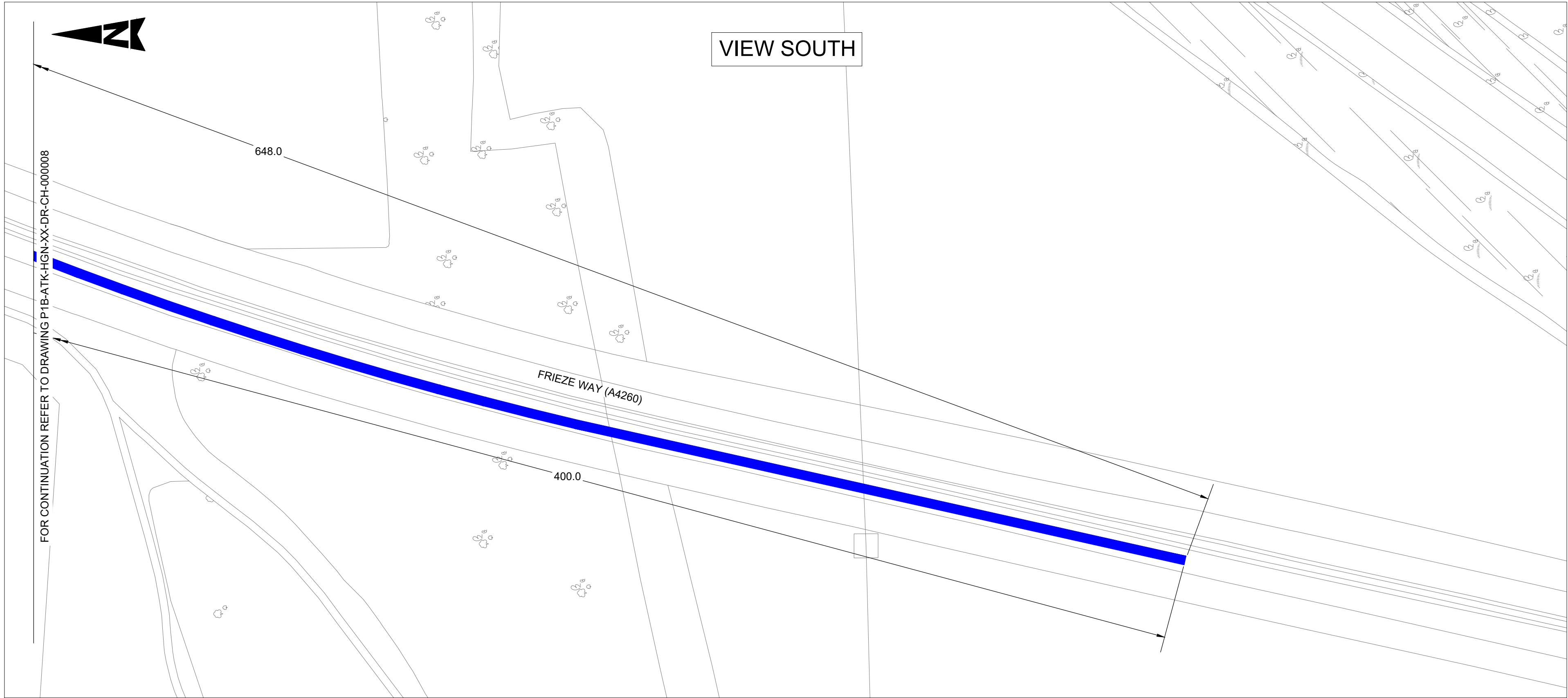
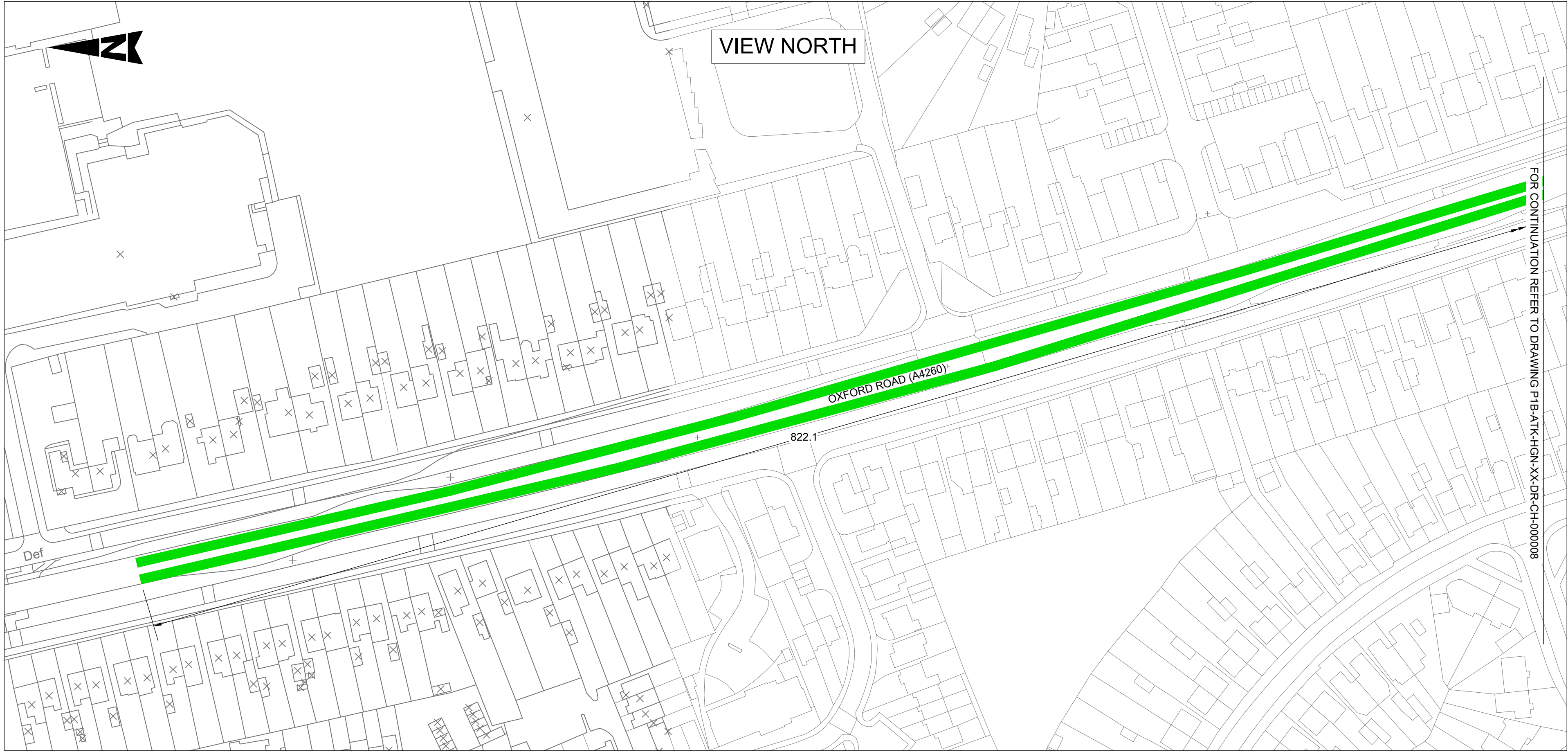
Drawing No.

