

Delegated Decisions by Cabinet Member for Transport

***Thursday, 16 February 2012 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 24 February 2012 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



Peter G. Clark
County Solicitor

February 2012

Contact Officer: **Graham Warrington**
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graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 22 March 2012

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

4. Speed Limit Amendments Arising from County Speed Limit Review (Pages 1 - 6)

Forward Plan Ref: 2011/198

Contact: Anthony Kirkwood, Assistant Principal Engineer Tel: (01865) 815704

Report by Deputy Director for Environment & Economy – Highways & Transport (CMDT4).

5. A44 Yarnton to Begbroke & A4095 and B4030 in Bicester Area - Proposed amendments to speed limits due to highway changes arising from development of adjacent land (Pages 7 - 14)

Forward Plan Ref: 2011/199

Contact: Anthony Kirkwood, Assistant Principal Engineer Tel: (01865) 815704

Report by Deputy Director for Environment & Economy – Highways & Transport (CMDT5).

6. Oxford City Centre Low Emission Zone (Pages 15 - 32)

Forward Plan Ref: 2011/177

Contact: Martin Kraftl, Senior Transport Planner Tel: (01865) 815786

Report by Deputy Director for Environment & Economy – Highways & Transport (CMDT6).

7. Oxford, Highfield and Old Road Transport Improvements - Minor amendment to scheme to relocate proposed cycle by-Pass between Gipsy Lane and Old Road (Pages 33 - 36)

Forward Plan Ref: 2012/001

Contact: Victoria Butterworth, Assistant Transport Planner Tel: (01865) 810414/Martin Kraftl, Senior Transport Planner Tel: (01865) 815786

Report by Deputy Director for Environment & Economy – Highways & Transport (CMDT7).

8. West Oxfordshire District: Proposed waiting restrictions (Pages 37 - 68)

Forward Plan Ref: 2011/200

Contact: Mike Horton, Principal Traffic Technician (Regulations) Tel: (01865) 810504

Report by Deputy Director for Environment & Economy – Highways & Transport (CMDT8).

9. Funding for Oxfordshire Rural Community Council Transport Team (Pages 69 - 76)

Forward Plan Ref: 2011/205

Contact: Neil Timberlake, Assistant Public Transport Officer Tel: (01865) 815585

Report by Deputy Director for Environment & Economy – Highways & Transport (CMDT9).

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Division(s): Bloxham; Summertown and Wolvercote; Wychwood; Witney East

CABINET MEMBER FOR TRANSPORT – 16 FEBRUARY 2012

SPEED LIMIT AMENDMENTS ARISING FROM COUNTY SPEED LIMIT REVIEW

Report by Deputy Director for Environment and Economy (Highways & Transport)

Introduction

1. Implementation of new speed limits arising from a speed limit review focussing on the County A and B roads was carried out in 2011. A small number of additional changes were identified following this work, and the statutory consultation on these was carried out between 10 November and 2 December 2011.

Consultation

2. Objections were received to three of the proposed changes as described below and as shown in plans A to C. The remaining changes did not attract objections and have been approved under delegated authority.

Adderbury – Berry Hill Road– extension of 30mph limit

3. Thames Valley Police consider that the extension of the 30mph limit to the A4260 junction reduces the message given to drivers of the need to slow down on entry to the village, as built up length starts approximately 250m north west of the A4260 junction.
4. Although the police objection is noted, Adderbury Parish Council supports the proposal. The relevant length of road also has junctions with two accesses and the village street lighting system (which is usually associated with a 30mph limit) extends into this length of road.

Hailey – B4022 between Hailey and Witney – introduction of 40mph limit

5. Thames Valley Police do not consider there to be sufficient road side development to warrant a 40mph limit and that making this change may diminish respect for the existing speed limits at either end of the proposed length.
6. Experience of 40mph limits in broadly comparable settings does not suggest that problems of the type identified are in practice likely to arise, and even though the amount of development is limited it is considered that a reduction in speed limit would be helpful and assist, for example, those wishing to cycle the relatively short distance between Hailey and Witney and support sustainable transport objectives.

Oxford – A40 Oxford northern bypass east of Cutteslowe roundabout – introduction of a 50mph limit for a distance of 750m

7. Objections have been received from three members of the public – all residents of properties on the north side of the A40 just east of the Cutteslowe roundabout - concerned that the original proposals to extend the 30mph limit from Cutteslowe roundabout to include their driveways have not been progressed.
8. Unfortunately due to unforeseen difficulties with providing illuminated speed limit terminal signs in the central reserve at the point initially proposed, it does not appear to be possible to progress this part of the proposals at reasonable cost. The current proposal however is still to introduce a 50mph limit, and this should still offer some benefit to these residents as compared to the current situation.

How the project supports LTP3 objectives

9. The proposed reductions in speed limit will reduce the risk of accidents and can help encourage walking and cycling.

Financial Implications

10. The costs of implementing these changes - estimated to be under £10,000 - will be met from the funds allocated to the county speed limit review. Ongoing maintenance costs are anticipated to be very low.

RECOMMENDATION

11. **The Cabinet Member for Transport is RECOMMENDED to approve the speed limit changes as advertised and shown in Plans A, B and C annexed to this report.**

STEVE HOWELL

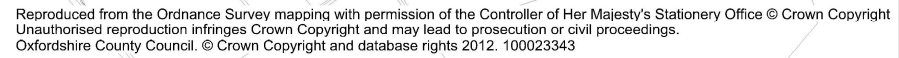
Deputy Director for Environment and Economy – Highways and Transport

Background papers: Copies of the draft speed limit orders, statement of reasons and notices, and copies of responses to the consultation are available in the Members' Resource Room

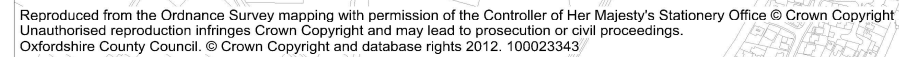
Contact Officer: Anthony Kirkwood, Assistant principal Engineer, Road Safety Engineering Team
01865 815704 anthony.kirkwood@oxfordshire.gov.uk