Revision0

C:\Users\jane.clark\OneDrive - Oxfordshire County Council\TRO useful info\CAD plans\A4165 Banbury Road 30mph.dwg

Page 13

This page is intentionally left blank



KEY

- EXTENT OF PROPOSED SPEED RESTRICTION
CHANGE FROM 40mph TO 30mph
- EXTENT OF PROPOSED SPEED RESTRICTION
CHANGE FROM NATIONAL SPEED LIMIT TO 50mph
- EXTENT OF PROPOSED BUS LANE
- EXTENT OF BUS LANE TO BE RETAINED

NOTES

- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE.
- REFER TO NOC PTRO REQUEST FORM 'P1B-ATK-HAC-XX-LN-CH-000002' FOR FURTHER INFORMATION.

C01	09/12/22	DESIGN UPDATED	MC	RM	PM
Rev	Date	Description	Dm	Chkd	App

Revisions

Client



Drawing Originator

ATKINS
Member of the SNC-Lavalin Group

Regent House, 4th Floor
90-96 Victoria Road
Chelmsford
Essex
CM1 1QU
Tel: +44 (0)1245 245245
www.atkinsglobal.com

Copyright © Atkins Limited (2022)

Drawing Status
APPROVED - PUBLISHED

Project Name
NORTH OXFORD CORRIDOR
1B - KIDLINGTON ROUNDABOUT

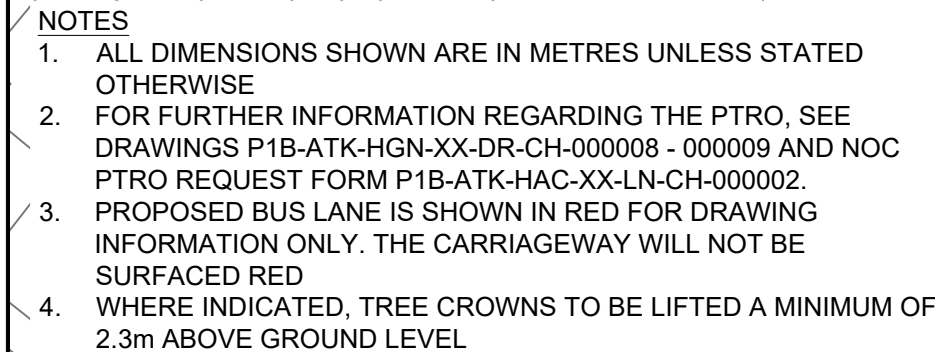
Title

PERMANENT TRAFFIC
REGULATION ORDER PLAN
SHEET 2 OF 2
























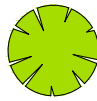






Sheet Size A1	Scale 1:1000	Drawn by MC Drawn Date 07/12/22	Checked by RM Checked Date 07/12/22	Approved by PM Approved Date 09/12/22
-------------------------	-----------------	--	--	--

Drawing Number P1B-ATK-HGN-XX-DR-CH-000009	Status A1	Rev C01
--	---------------------	-------------------

This page is intentionally left blank



© Crown copyright and database rights 2022 Ordnance Survey 100023343. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

KEY		
	PROPOSED CYCLE TRACK	 PROPOSED TRAFFIC SIGNAL MAINTENANCE BAY
	PROPOSED FOOTWAY	 PROPOSED MAINTENANCE PATH
	PROPOSED SHARED USE PATH	 PROPOSED TRAFFIC SIGNAL CABINET HARDSTANDING
	PROPOSED 2-STAGE PEDESTRIAN CONTROLLED CROSSING	 PROPOSED 'RED' BLISTER TACTILE PAVING
	PROPOSED SINGLE STAGE CYCLE CONTROLLED CROSSING	 PROPOSED 'BUFF' BLISTER TACTILE PAVING
	PROPOSED BUS LANE (SEE NOTE 3)	 PROPOSED 'BUFF' LADDER & TRAMLINE TACTILE PAVING
	EXISTING BUS LANE TO REMAIN	 PROPOSED TEMPORARY KERB UNITS
	PROPOSED ISLAND / CENTRAL RESERVE	
	PROPOSED CARRIAGEWAY REALIGNMENT	
	EXISTING / PROPOSED SPEED RESTRICTIONS	
	PROPOSED TRAFFIC SIGNAL	
	PROPOSED SIGN	
	PROPOSED LIT SIGN	
	PROPOSED LIT BOLLARD	
	PROPOSED VRS TERMINAL	
	EXTENT OF VEGETATION CLEARANCE	
	EXISTING TREE CROWN TO BE LIFTED (SEE NOTE 4)	
	PROPOSED 12m STREET LIGHTING COLUMN	
	PROPOSED 6m STREET LIGHTING COLUMN	
	PROPOSED 12m DUAL STREET LIGHTING COLUMN	
	EXISTING OCC STREET LIGHTING COLUMN TO REMAIN	
	PROPOSED LOCATION OF EXISTING OCC STREET LIGHTING COLUMN TO BE REMOVED AND SET ASIDE FOR REUSE TO BE REINSTALLED	
	HIGHWAY BOUNDARY	

Client _____

















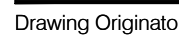
GENERAL ARRANGEMENT
PTRO CONSULTATION
SHEET 1 OF 3

File location: This Drawing is saved on ProjectWise. Printed by: Callcut, Matthew

This page is intentionally left blank



- | | |
|---|--|
|  | EXISTING / PROPOSED SPEED RESTRICTIONS |
|  | PROPOSED TRAFFIC SIGNAL |
|  | PROPOSED SIGN |
|  | PROPOSED LIT SIGN |
|  | PROPOSED LIT BOLLARD |
|  | PROPOSED VRS TERMINAL |
|  | EXTENT OF VEGETATION CLEARANCE |
|  | EXISTING TREE CROWN TO BE LIFTED (SEE NOTE 4) |
|  | PROPOSED 12m STREET LIGHTING COLUMN |
|  | PROPOSED 6m STREET LIGHTING COLUMN |
|  | PROPOSED 12m DUAL STREET LIGHTING COLUMN |
|  | EXISTING OCC STREET LIGHTING COLUMN TO REMAIN |
|  | PROPOSED LOCATION OF EXISTING OCC STREET LIGHTING COLUMN TO BE REMOVED AND SET ASIDE FOR REUSE TO BE REINSTALLED |
|  | HIGHWAY BOUNDARY |

Client

Copyright © Atkins Limited (2022)

Drawing Status

APPROVED - PUBLISHED

Project Name

NORTH OXFORD CORRIDOR
1B - KIDLINGTON ROUNDABOUT

Title

GENERAL ARRANGEMENT
PTRO CONSULTATION
SHEET 2 OF 3

Drawing Number	Status	Rev
P1B-ATK-HAC-XX-SK-CH-000002	a1	C01

File location: This Drawing is saved on ProjectWise. Printed by: Callcut, Matthew

NOTES

1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS STATED OTHERWISE
2. FOR FURTHER INFORMATION REGARDING THE PTRO, SEE DRAWINGS P1B-ATK-HGN-XX-DR-CH-000008 - 000009 AND NOC PTRO REQUEST FORM P1B-ATK-HAC-XX-LN-CH-000002.
3. PROPOSED BUS LANE IS SHOWN IN RED FOR DRAWING INFORMATION ONLY. THE CARRIAGEWAY WILL NOT BE SURFACED RED
4. WHERE INDICATED, TREE CROWNS TO BE LIFT A MINIMUM OF 2.3m ABOVE GROUND LEVEL.

© Crown copyright and database rights 2022 Ordnance Survey 100023343. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

This page is intentionally left blank

Annex 6: Kidlington Roundabout Consultation Comments

	If you are responding about a particular element, please state which element you are commenting on (F)	Postcode	What do you think of the new design and layout for the improvement works on the A4260/A4165 Kidlington Roundabout?	Method
1 (individual)	No	OX5 1	Like a lot	OCC questionnaire
2 (individual)	I am glad we can keep the planting on the central island.	OX2 8	Like a lot	OCC questionnaire
3 (individual)	Increased separation of pedestrians and cyclists is a great improvement.	OX17 3	Like a lot	OCC questionnaire
4 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
5 (individual)	No comment	OX4 2	Like a lot	OCC questionnaire
6 (individual)	No comment	OX5 1	Like a lot	OCC questionnaire
7 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
8 (individual)	No comment	OX5 1	Like a lot	OCC questionnaire
9 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
10 (individual)	There was no clear need for an extra lane or traffic signals, so I support the removal from scope.	OX2 8	Like a lot	OCC questionnaire

11 (individual)	Looking at the revised proposals for Kidlington Roundabout, I was pleased to note that my comments have been considered and that the new plans are much improved, especially re the shared cycle/pedestrian paths and also retaining the trees in the central island. Thank you for your help in this matter. Yours sincerely,	Prefer not to say	Like a lot	OCC questionnaire
12 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
13 (individual)	No comment	OX5 2	Like a lot	OCC questionnaire
14 (Cyclox)	The latest proposal for the Kidlington Roundabout is a great improvement on the original plans,		Like a lot	Email
15 (Cycle Advocacy Network)	1. Excellent that all cycle crossings will be single stage, but it is essential that there is only a short wait time for pedestrians & cyclists. 2. Very good that there will be a path-carriageway transition for NCN51 on the service road.		Like a lot	Email
16 (Cycle Advocacy Network)	Cyclox's response The latest proposal for the Kidlington Roundabout is a great improvement on the original plans, but Cyclox has concerns about how it will work in practice and some suggestions for improvement. (If this project were starting afresh we would be arguing for more radical changes, but we understand that time constraints prevent reconsideration of the basic form of the roundabout.)		Like a lot	Email
17 (I. Transport)	We welcome the amended proposals and consider this to be a significant improvement on the previous design.			Email
18 (individual)	Looks like its overall a massive improvement compared to your initial plans.	OX30	Like somewhat	OCC questionnaire