January 2012

Cherwell: South end of Adderbury

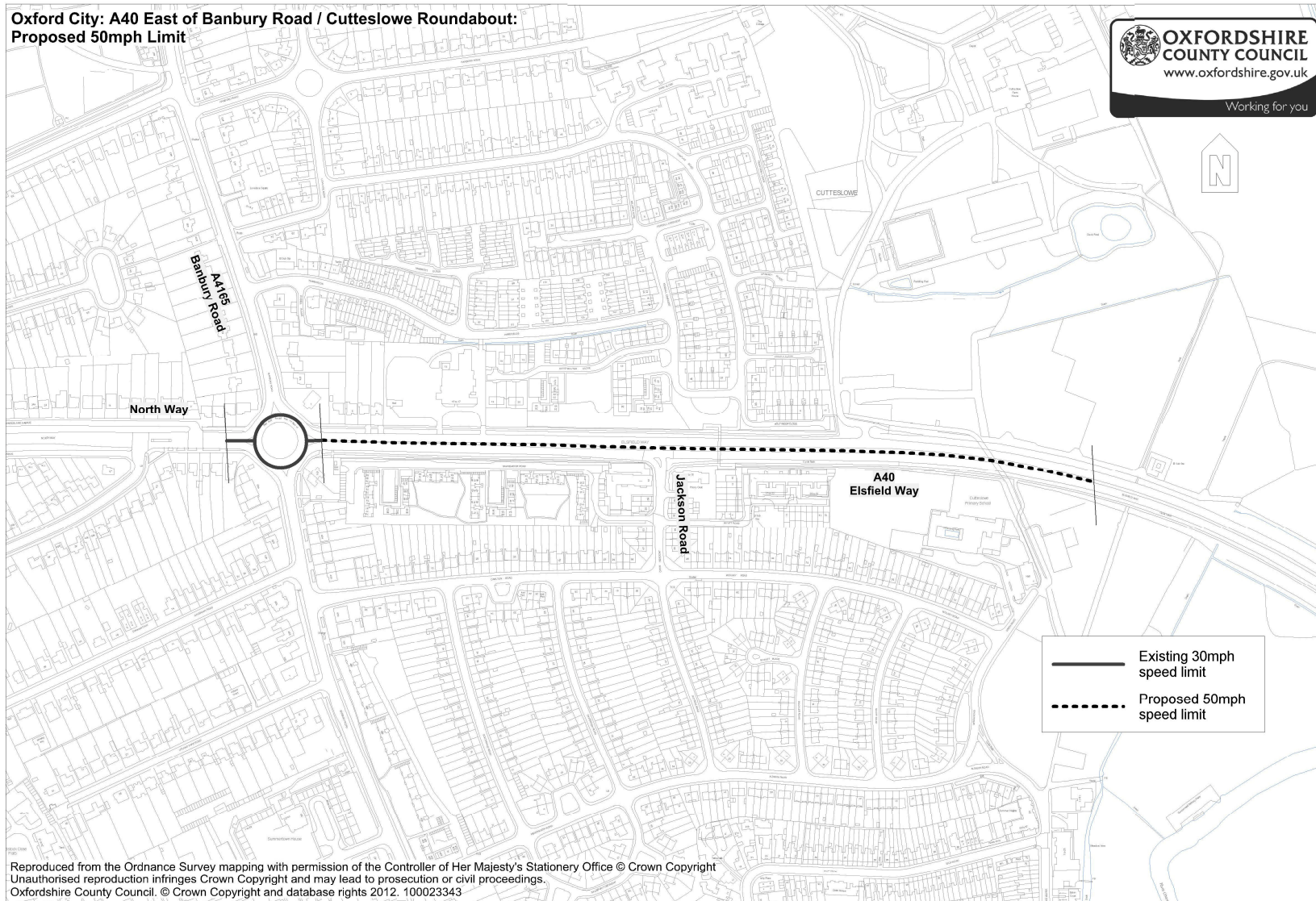


**West Oxon: B4022 Hailey to Witney
Proposed 40mph Limit**



PLAN C

Oxford City: A40 East of Banbury Road / Cutteslowe Roundabout:
Proposed 50mph Limit



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Division(s): Kidlington and Yarnton; Bicester and Bicester South

CABINET MEMBER FOR TRANSPORT – 16 FEBRUARY 2012

A44 YARNTON TO BEGBROKE & A4095 AND B4030 IN BICESTER AREA – PROPOSED AMENDMENTS TO SPEED LIMITS DUE TO HIGHWAY CHANGES ARISING FROM DEVELOPMENT OF ADJACENT LAND

Report by Deputy Director for Environment and Economy (Highways & Transport)

Introduction

1. Development of land off the A44 at Begbroke and to the south west of Bicester adjacent to the A4095 Chesterton Road and B4030 Middleton Stoney Road has, in accordance with the respective planning consents, resulted in the construction of new junctions and other alterations to the road layout. The proposals for the associated revised speed limits also contained in the planning consents have been taken to consultation and the responses are presented below for decision.

Consultation

2. Formal consultations were carried out between 15 December 2011 and 12 January 2012. Objections were received as set out below – the proposals are shown at Annex Ai and Bi.

A44 between Yarnton and Begbroke

3. Thames Valley Police (TVP) consider it inappropriate that the new signalled junction has been designed for a 40mph speed limit given that there are no other planned alterations to the road to encourage compliance. Given their finite capacity to carry out enforcement, they are concerned that this may present a danger to road users. Additionally, they are concerned that they were not properly consulted prior to the planning approval consent being given for the design of the junction including the introduction of a 40mph limit.
4. Begbroke Parish Council consider that the introduction of a 40mph limit only on the length currently proposed is inconsistent, given that the adjacent sections of the A44 in both Begbroke and Yarnton include the roundabouts and other junctions, and also pedestrian crossing points. They consider the new limit may compromise safety on these adjacent lengths by giving drivers a misleading message that a higher speed is appropriate on lengths of the road which have higher levels of frontage activity and crossing, and request that the 40mph limit be extended to the north to include the junction with Langford

Lane, and to the south to the roundabout junction of the A44 with Cassington Road, Yarnton.

5. Yarnton Parish Council made no formal response to the consultation, but was subsequently contacted and expressed no objection to the proposal as advertised.
6. In response to the above, it is accepted that both the TVP and Begbroke Parish Council concerns over the inconsistency in reducing this section of the A44 to 40mph have merit. However, the suggestion of Begbroke Parish Council to increase the length of the limit as described above is not considered appropriate, as the current 50mph limit is judged to be consistent with the character of the road and the reported accident record does not suggest that there is an existing accident problem that would be addressed by introducing a lower speed limit.
7. Construction of the new junction is well advanced and modifications (involving changing the location of the traffic sensor loops in the carriageway) to permit the signals to safely operate with the current 50mph speed limit (currently estimated to be around £15,000) would have to be funded by the County Council; no budget is currently available to fund this work. It should however also be noted that a lower design speed facilitates the efficient operation of the junction in terms of traffic delays, and this would help offset the relatively small additional travel time that would result from a 40mph limit.
8. To resolve this matter it is proposed - subject to further local consultation – to modify the current proposals by introducing a shorter length of 40mph speed limit confined to the approach to the junction (as shown in Annex Aii). This may help in part address the concerns of TVP. Any additional costs of providing the speed limit signs in the locations required for this option, as compared to the location in Annex Ai which reflects the position given in the planning consent, could be contained within the funding already provided for the introduction of the speed limit.

A4095 and B4030 Middleton Stoney Road

9. While no formal objections have been received, Thames Valley Police have expressed a major reservation over the proposed introduction of the 30mph limit (to replace the current 50mph permanent limit) on the Middleton Stoney Road in advance of the traffic calming measures included in the planning consent (but subject to statutory consultations). At present no definite date can be given when these will be in place. However, there is now one development plot with occupation accessed directly off the Middleton Stoney Road between east of the new roundabout junction of Shakespeare Drive and Westlands Way and, in view of this, it is considered appropriate to proceed with introducing the 30mph limit from just west of the roundabout eastwards to the terminal of the current permanent 30mph limit just west of the junction with Villiers Road.

10. It is however considered premature to introduce the 30mph limit as advertised between the Howes Lane and Shakespeare Drive roundabout before the planned development is in place. By deferring making this part of the order, the permanent speed limit on this length would remain at 50mph, but a temporary 40mph limit could be introduced on this length that would link in to the permanent limit, starting just east of the Howes Lane roundabout, as included in the current proposals. The duration of the temporary 40mph limit would be reviewed in the light of the progress with the development and the planned traffic calming measures. This revised arrangement is shown at Annex Bii.
11. The cost of implementing this revised arrangement can be contained within the funding already provided for the introduction of the speed limit.

How the project supports LTP3 objectives

11. The proposed reductions in speed limit will contribute to improved safety at the revised road layouts arising from the development. The proposed reductions on the Middleton Stoney Road, in conjunction with the planned traffic calming measures, will facilitate walking and cycling.