19 (individual)	Still feels a lot like preparations for Oxford United's new stadium as the Council have never been concerned about this roundabout and its lack of pedestrian safety before	OX51	Like somewhat	OCC questionnaire
20 (individual)	Speed limit reduction is welcome.	OX4 3	Like somewhat	OCC questionnaire
21 (individual)	They were unnecessary, so I'm glad that they have been dropped.	OX5 1	Like somewhat	OCC questionnaire
22 (individual)	How are the signalised crossings controlled? Will they be tripped automatically by cyclists as they approach or will cyclists be forced to wait?	OX4 2	Like somewhat	OCC questionnaire
23 (individual)	Pleased that a number of the proposed changes have been dropped.	OX5 2	Like somewhat	OCC questionnaire
24 (individual)	Will the crossing be timed to ensure rush hour traffic isn't delayed even further?	OX5	Like somewhat	OCC questionnaire
25 (individual)	I am pleased that the latest proposals are much simplified and have retained the trees on the roundabout. The overall level of proposed improvements appear more sensible and simpler in their design and impact. It is not clear what other improvements (if any) are proposed on the approaching roads and in particular the area outside the junction with the park and ride/Oxford parkway station and also Frieze Way which is suffering significant uneven subsidence.	OX5 2	Like somewhat	OCC questionnaire
26 (individual)	I am pleased that the tree removal is no longer required	OX2 6	Like somewhat	OCC questionnaire
27 (individual)	No comment	OX2 8	Like somewhat	OCC questionnaire

28 (individual)	(Sorry if covered previously, not aware of it.) Currently, and in the proposal, there is no cycling access whatsoever to Stratfield Brake from the roundabout, which seems ludicrous given that there's sports facilities there, and a nature reserve, both of which you would expect local people from Kidlington to travel to. If you want to encourage people to cycle, that's a significant omission in where they can actually get to. Currently there's a gravelly footpath across a field, but that is not a bridleway.	OX3 8	Like somewhat	OCC questionnaire
29 (Kidlington Parish Council)	Generally supportive of the proposed amendments, whilst making the following comments. Concern at the proposed signalling at each of the junctions on the roundabout. Whilst supporting improved for cyclists, will this cause increased problems for drivers and congestion at the roundabout. A4165 There does not appear to be any emphasis in this consultation in providing a continuous cyclist/pedestrian link along the A4165 between Oxford and Kidlington. Bus Lanes Concern that there is insufficient space to create the proposed bus lane on the Gosford Link Road.		Like somewhat	
30 (Individual)	Visibility when crossing as a cyclist from kidlington side across Frieze Way is currently poor, with very little warning before cars come quite quickly round thr corner towards the roundabout. The bushes are in the way there but also I just think the corner it too steep. Just whatever you do there please check how the visibility across the frieze way entry onto the roundabout appears if you were a pedestrian or cyclist. The crossing signals will be v welcome for this reason		Like somewhat	

<p>31 (University of Oxford and Colleges Group)</p>	<p style="text-align: center;">Speed Limit Change</p> <p>At a general level, the Group supports the principle of reducing traffic speeds where appropriate to improve safety, particularly in relation to cyclists. This measure will lessen the dominance of the private car over more sustainable modes of travel and create a more pleasant environment that will encourage greater levels of walking and cycling. The Group is aware of the cycle safety issues in the area and so supports the proposal to introduce a new 30mph speed limit on the identified roads, and especially the Oxford Road / Banbury Road (A4165).</p> <p style="text-align: center;">Bus Lanes</p> <p>Again at a general level, the Group supports the provision of bus lanes where needed to allow public transport services to bypass queuing traffic. This approach has been shown to encourage use of public transport over the private car and so the Group supports the provision of a new bus lane for Oxford-bound traffic on the Bicester Road.</p> <p>We have concerns over the proposal to reduce the length of the existing nearside Oxford-bound bus lane on the A4260 Oxford Road from Kidlington. We therefore wish to understand the rationale for this amendment to ensure that this change would not adversely affect public transport accessibility for the purpose of reducing car delays.</p> <p style="text-align: center;">Crossings</p> <p>The introduction of new signalised crossings at the Kidlington Roundabout is supported in principle. 2</p> <p>Notwithstanding this, the form of the crossings requires an urgent review as it does not satisfactorily accommodate segregated pedestrian and cycle provision.</p>			<p>Like somewhat</p> <p>Email</p>
---	---	--	--	-----------------------------------

Consequently, we seriously question whether the traditional approach to crossings, providing staggered crossings around the outside of the roundabout, is truly prioritising active modes over the car. This is likely to be a once in a lifetime opportunity to improve this roundabout and we believe it important to ensure that the solution is sufficiently forward thinking and is one that prioritises active travel and public transport modes in terms of safety and convenience of movement.

There has been a suggestion that a workshop could be set up between County and members of this Group to explore alternative approaches for the Kidlington roundabout and we would very much welcome this as an approach. We are aware of the funding timescales and so would welcome early discussion on this matter.

32 (Individual)	This is very much better than the initial proposal, as it now retains the trees on the roundabout, and, presumably, Rosie the Elephant and her friends. But please be aware also of the visual and ecological importance of the magnificent lines of hedges [nb - not 'bushes' as keyed on the plan]. These are a rich mixture of hawthorn and other species, which blossom heavily in spring. Certainly they will have to be cut back from time to time, but they need not be removed or otherwise damaged. These trees and hedges are a significant part of the roadscape of south Kidlington, and require the protection from development that this revised proposal appears to begin to give them.	OX5 2	Like somewhat	
33 (individual)	No	OX5 2	Like somewhat	OCC questionnaire
34 (individual)	No comment	OX5 2	Like somewhat	OCC questionnaire
35 (individual)	No comment	OX2 8	Like somewhat	OCC questionnaire
36 (individual)	No comment	OX2 7	Like somewhat	OCC questionnaire
37 (individual)	No comment	OX5 2	Like somewhat	OCC questionnaire
38 (individual)	No comment	OX20 1	Like somewhat	OCC questionnaire
39 (individual)	No comment	OX5 1	Like somewhat	OCC questionnaire
40 (individual)	No comment		Like somewhat	OCC questionnaire

41 (individual)	No comment	OX5 1	Like somewhat	OCC questionnaire
42 (individual)	No comment	OX5	Like somewhat	OCC questionnaire
43 (individual)	No comment	OX5 1	Like somewhat	OCC questionnaire
44 (individual)	No comment	OX2	Like somewhat	OCC questionnaire
45 (individual)	No comment	OX5	Like somewhat	OCC questionnaire
46 (individual)	No comment	OX5 2	Like somewhat	OCC questionnaire
47 (individual)	No comment	OX5 1	Like somewhat	OCC questionnaire
48 (individual)	No comment	OX28	Like somewhat	OCC questionnaire
49 (individual)	No comment	OX14 1	Like somewhat	OCC questionnaire

0 (Cllr Middleton)	<p>1. I don't see any indication of the raised platform that was discussed as part of the protection of the crossing at the top of the Bicester/Gosford Link Road (or whatever we're calling that road this month!). The raised table for the crossing was proposed for the initial idea of a parallel crossing. There were concerns about safety and speed for this type of crossing (should be 30mph or less) so a raised table was proposed. Even with the raised table, concerns were still expressed by the designer and stakeholders.</p> <p>Signalised crossings can be provided on higher speed roads without traffic calming measures. The designer is content as designed but, as is always the case, as the scheme goes through the design process a number of road safety audits will be undertaken which will highlight any safety concerns and propose mitigations.</p> <p>2. There was also some discussion about having sensors that would set the lights in advance of a cyclist approaching the crossings. I'm not sure how those work, but it sounded like a good idea. Are we exploring those? Yes, we are exploring these and they are usually provided with bicycle detector loops on the cycle path (similar to those you see at traffic signals for motor traffic). See below.</p> <p>Dutch example but you get my drift. There maybe other detector devices we can use but these will be investigated during the design phase.</p> <p>3. I'm still concerned that we're not doing enough to slow down traffic exiting the roundabout on to the Bicester Road, particularly HGVs who see a virtual straight line off and so tend to power out of the junction. Having the crossing at that point could actually create the unintended consequence of bringing one of those vehicles into conflict with users of the crossing in the middle of the road if those vehicles don't have enough stopping distance. Could we profile the exit to make it tighter and thus slow traffic down?</p>		Like somewhat	Email
--------------------	--	--	---------------	-------

	<p>Alternatively have more prominent signage and road markings and perhaps some sort of repeater lights? Any concerns will be raised during a road safety audit and appropriate mitigations recommended, if required.</p> <p>4. We don't seem to have addressed the problem of the uncontrolled exit and entrance to Sainsbury's (although I assume this would require some co-operation from them) presumably this could be sold to them as a positive social responsibility move. These junctions are currently treated. I will speak to road safety but it could be as simple as changing the priority. As you allude to, we'd need to check the highway boundary in this area (the angled crossings relate to the highway edge from memory) so any changes may need agreement with Sainsbury's especially on the exit.</p> <p>5. Can we include an undertaking to reduce the speed limit on Frieze Way to 40MPH? This is not part of the current scope but I will pass on your request to Traffic and Road Safety.</p> <p>6. How about the option I suggested on closing one side of Frieze Way and turning it into an active travel route? The outward-bound side from Kidlington has now taken on a large number of undulations. Perhaps this could be an alternative to remedial works on this side? The other side could be turned into a 2-way road and worked into the A44 redesign. the £2M saved from the roundabout project could fund it. I do not necessarily disagree with your suggestion but this is also out of scope. There is a paper going to Cabinet on 18 Oct which outlines the capital programme review and reprioritisation. I will, however, pass on your suggestion to the Locality Teams to consider in strategies / bids.</p>			
51. Kidlington Parish	<p>Kidlington Roundabout</p> <p>Overall, generally supportive of the proposed amendments, whilst making the following comments.</p>			

Council	<p><u>Concern at the proposed signalling at each of the junctions on the roundabout.</u></p> <p>Whilst supporting improved for cyclists, will this cause increased problems for drivers and congestion at the roundabout. Not sure that the correct balance will be achieved as increased congestion at the roundabout will lead to higher levels of pollution around Kidlington with tailbacks in various locations at various times of the day. The method for using enhanced provision for cyclists has been used elsewhere based on desire lines and there needs to be an assessment undertaken to achieve a better balance between encouraging cyclist use and deterring car use.</p> <p><u>A4165</u></p> <p>There does not appear to be any emphasis in this consultation in providing a continuous cyclist/pedestrian link along the A4165 between Oxford and Kidlington.</p> <p>More needs to be done to encourage cyclists to not use the road beyond the planned improvement area south of the Kidlington roundabout. Within the plan area there is sufficient space to provide an enhanced width cycleway and footway, but this disappears at the A34 and railway crossing points. Presumably, this is re-established where there is the opportunity for enhanced provision associated with the proposed developments at sites PR6a and PR6b in the Cherwell Local Plan to Address Oxford's Unmet Housing Needs?</p> <p>A particular area of conflict requiring improvement is the northbound bus stop close to Oxford Parkway Station on the A4165. This stop presents a major hazard for people waiting at the bus stop as they need to move forward to cross the cycle route (the cyclists do not take notice of the give way road markings). As the bus stop also had no lighting potential passengers also encounter problems getting the attention of the bus drivers. This bus stop needs moving to the south where it is possible to have great space to create a safer environment.</p>			
---------	---	--	--	--