Financial Implications

12. The costs of implementing these changes will be met from the funding already provided by the respective developers.

RECOMMENDATION

13. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **delegate authority to the Deputy Director for Environment & Economy (Highways & Transport) in consultation with the Cabinet Member for Transport to consult locally and make a revised speed limit Order amending the proposals for A44 as shown in Annex A11 to this report;**
 - (b) **approve the implementation of speed limits on the A4095 and B4030 as advertised but with an interim arrangement as shown in Annex Bii to this report.**

STEVE HOWELL

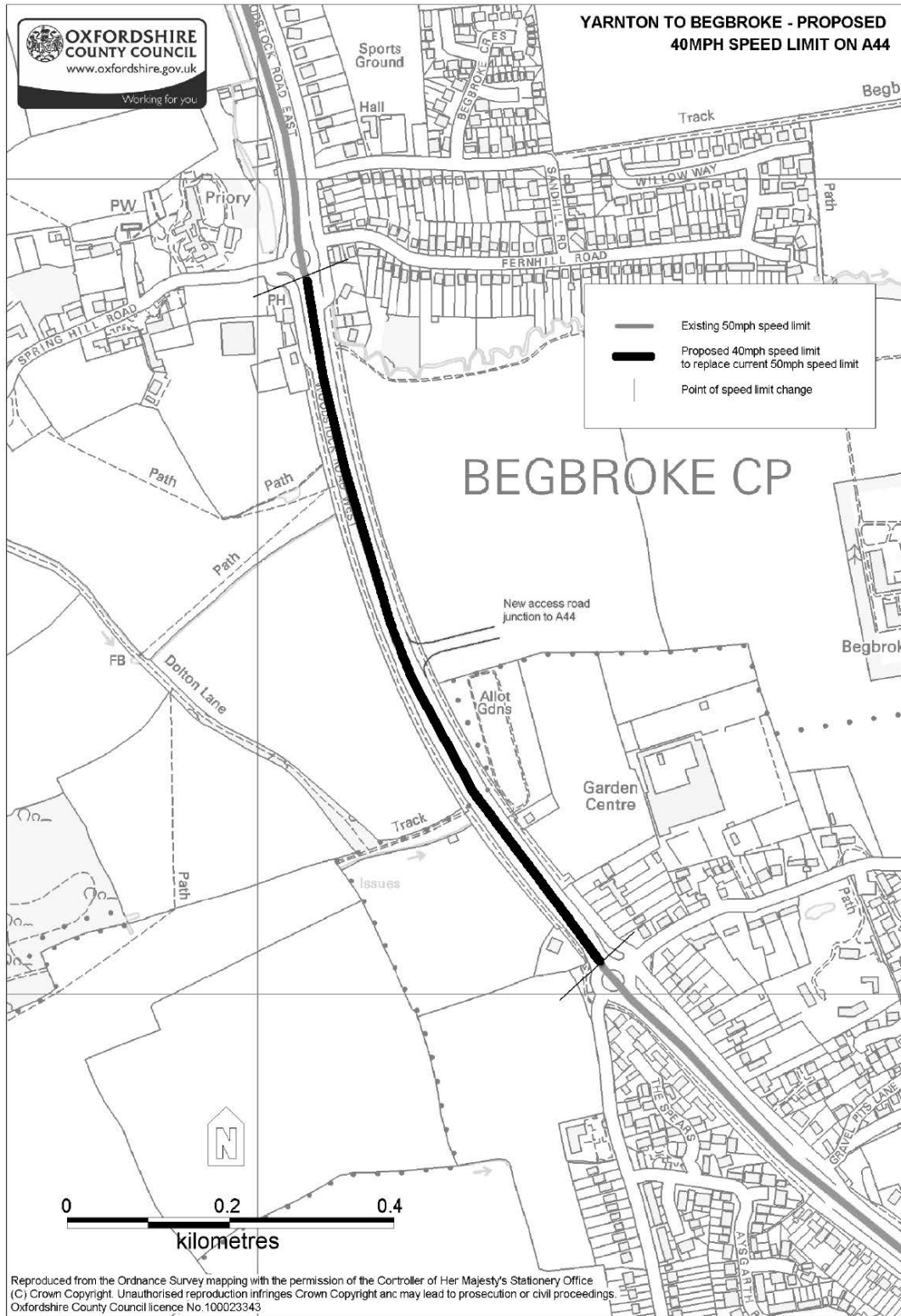
Deputy Director for Environment and Economy – Highways and Transport

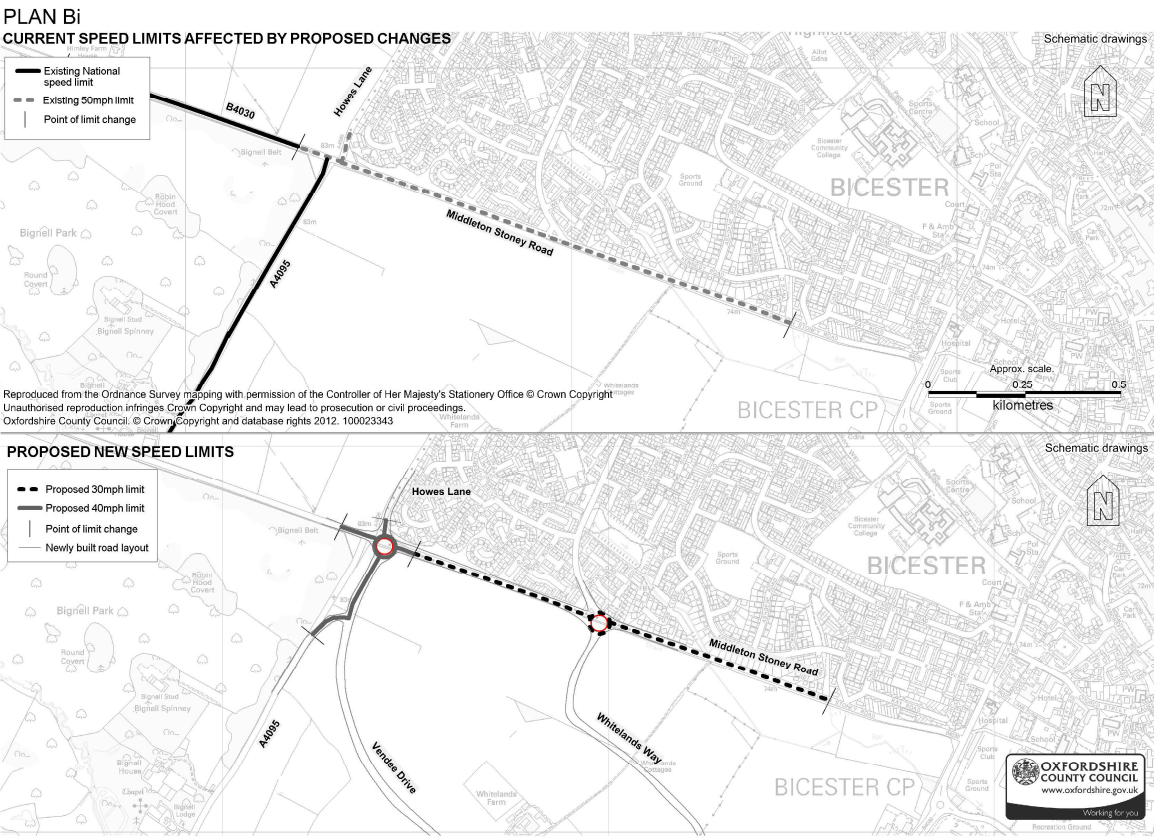
Background papers: Consultation Documentation

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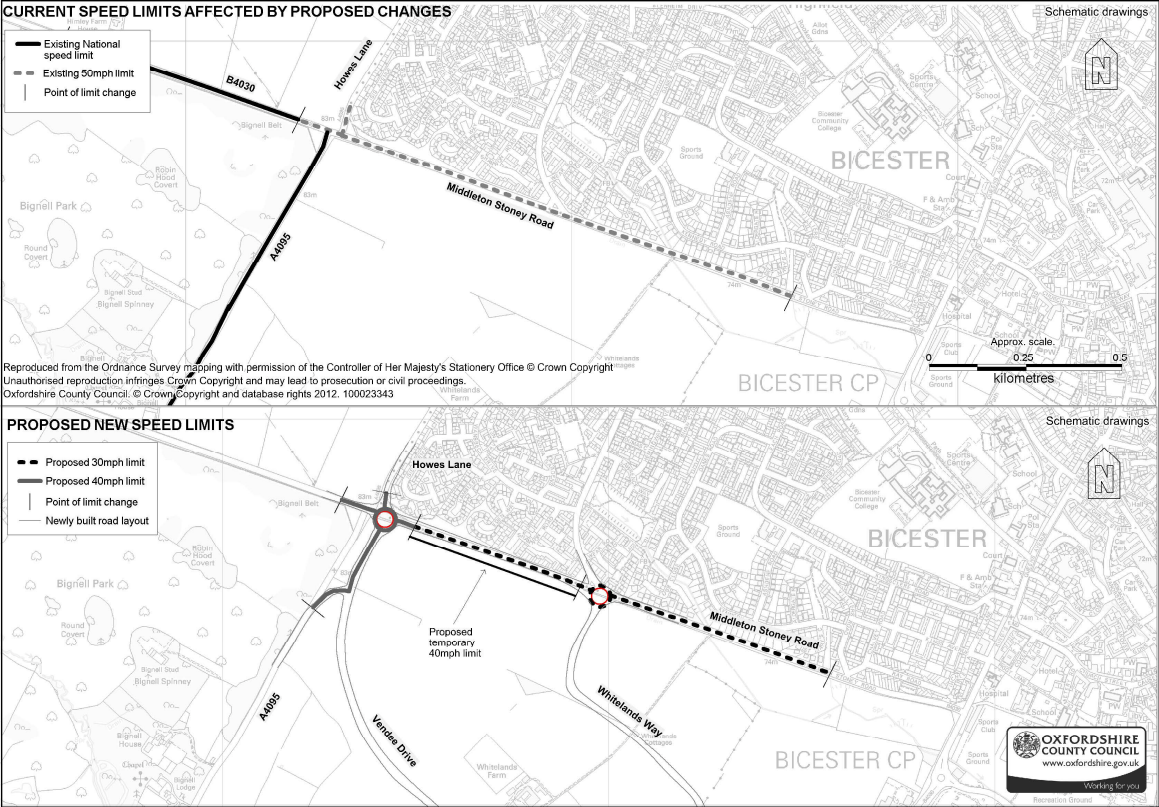
January 2012

PLAN Ai





PLAN Bii



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Division(s): Isis, West Central Oxford, East Oxford
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CABINET MEMBER FOR TRANSPORT – 16 FEBRUARY 2012

OXFORD CITY CENTRE LOW EMISSION ZONE

Report by Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. This report seeks approval to make an application to the Traffic Commissioner for a traffic regulation condition (TRC) to limit emissions from buses in Oxford city centre. The report also suggests a way forward for bringing taxis and licensed private hire vehicles up to the same standards as buses.
2. This work is being carried out in partnership with Oxford City Council and accordingly city council officers are reporting on the scheme to the city council's Executive Member for a Cleaner Greener Oxford on 16 February 2012.
3. In March 2009 the Cabinet Member for Transport agreed to support Oxford City Council's declaration of a low emission zone (LEZ) for buses operating in Oxford city centre as part of the county council's ongoing work in partnership with the city council to tackle the high levels of nitrogen dioxide in many city centre streets. This work is part of the council's area strategy for Oxford in its third Local Transport Plan. Road traffic is the main source of nitrogen dioxide in the city centre, and of all traffic sources buses and coaches are the single largest contributor. The LEZ declared in 2009 requires buses to meet the Euro V standard by 1 January 2014.
4. Since 2009 the city's major bus operators have invested millions of pounds in new low emission buses, including diesel-electric hybrid buses on many routes. Officers estimate these investments will have reduced emissions of oxides of nitrogen (NOx) from buses by almost 60%. This voluntary investment is extremely welcome, but many older and more polluting vehicles remain in use. Furthermore, the bus market is open to competition and there is currently no legal impediment to a new or existing operator starting a new service in competition with existing services using older and more polluting buses. "Legal implementation" of the LEZ for buses is therefore very important.
5. In March 2009 two possible legal implementation mechanisms were approved by the Cabinet Member for Transport for further investigation – a bus quality partnership scheme or a TRC.
6. In June 2010 the Cabinet Member for Growth and Infrastructure agreed that a TRC was the best way to proceed, for various legal and practical reasons.

Since then officers of the city and county councils have been developing a draft TRC in consultation with the bus companies, relevant government departments and others, and have prepared a draft TRC for submission to the Traffic Commissioner.

7. Traffic Commissioners are appointed by the Secretary of State for Transport and have responsibility for, amongst other things, the registration of local bus services. A TRC is a condition which must be met in the provision of registered local bus services (which, within Oxford, includes London and airport coaches) in the area to which it applies. A TRC can only be introduced and enforced by the Traffic Commissioner, but must be initiated by a request from a local transport authority.

Proposed TRC

8. The draft TRC is at Annex 1. An annotated version of the draft is at Annex 2, with brief explanations of all the requirements and exemptions. The Cabinet Member's attention is drawn in particular to this Annex, which sets out the terms of the scheme and the reasons for them in detail and forms the main substance of the proposal.
9. The draft TRC sets two requirements. The first is that buses operating in the city centre must achieve the LEZ target of Euro V for oxides of nitrogen (NOx) by 1 January 2014, either by retrofitting existing engines with an exhaust treatment device or by replacing the engine or bus. The second is that bus engines must be switched off when buses are stationary at city centre bus stops and stands for more than one minute.
10. Some limited exemptions to the first requirement are proposed, probably the most significant of which is that Euro IV buses already operating in Oxford would be allowed to operate within the LEZ until 31 December 2015. These will have to be replaced by Euro V buses by 1 January 2016. This recognises that Euro IV buses, most of which are relatively new, cannot be retrofitted to achieve the Euro V standard and already perform very well against a range of emissions, not just NOx.
11. A permanent exemption is proposed for very low frequency bus services, along with a temporary exemption for commercial services withdrawn very close to the compliance date.
12. These exemptions are designed to make the proposal fair and reasonable for bus operators and to strike a balance between the county council's duties to provide bus services and its duties to improve air quality.

TRC setup process

13. The draft TRC has been sent informally to the Traffic Commissioner for any initial comments. At the time of writing no comments had been received. If the Cabinet Member for Transport gives approval for a formal application to be made and if Oxford City Council's Executive Board Member for a Cleaner

Greener Oxford agrees to operate a certification scheme in support of the application on 16 February 2012, officers would finalise the draft TRC and submit it formally to the Traffic Commissioner as soon as possible.

14. The Traffic Commissioner will be responsible for introducing the TRC. This will include publishing the proposed TRC and inviting comments from all relevant bus operators. If there are objections to the TRC, the Traffic Commissioner must hold a public inquiry to try to resolve those objections, at which the county council will be required to give evidence.
15. Bus operators have been consulted throughout the development of the scheme and the draft TRC has been designed to address as far as possible the concerns raised during this process to minimise the risk of objections and a consequent public inquiry.
16. Once the Traffic Commissioner is content that the proposed TRC is necessary and reasonable, the TRC will be applied to all existing and future local bus service registrations to which the LEZ requirements apply. The engine switch-off requirement will have immediate effect and the emissions standards will take effect from 1 January 2014.

Continued roles for the local authorities

17. The TRC will be introduced by the Traffic Commissioner and enforcement is ultimately their responsibility. Responsibility for compliance rests with the bus operators. However, to assist the Traffic Commissioner and bus operators and to ensure the scheme is successful in the longer term, officers have identified some simple processes that would be carried out by city and county council staff.
18. The county council would, for as long as the TRC remains in force, maintain a database of exempt very low frequency bus services and would investigate any suspected use of non-compliant buses within the LEZ, using existing city centre traffic cameras to gather evidence if necessary.
19. The city council would issue and update guidance to bus operators on how to comply with the LEZ requirements, including details of emissions requirements and maintain a database of compliant vehicles and vehicle-retrofit combinations. In the absence of any other method of certifying vehicles and retrofits it is vital that the city council agrees to carry out these roles. Officers therefore recommend that the submission of an application to the Traffic Commissioner is conditional on the city council's formal agreement to carry out the roles described above for as long as the TRC remains in force.
20. Dividing these roles between the two authorities will help ensure expertise at both councils continues to be available to the Traffic Commissioner, bus operators and others during the life of the scheme.