	<p><u>Bus Lanes</u> Concern that there is insufficient space to create the proposed bus lane on the Gosford Link Road.</p> <p><u>Stratfield Brake</u> Access should be altered to come from the Oxford Road access road rather than Frieze Way (assuming OUFC proposal does not go ahead, if it looks likely to go ahead the entire roundabout area will be subject to major alterations in the immediately foreseeable future!).</p> <p><u>Overall</u> How do the proposals for the Kidlington Roundabout address the proposed new developments in the Cherwell Local Plan to Address Oxford's Unmet Housing Needs?</p>			
52 (individual)	No	OX5 2	Neither like nor dislike	OCC questionnaire
53 (individual)	No comment	OX2 8	Neither like nor dislike	OCC questionnaire
54 (individual)	No comment	OX2 8	Neither like nor dislike	OCC questionnaire
55 (individual)	No comment	OX7 5	Neither like nor dislike	OCC questionnaire
56 (individual)	No comment	OX5 2	Neither like nor dislike	OCC questionnaire
57 (individual)	No comment	OX5 2	Dislike	OCC questionnaire
58 (individual)	No comment	OX2 8	Dislike	OCC questionnaire
59	I do not like the proposed traffic lights on roundabout exits I believe it will cause traffic congestion. The mixing of traffic and bicycles in a bus lane is so dangerous they should have seperate lanes and bikes should not be allowed into bus lanes.	OX5 2	Dislike	OCC questionnaire

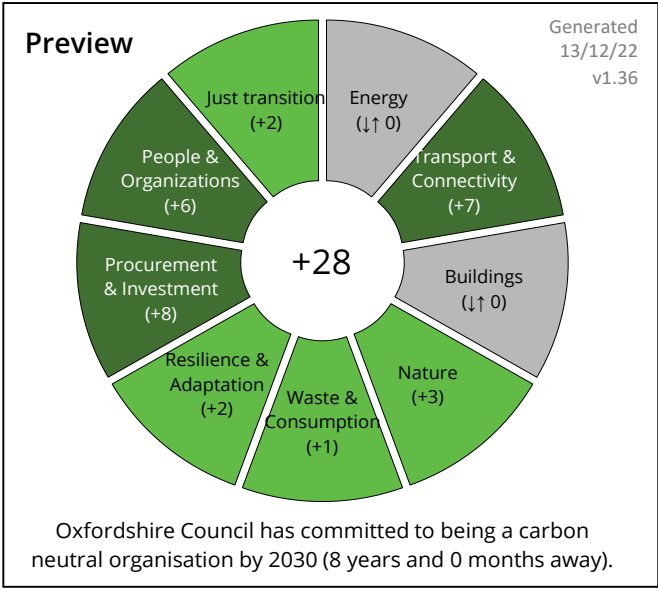
60 (individual)	No comment	OX5	Significantly dislike	OCC questionnaire
61	No comment	OX5 2	Significantly dislike	OCC questionnaire
62 (individual)	No comment	OX7 7	Significantly dislike	OCC questionnaire

This page is intentionally left blank

Climate Impact Assessment

Summary

Directorate and Service Area	Environment and Place
What is being assessed	NOC 1b - Kidlington Roundabout
Is this a new or existing function or policy?	Retrofitting existing infrastructure
Summary of assessment	A net positive impact particularly in terms of reducing travel by private car and increasing use of walking, cycling and public transport. Minimised the impact on the natural environment
Completed by	Aron Wisdom
Climate action sign off by	
Director sign off by	
Assessment date	



Detail of proposal

Context / Background	New and enhanced cycling, walking and bus priority measures.
Proposal	Retrofitting and existing roundabout junction with a bus lane on the Bicester Road, Kidlington. Making provision for segregated cycling and pedestrian infrastructure with associated pedestrian crossings with detector loops to give sustainable transport priority.
Evidence / Intelligence	Workshops held early in the design to inform scope. Transport modelling undertaken to inform scheme identification. Scope and design significantly amended during consultation (and informed by latest design standards, engineering requirements) to take into account priority of vulnerable road users and remove elements of increased highway capacity which resulted in retention of mature trees.
Alternatives considered / rejected	Optioneering undertaken at feasibility stage looking a number of corridors in the area. Initially proposed to enhance the provision for all road users but this involved the removal of trees. Highway capacity elements of the proposals dropped during consultation to retain mature trees and provision for sustainable modes only.