Taxis and licensed private hire vehicles

21. The city council is investigating options for applying to taxis and licensed private hire vehicles the same emissions standards proposed for buses. Taxis and private hire vehicles enjoy many of the same benefits as buses in Oxford, such as access to most traffic-restricted streets and use of bus lanes and bus gates. It would be appropriate for the same emissions standards to apply to all vehicles enjoying those benefits. Although the county council has no direct control over taxi and private hire licensing, the city council is the taxi licensing authority and has powers to set and enforce emissions standards for taxis and licensed private hire vehicles.

Equality implications

22. An equality impact assessment of this proposal is at Annex 3. In summary, there is a risk that the proposals may adversely affect people who are unable to use a car for transport, particularly those living in rural areas. However the proposals contain several features specifically designed to minimise this risk.

Financial and staff implications

23. The application to the Traffic Commissioner can be accommodated within existing staff levels and budgets. Likewise, on the basis of the proposed workload sharing between the two authorities as described above, the continued roles for county council officers are not expected to require any additional resources.
24. If a public inquiry on the TRC is held, the county council will need to be represented. This will require staff time and possibly also external legal and/or technical advice for which fees will be incurred. This is difficult to quantify but given the narrow scope of the TRC, staff time and fees for an inquiry are unlikely to exceed £20,000, which would be funded from the policy and strategy operational revenue budget.
25. Previous reports to Cabinet Member Decisions on this scheme have acknowledged that the introduction of emissions standards for buses could increase the county council's costs in supporting bus services. This cannot be quantified because it depends to a great extent on the commercial viability of different kinds of service in 2014, which is impossible to predict. The draft TRC seeks to allow operators to comply with the emissions requirements in a cost-effective way (for example, by retrofitting), which will help minimise the risk of commercial bus services being declared commercially unviable as a result of increased vehicle costs. Similarly, the proposed exemption for very low frequency services will help protect the most vulnerable services. However it is nevertheless possible that the introduction of the TRC could contribute to bus services becoming commercially unviable. If this happens, the county council would need to consider any actions to address this.

RECOMMENDATION

26. **The Cabinet Member for Transport is RECOMMENDED to:**

- (a) agree to making a formal application to the Traffic Commissioner for a traffic regulation condition based on the draft at Annex 1 to this report, subject to formal agreement by Oxford City Council that it will operate a certification scheme for vehicles and retrofitted equipment for as long as the traffic regulation condition remains in force;**
- (b) agree to the approach being taken for maintaining a database of very low frequency services and the monitoring and investigation of suspected non-compliance for as long as the traffic regulation condition remains in force; (paragraph 18) of this report;**
- (c) formally ask Oxford City Council to apply emissions standards equivalent to those in the draft traffic regulation condition to taxis and licensed private hire vehicles by 2014.**

STEVE HOWELL

Deputy Director for Environment & Economy (Highways & Transport)

Background papers: Report to Cabinet Member for Transport, 26 March 2009
Report to Cabinet Member for Growth & Infrastructure,
3 June 2010

Both are available on the county council's website or on request.

Contact Officer: Martin Kraftl – 01865 815786
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February 2012

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Draft Traffic Regulation Condition

An annotated version of this draft with explanations of the requirements and exemptions is at Annex 2.

Botley Road east of Earl Street, Frideswide Square, Hollybush Row, Park End Street, Hythe Bridge Street, Worcester Street, George Street, Gloucester Green Bus Station, Beaumont Street, Magdalen Street West, Magdalen Street East, Broad Street, St Giles, New Road, Queen Street, Castle Street, Old Greyfriars Street, Speedwell Street, Thames Street, St Aldates, High Street, Longwall Street, the Plain, St Clements Street and Cowley Road north of Circus Street (in the City of Oxford) constitute the Oxford City Centre Low Emission Zone.

Requirement 1: All registered local bus services which enter, leave or operate within the Oxford City Centre Low Emission Zone must, from 1 January 2014, be operated exclusively by buses whose engines have been either Type Approved as meeting at least the Euro V standard for all emissions or certified by Oxford City Council as being fitted with an exhaust treatment device which ensures that, in urban operating conditions, the emissions of NO_x are reduced to a level comparable to Euro V, save that:

(exemption 1a) a service, at least 50% of the operating mileage of which is covered by no other registered local service of the same company, and which passes no point within the Oxford City Centre Low Emission Zone in any one direction more than 25 times per week and also no more than 6 times in any one day, shall be exempt from this requirement, and;

(exemption 1b) a service which is operated without any subsidy from Oxfordshire County Council throughout the month of July 2013 (or July 2015 for services temporarily exempted under exemption 1c), but is operated (in whole or in part, and whether by the same operator or a different operator) solely by virtue of subsidy from Oxfordshire County Council throughout the period from 1 January 2014 until 31 May 2014 (or 1 January 2016 to 3 June 2016 for services temporarily exempted under exemption 1c), shall be exempt from this requirement until (and only until) 31 May 2014 (or 3 June 2016 for services temporarily exempted under exemption 1c)

(exemption 1c) a bus which has been certified by Oxfordshire County Council as having been regularly used on local services within the Oxford City Centre Low Emission Zone during the three month period immediately preceding publication of this Condition and has an engine which has been Type Approved as meeting the Euro IV standard for all emissions, may be used on local services which are subject to Requirement 1 until no later than 31 December 2015.

Requirement 2: The driver of any bus in use on any registered local bus service, which stops to pick up and/or set down passengers and/or to await its

next scheduled departure anywhere within the Oxford City Centre Low Emission Zone shall, if it is apparent to him or her upon coming to a stop that the bus will be stationary for one minute or more, switch off the engine upon arrival and not restart it until ready to depart.

EXPLANATORY NOTE: Requirement 1:

Prior to Requirement 1 coming into effect (or, if later, prior to first use of a bus on an affected service) bus operators must supply details, with supporting evidence, to Oxford City Council that any bus which they propose to use on any service which is subject to Requirement 1 either:

(i): has an engine type approved to Euro V standard; or

(ii): is fitted with a retrofitted exhaust abatement device which, in conjunction with the engine fitted, satisfies the City Council's requirements as to emissions level [in the event of a national certification scheme for such devices being introduced, an installation which meets the Euro V standard for NOx under the national scheme shall be deemed to have met the City Council's requirements, but evidence of having met that national standard must still be supplied prior to use of the bus within the Zone]; or

(iii): has been previously certified* by Oxfordshire County Council as having been regularly used on services within the Zone during the period specified in Exemption 1c, and is fitted with an engine type approved to Euro IV standard.

Evidence from traffic enforcement cameras or manual surveys may be used to monitor the buses used on these services. Any bus in respect of which these details have not been supplied to Oxford City Council but which is found, from evidence gathered in these ways, to have been used on a local service which is subject to Requirement 1, will be held to have broken this condition unless the operator can demonstrate to the Traffic Commissioner either that the bus has been type approved to Euro V standard or that its use was restricted solely to an exceptional circumstance which could not reasonably have been predicted.

*Operators intending to use Euro IV buses in the Oxford City Centre Low Emission Zone after 1 January 2014 must, within one calendar month of the publication of this Condition, submit to Oxfordshire County Council details of all such buses which were regularly used on local services during the three months preceding publication. All buses so notified shall be deemed to be certified for the purposes of exemption 1c unless the operator has been advised to the contrary by the County Council within two calendar months of publication. Oxfordshire County Council reserves the right to require further evidence of bus use in Oxford before certification; in any such cases certification may be delayed to allow evidence to be collated and considered.

EXPLANATORY NOTES: Requirement 2:

The driver must make a judgement upon arrival at any stopping point in the Low Emission Zone about how long the stop is likely to take, and, if either the bus is arriving at a timing point more than one minute before scheduled departure, or there is a large number of waiting passengers which can reasonably be expected to take over a minute to board, the engine must be switched off. It is recognised that sometimes buses can be delayed at a stopping point for reasons which could not have been predicted upon arrival, such as passengers taking longer to board or alight than usual, a group of intending passengers arriving after the bus has come to a stand, or obstruction by other vehicles; in such circumstances the bus will not be considered to have broken this requirement even if the engine remained running whilst stationary for over one minute. In monitoring compliance with this condition, the scheduled departure time and the number of clearly visible waiting passengers will be recorded, as well as actual arrival and departure times; the service shall be considered to have broken this requirement if (and only if) the circumstances upon the arrival of the bus at the stop were such that a stop of over one minute could reasonably have been expected at that time, yet the engine was not switched off.

All local bus services operating within Oxford City Centre Low Emission Zone shall be subject to Requirement 2 from the date of publication of this Traffic Regulation Condition. The delay until 2014, and the exemptions for selected services, which apply to Requirement 1, shall not apply to Requirement 2.

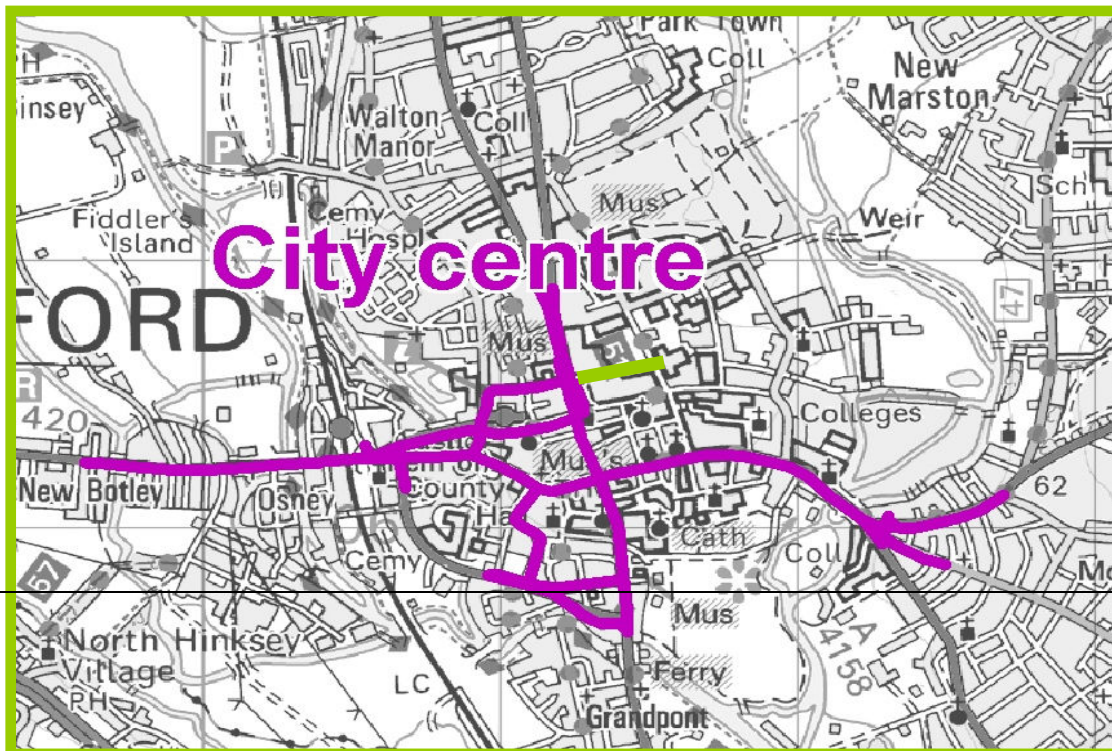
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Annotated version of draft TRC requirements and exemptions

1 – Definition of low emission zone extent

Botley Road east of Earl Street, Frideswide Square, Hollybush Row, Park End Street, Hythe Bridge Street, Worcester Street, George Street, Gloucester Green Bus Station, Beaumont Street, Magdalen Street West, Magdalen Street East, Broad Street, St Giles, New Road, Queen Street, Castle Street, Old Greyfriars Street, Speedwell Street, Thames Street, St Aldates, High Street, Longwall Street, the Plain, St Clements Street and Cowley Road north of Circus Street (in the City of Oxford) constitute the Oxford City Centre Low Emission Zone.

The zone covers the city centre streets where the national health based limits on nitrogen dioxide are regularly exceeded, with the addition of Broad Street. Broad Street is the only core city centre street accessible by bus without passing through another part of the zone, so Broad Street has been included to prevent services diverting there to avoid the LEZ requirements. The map below shows the extent of the zone – the purple shading shows the streets where health-based targets are exceeded; Broad Street is shown in green.



2 – Requirement to comply with Euro V standard for NOx

Requirement 1: All registered local bus services which enter, leave or operate within the Oxford City Centre Low Emission Zone must, from 1 January 2014, be operated exclusively by buses whose engines have been either type approved as meeting at least the Euro V standard for all emissions or certified by Oxford City Council as being fitted with an exhaust treatment device which ensures that, in urban operating conditions, the emissions of NOx are reduced to a level comparable to Euro V.

By definition a TRC can only apply to “registered local bus services”. This does not include private coaches or other buses or coaches not registered with the Traffic Commissioner, which cannot legally be subject to a TRC. All but a tiny proportion of bus and coach mileage in Oxford city centre is on registered local bus services. Within Oxford, the London and airport express coach services and some other scheduled coach services to other parts of the country are registered local bus services and would therefore be subject to the TRC. Only registered local bus services are allowed to pass through most of the “bus gates” that restrict access to the city centre.

This section also sets the emission standard to be achieved from 1st January 2014 and explains that compliance may be either by operating a bus with a Euro V engine, or retrofitting an exhaust treatment device to a bus with a lower standard of engine.

The word “comparable” is important as this allows for a degree of reasonableness in applying the Euro V standard to retrofitted buses. The performance of retrofitted devices varies from one vehicle to another. Some may fall slightly short of the Euro V standard but will still be very much better than Euro IV. The city council will issue guidance on retrofits to give operators certainty about what will be acceptable.

There is currently no national standard for retrofits, so one of the city council's on-going roles will be to maintain a list of approved vehicles and vehicle-retrofit combinations that meet the Oxford standard. Should a national certification scheme come into operation in future this will be used in place of the city council's own system.

3 – Exemption for very low frequency services

(exemption 1a) a service, at least 50% of the operating mileage of which is covered by no other registered local service of the same company, and which passes no point within the Oxford City Centre Low Emission Zone in any one direction more than 25 times per week and also no more than 6 times in any one day, shall be exempt from this requirement

This section exempts very low frequency registered local bus services from the emissions standard. Very low frequency services are normally rural routes where each individual bus used on the service visits the city centre very infrequently. The impact of these services on air quality is very small but the cost of compliance per visit to the city centre would be very high. These services are commercially marginal in many cases. This category for exemption includes services such as staff buses and school coaches transporting students to and from private schools, some of which are registered local bus services. The services exempted under this provision account for just over 1% of total city centre bus mileage.

4 – **Temporary** exemption for commercial services declared non-commercial close to the compliance date

(exemption 1b) a service which is operated without any subsidy from Oxfordshire County Council throughout the month of July 2013 (or July 2015 for services temporarily exempted under exemption 1c), but is operated (in whole or in part, and whether by the same operator or a different operator) solely by virtue of subsidy from Oxfordshire County Council throughout the period from 1 January 2014 until 31 May 2014 (or 1 January 2016 to 3 June 2016 for services temporarily exempted under exemption 1c), shall be exempt from this requirement until (and only until) 31 May 2014 (or 3 June 2016 for services temporarily exempted under exemption 1c)

This temporary five month exemption is designed to mitigate a low likelihood but high impact risk. Unlike the other exemptions the county council does not expect it to come into effect, but it is nevertheless required as “insurance”.