Category	Impact criteria	Score (-3 to +3)	Description of impact	Actions or mitigations to reduce negative impacts	Action owner	Timeline and monitoring arrangements
Energy	Increases energy efficiency	N/A				
Energy	Promotes a switch to low-carbon or renewable energy	N/A				
Energy	Promotes resilient, local, smart energy systems	N/A				
Transport & Connectivity	Reduces need to travel and/or the need for private car ownership		New and enhanced pedestrian, cycle 2 and public transport priority in line with policy			
Transport & Connectivity	Supports active travel		New and enhanced pedestrian and 3 cycle infrastructure designed to the latest standards or above			
Transport & Connectivity	Increases use of public transport		New proposed bus lane to 3 complement existing bus lanes in the area			
Transport & Connectivity	Accelerates electrification of transport	N/A	Would help support the ZEBRA project in the Oxford SmartZone to electrify the bus network by improving bus journey times			
Buildings	Promotes net zero new builds and developments	N/A				
Buildings	Accelerates retrofitting of existing buildings	N/A				
Nature	Protects, restores or enhances biodiversity, landscape and ecosystems		Project has been modified to protect nature. Project completely within the highway boundary and will now not require the removal of any trees. 2 Some localised hedge trimming will be required to create widths for cycle/pedestrian paths (but as a general management process regardless) and raising of tree crowns for headroom for cyclists.			
Nature	Develops blue and green infrastructure	N/A	Existing is retained and maintained			
Nature	Improves access to nature and green spaces		1 sustainable modes esp. to PROW network			
Waste & Consumption	Reduces overall consumption	N/A				

Waste & Consumption	Supports waste prevention and drive reuse and recycling		1 Project will re-use existing waste material from previous highway maintenance schemes as sub base (NOC 1a & 1b) has recently won a Green Apple award for its sustainability credentials including the reuse of recycled materials)	Written into the contractor's contract (term contract) to maximise the potential for reusing and recycling materials. Using contract management to continually review approach and opportunities. Contractor already monitoring on NOC 1a and 1b so will have a mirrored approach.	Andy Warren/Ry an Reynolds	Jan '23 to July '23. Monitored through contract management
Resilience & Adaptation	Increases resilience to flooding		1 Although there is minimal additional 'pavement' (only related to improved pedestrian and cycle infrastructure), a full drainage strategy has been developed on a worse-case scenario with significant maintenance of the existing drainage asset as part of the project.			
Resilience & Adaptation	Increases resilience to other extreme weather events (e.g., storms, cold snaps, heatwaves, droughts)	N/A				
Resilience & Adaptation	Increases resilience of council services, communities, energy systems, transport infrastructure and/or supply chains		1 Significant maintenance of the existing drainage asset as part of the project			
Procurement & Investment	Procurement practices prioritise low-carbon options, circular economy and sustainability		2 carbon reporting by contractor with recent awards for sustainability in construction			
Procurement & Investment	Investment being considered supports climate action/ is consistent with path to net zero		3 Capital investment in a highway project dedicated to sustainable travel consistent with path to net zero			
People & Organizations	Drives behavioural change to address the climate and ecological emergency		3 New and enhanced pedestrian, cycle and public transport priority in line with policy			
People & Organizations	Drives organizational and systemic change to address the climate and ecological emergency		1 Part of strategy to meet policy targets to replace or reduce 1 in 4 current car trips by 2030			
Just transition	Promotes green innovation and job creation	N/A				
Just transition	Promotes health and wellbeing		1 New and enhanced pedestrian and cycle infrastructure in line with policy			
Just transition	Reduces poverty and inequality		1 New and enhanced pedestrian, cycle and public transport infrastructure providing good alternatives to the private car and car ownership			



Oxfordshire County Council

Equalities Impact Assessment

NORTH OXFORD CORRIDOR – PRIORITY P1B – KIDLINGTON ROUNDABOUT

24 November 2022

Contents

Section 1: Summary details..... 3

Section 2: Detail of proposal..... 4

Section 3: Impact Assessment - Protected Characteristics..... 6

Section 3: Impact Assessment - Additional Community Impacts 9

Section 3: Impact Assessment - Additional Wider Impacts 10

Section 4: Review 11

Section 1: Summary details

Directorate and Service Area	Environment & Place
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	North Oxford Corridor - Priority P1B - Kidlington Roundabout
Is this a new or existing function or policy?	New Transport / Highways Project
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).	Improved sustainable transport provisions at, and on approaches to, the Kidlington Roundabout including provision of new facilities for pedestrians and cyclists including wider, segregated and more direct routes including new signalised crossing points. Also includes extension of bus priority facilities, including new sections of bus lane with the overall aim of providing real choice to alternatives to the private car. Reduction of the speed limit further enhances safety for vulnerable road users.
Completed By	Andy Warren – Senior Project Manager
Authorised By	Aron Wisdom – Programme Lead
Date of Assessment	24/11/2022

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The project aims to improve the Kidlington Roundabout and its approaches specifically for public transport, cyclists and pedestrians encouraging a switch in mode from private car use. This project covers interventions with Oxford Road, Bicester Road and Frieze Way and forms part of an overall strategy to improve the North Oxford Corridor.</p> <p>A larger scheme was originally proposed including widening to the circulatory carriageway of the roundabout to provide additional lanes. This was met with objections during the initial consultation with regards to providing more space for motor vehicles, the need for better and more direct crossing points and the loss of a number of substantial trees. The resulting revised scheme was more positively received when consultation was re-run.</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>Improved bus, cycling and walking facilities on approach to and around the roundabout to encourage more use of sustainable transport modes and as a result less reliance on the private car. This will be achieved by providing safer and more attractive routes for pedestrians and cyclists (including signalised crossings), improving the journey experience and encouraging greater use of sustainable transport modes leading to reduction in vehicle emissions and improving air quality.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>Traffic modelling for the project has been completed and results used to inform the proposals. In addition, an original public consultation with stakeholders, including residents, cycle groups and bus companies, was completed during June 2020 where comments were invited and those received used to further inform the design principles resulting in the current proposals. Formal consultation on the statutory elements including speed limit and</p>