The exemption is designed to prevent a gap in service where bus services that were previously operating commercially using non-Euro V buses are withdrawn only 56 days before the 1st January 2014. If the county council wishes to keep these services operating, it will need to set up a subsidised bus service contract with an operator. It is unlikely to be possible to procure LEZ-compliant buses at short notice, so rather than have a break in service while a suitable vehicle is found, this exemption allows the council time to find a compliant vehicle while operating a non-compliant vehicle in the interim. The exemption will last a maximum of five months and will only apply to any commercial services withdrawn shortly before the LEZ requirement comes into effect.

5 – **Temporary** exemption for *existing* Euro IV buses, which cannot be retrofitted

(exemption 1c) a bus which has been certified by Oxfordshire County Council as having been regularly used on local services within the Oxford City Centre Low Emission Zone during the three month period immediately preceding publication of this Condition and has an engine which has been Type Approved as meeting the Euro IV standard for all emissions, may be used on local services which are subject to Requirement 1 until no later than 31 December 2015.

This temporary two year exemption has been included to be fair and reasonable to operators currently running Euro IV buses. For technical reasons Euro IV buses cannot be retrofitted to achieve the Euro V standard. Operators of Euro IV buses would therefore be faced with replacing modern and relatively low-emission buses very prematurely if Euro IV buses ceased to be allowed on 1 January 2014. Euro IV buses account for approximately 11% of city centre mileage at the time of writing. They meet relatively high standards for all pollutants (not just NOx). This exemption therefore allows **Euro IV buses already operating in Oxford** to operate within the LEZ until 31 December 2015. These will have to be replaced by Euro V buses by 1 January 2016

6 – Requirement to switch off engines when stationary

Requirement 2: The driver of any bus in use on any registered local bus service, which stops to pick up and/or set down passengers and/or to await its next scheduled departure anywhere within the Oxford City Centre Low Emission Zone shall, if it is apparent to him or her upon coming to a stop that the bus will be stationary for one minute or more, switch off the engine upon arrival and not restart it until ready to depart.

This section requires buses to switch off their engines within the LEZ when it is apparent to the driver that the bus will be stationary for more than one minute. This is designed to reduce engine noise and emissions at bus stops, where waiting passengers and passing pedestrians are particularly exposed. This requirement will apply with immediate effect rather than from 1st January 2014, and there are no exemptions.

This requirement gives legal force to a long-standing informal agreement between the county council and bus operators. The engine-switch off requirement is also already a condition of contract for all subsidised bus services.

City centre low emission zone (LEZ) Equality impact assessment

1. Introduction

1.1. This document assesses the impact of the proposed LEZ on different social groups to identify any discriminatory or socially exclusive effects. In line with county council and national guidance, this assessment covers the following:

- Disability and health
- Age
- Gender
- Race
- Socio-economic status
- Religion
- Location (urban/rural)

2. Analysis

2.1. The tables at the end of this assessment contain the analysis of the impacts of the proposed scheme on different groups.

3. Conclusions

3.1. The proposals will significantly reduce emissions from buses in central Oxford and prevent older, more polluting buses from being used in future. This will be a major health benefit for all those spending time in the city centre, particularly residents.

3.2. People suffering from asthma or other respiratory conditions are particularly susceptible to the effects of air pollution and the proposals will therefore be of particular benefit to them.

3.3. The proposals are not considered to have any discriminatory effects arising from differences of religion, race, or gender.

3.4. The LEZ will increase bus companies' operating costs because newer and less polluting vehicles are more expensive than older more polluting vehicles. This could lead to some bus services being reduced in frequency or withdrawn completely, or increased fares.

3.5. If the proposals result in worsened bus services or increased fares, this will have a particularly negative effect on people who are unable to

use a car for transport. This includes people with certain disabilities (including older people with disabilities), people below driving age, and people who cannot afford to buy and run a car.

3.6. If the proposals result in worsened bus services or increased fares, the most likely services to be affected are infrequent services serving rural areas. The groups listed in 3.5 are therefore likely to be particularly affected if they live in rural areas.

3.7. The proposals include a number of features to protect bus services, including:

- Exemption for very low frequency bus services
- Temporary exemption for Euro IV buses currently in use
- Temporary exemption for commercial bus services withdrawn close to the compliance deadline
- Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles

3.8. These features have been included specifically to minimise or prevent worsening of bus services or increased fares and are considered to mitigate negative impacts to an acceptable level, given the significant wider benefits of the proposals.

Disability and health

Table 1: People with a disability that increases their reliance on public transport

Potential negative effects	Mitigation
<p>Fare increases</p> <p>Reduced bus service frequency</p> <p>Loss of bus services</p> <p>NOTE: these are risks only and may not materialise</p>	<p>The proposals include a number of features to protect bus services, including:</p> <ul style="list-style-type: none"> • Exemption for very low frequency bus services • Temporary exemption for Euro IV buses currently in use • Temporary exemption for commercial bus services withdrawn close to the compliance deadline • Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles

Table 2: People with respiratory health problems

Positive effects
<p>Overall levels of exposure to nitrogen dioxide will be reduced, which will be of particular benefit to people with respiratory health problems.</p>

Age

Age-related health problems and disabilities are covered in the section above.

Table 3: People below driving age (including children travelling to school)

Potential negative effects	Mitigation
<p>Fare increases</p> <p>Reduced bus service frequency</p> <p>Loss of bus services</p> <p>NOTE: these are risks only and may not materialise</p>	<p>The proposals include a number of features to protect bus services, including:</p> <ul style="list-style-type: none"> • Exemption for very low frequency bus services • Temporary exemption for Euro IV buses currently in use • Temporary exemption for commercial bus services withdrawn close to the compliance deadline • Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles

Socio-economic status

Table 4: People unable to afford to buy and run a car	
Potential negative effects	Mitigation
Fare increases Reduced bus service frequency Loss of bus services NOTE: these are risks only and may not materialise	The proposals include a number of features to protect bus services, including: <ul style="list-style-type: none"> • Exemption for very low frequency bus services • Temporary exemption for Euro IV buses currently in use • Temporary exemption for commercial bus services withdrawn close to the compliance deadline • Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles

Location

Table 5: People living in rural areas – particularly those in one of the groups identified in Tables 1, 3 and 4	
Potential negative effects	Mitigation
Fare increases Reduced bus service frequency Loss of bus services NOTE: these are risks only and may not materialise	The proposals include a number of features to protect bus services, including: <ul style="list-style-type: none"> • Exemption for very low frequency bus services • Temporary exemption for Euro IV buses currently in use • Temporary exemption for commercial bus services withdrawn close to the compliance deadline • Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles

Religion, race and gender

The proposals are not considered to have any discriminatory effects arising from differences of religion, race, or gender.

Division(s): Headington & Marston

CABINET MEMBER FOR TRANSPORT – 16 FEBRUARY 2012

OXFORD, HIGHFIELD AND OLD ROAD TRANSPORT IMPROVEMENTS – MINOR AMENDMENT TO SCHEME TO RELOCATE PROPOSED CYCLE BY-PASS BETWEEN GIPSY LANE AND OLD ROAD

Report by Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. This report seeks approval from the Cabinet Member for Transport to relocate the previously approved cycle by-pass running from Gipsy Lane to Old Road, via Grays Road.
2. In March 2011, the Cabinet Member for Transport agreed the implementation of the Highfield and Old Road Transport Improvements, which included the cycle by-pass, from Gipsy Lane to Old Road, via Grays Road. However, shallow-lying traffic signals and utilities cables mean that it is not possible to construct the cycle by-pass in the location originally proposed.
3. Many elements of the approved Highfield and Old Road scheme are now complete. All elements of the scheme are due to be constructed by mid-February 2012, including the minor physical works for the relocated cycle by-pass as shown at Annex 1.
4. Approval is not required for the physical work itself but is required to allow the legal use of part of the footway by cyclists. If approval is not given to convert the footway to cycle track the minor works that will be completed in February will provide a widened footway for use by pedestrians only. No signage or road markings will be installed stating that cyclists are permitted to use this part of the footway.