<p>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 our climate commitments.</p>	<p>signalised crossing provisions was completed during October 2020 and results are due to be reported to CMD in January 2023.</p>
<p>Alternatives considered / rejected</p> <p>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>	<p>A number of corridor improvements were proposed at optioneering stage with the Kidlington Roundabout, alongside improvements to the A44 between Yarnton and Pear Tree Interchange being chosen to proceed using Housing and Growth Deal funding. The schemes formed the evidence base and mitigation for the growth identified in the Cherwell District Council Local Plan. A larger scheme was originally proposed including widening of the circulatory carriageway of the roundabout to provide additional lanes. This was met with objections with regards to providing more space for motor vehicles, the need for better and more direct crossing points and the loss of a number of substantial trees. The resulting revised scheme was more positively received when consultation was re-run.</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"/>	Safer, more direct routes for walking and cycling including controlled crossings			
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Wide facilities, improved lighting, crossings will have equipment fitted for visually impaired users			
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Improvements to bus journey times disproportionately benefitting women who are more likely to use buses.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
--------------------	-------------------------------------	--------------------------	--------------------------	--	--	--	--

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Better provision for bus travel and safer more direct walking and cycling routes			
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"/>	Encouragement of sustainable transport providing alternatives to the private car. Car ownership results in a higher and disproportionate percentage of disposable income for those on lower wages			

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Better provision for bus travel and safer more direct walking and cycling routes			
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Better provision for bus travel and safer more direct walking and cycling routes			

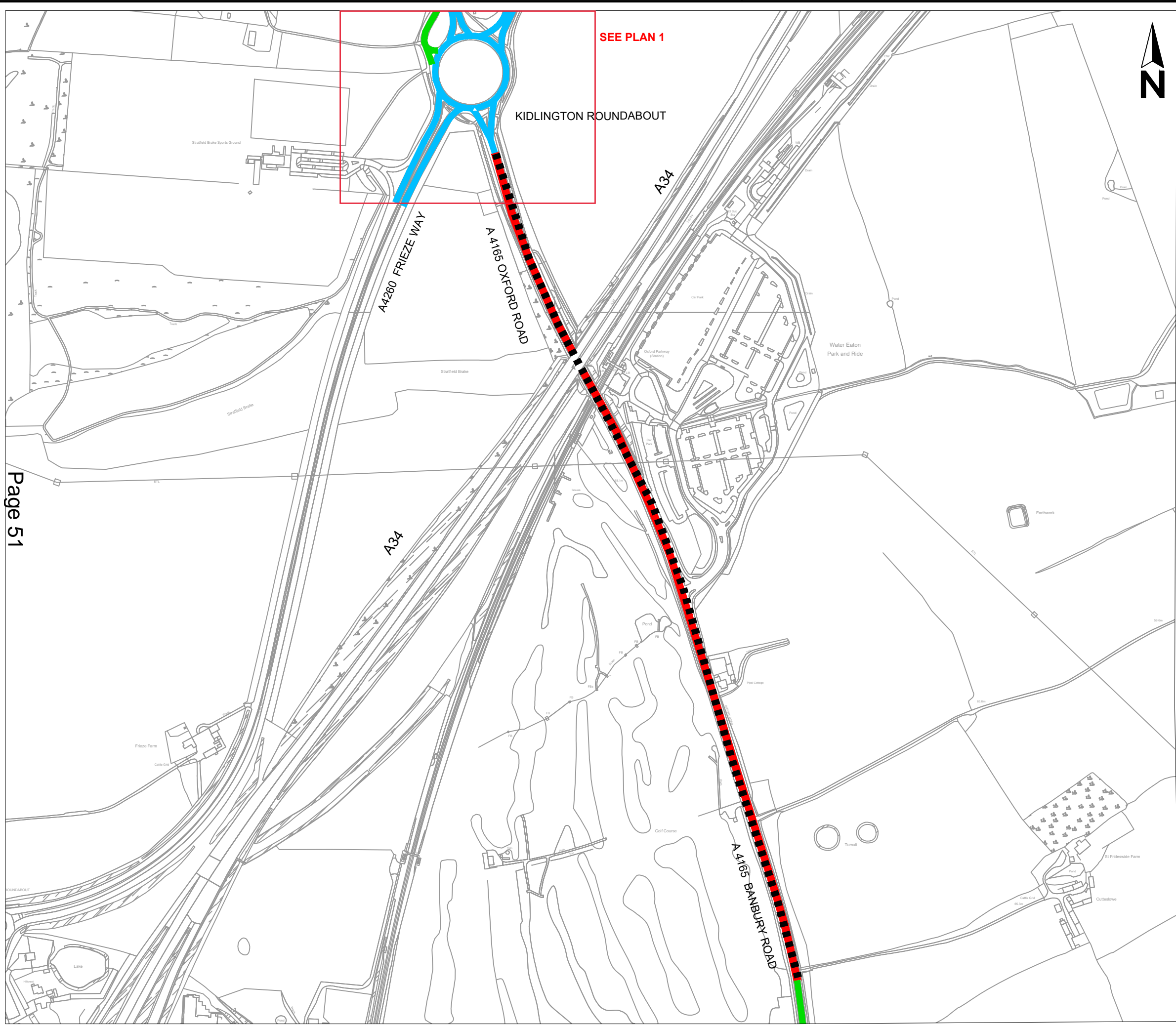
¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 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	31 Mar 2023
Person Responsible for Review	Andy Warren
Authorised By	

This page is intentionally left blank



Drawing No.

Revision0

Key

Proposed 30mph Speed Limit

Existing 30mph Speed Limit (to remain)

Current 40mph speed limit - See Plan 1 for additional proposals.

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076805

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Bill Cotton

Corporate Director of Environment and Place Communities

Oxfordshire County Council

County Hall

Oxford

OX1 1ND

Tel: 0345 310 11 11

Fax: (01865) 241577

Project title

PROPOSED 30MPH SPEED LIMIT

Drawing title

A4165
OXFORD / BANBURY ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 06/22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.

Revision0

This page is intentionally left blank