Legal implications and risks

5. In order to legalise the use of the cycle by-pass in a part of the highway which is currently designated as footway the highway authority must change the status of the route under powers set out in the Highways Act 1980.
6. A decision is therefore required by the Cabinet Member for Transport to authorise the change of the legal status of a length of footway, along the proposed route of the cycle by-pass, under the powers in Section 66(4) of the Highways Act 1980 and construction of a cycle track under Section 65(1).
7. Pedestrians are legally allowed to use a cycle track and, therefore, the cycle by-pass will effectively be a shared use path.

8. Consultation was carried out in connection with wider Highfield and Old Road improvement scheme prior to the March 2011 CMD meeting. There was no consensus on the cycle by-passes. There were mixed views on the cycle paths, although people were generally opposed to the shared use path along the entire length of Old Road east-bound from Gipsy Lane to Windmill Road. The shared use path along the entire length of Old Road was therefore removed from the initial scheme, but cycle by-passes at the end of Old Road, from Gipsy Lane and to Windmill Road were retained as part of the scheme.
9. Further consultation has not been carried out in connection with the proposed relocation of the cycle by-pass. There is no legal requirement to consult stakeholders or members of the public when converting footway to cycle track. In this case, consultation is not considered necessary because the proposed change is very minor. No frontage properties will be directly affected by the cycle by-pass (the by-pass is in fact moving further away from properties). The proposed feature is also very similar to that previously approved and also to the one approved and already constructed at the other end of Old Road at its junction with Windmill Road.
10. Given the constraints encountered to date in the vicinity of this junction, there is a small risk that further difficulties may arise with the construction of the proposed cycle by-pass and it may not be possible to implement the scheme exactly as proposed. It is therefore recommended that the Cabinet Member authorise the Deputy Director Environment & Economy – Highways & Transport, to make a final decision on the precise location of the footway to be converted to cycle track in the event that the proposed location is not feasible.

Equality and inclusion

11. The shared use cycle tracks on the footway may have the potential to affect people differently according to their age and disability. Annex 7 of the Highfield and Old Road Transport Improvements report (Cabinet Member for Transport Delegated Decisions March 2011) provides more detail on this and shows that officers have considered equality issues carefully before reaching conclusions about the scheme.

Financial and staffing implications

12. The proposed changes can be carried out within the original scheme budget and there are no staffing implications.

Conclusions

13. The cycle by-pass will allow cyclists to continue the left-hand turn from Gipsy Lane to Old Road avoiding the traffic signals. It will assist in providing a more continuous cycle network in the area and contribute to the county council's transport objectives and strategy.

RECOMMENDATION

14. The Cabinet Member for Transport is **RECOMMENDED** to:

- (a) **authorise that the status of lengths of footway highlighted in orange in Annex 1 to this report be changed under the powers in Section 66(4) of the Highways Act 1980 and a cycle track constructed under Section 65(1) in place of the lengths of footway authorised for conversion to cycle track on 31 March 2011 shown in blue in Annex 1 to this report.**
- (b) **authorise the Deputy Director for Environment & Economy – Highways & Transport, in consultation with the Cabinet Member for Transport, to make a final decision on the precise location of the footway to be converted to cycle track, should further construction difficulties arise with the proposed location.**

STEVE HOWELL

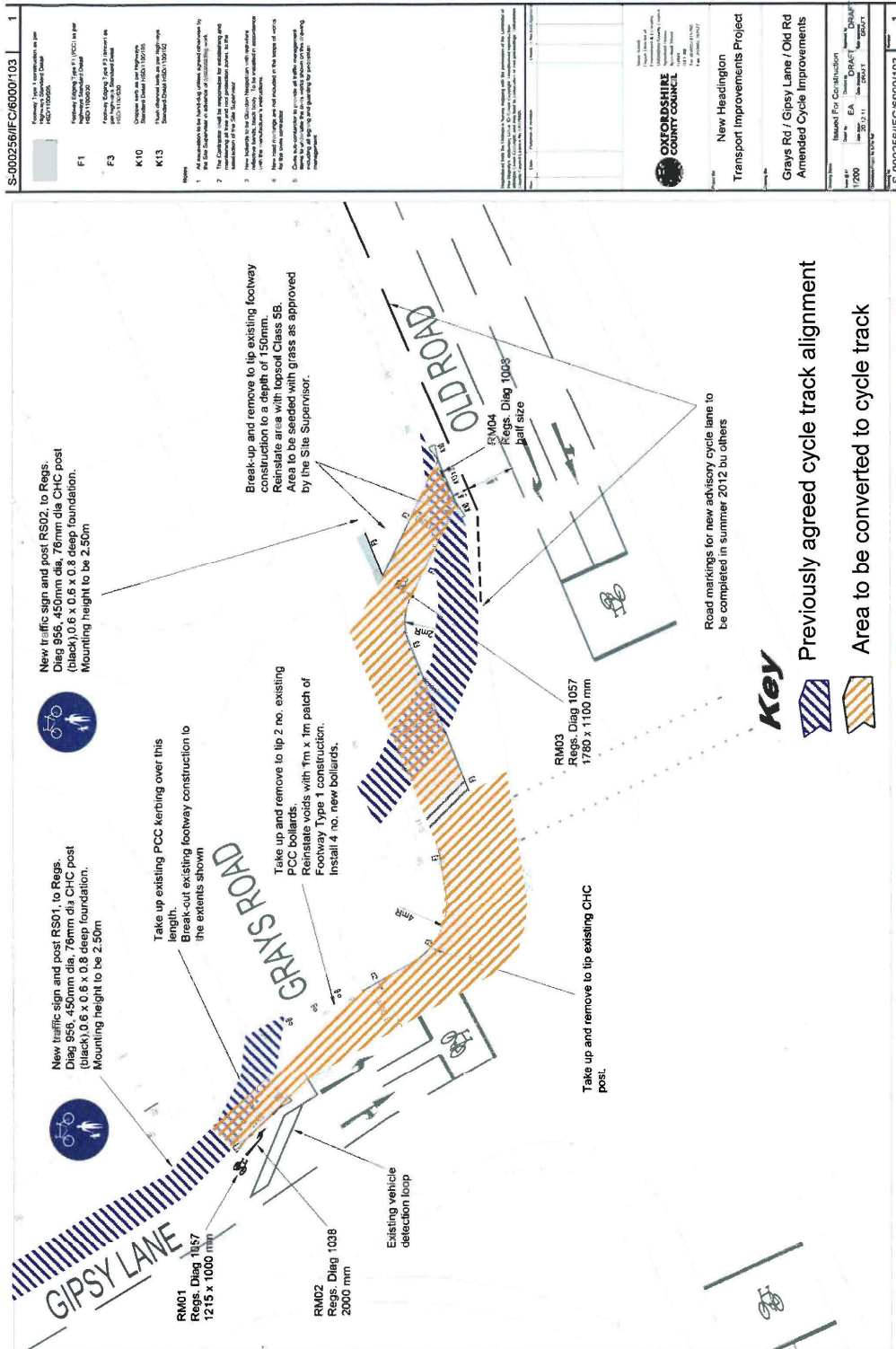
Deputy Director for Environment & Economy (Highways & Transport)

Background papers: Report to Cabinet Member for Transport, 24 March 2011

Contact Officer: Victoria Butterworth 01865 810414
victoria.butterworth@oxfordshire.gov.uk

January 2012

Annex 1



Division(s): Bampton, Burford and Carterton NE, Charlbury, Chipping Norton, Hanborough, Witney East, Witney West)

CABINET MEMBER FOR TRANSPORT – 16 FEBRUARY 2012

WEST OXFORDSHIRE DISTRICT: PROPOSED WAITING RESTRICTIONS

**Report by Deputy Director for Environment & Economy
(Highways & Transport)**

Introduction

1. This report summarises the response to formal consultation on a set of waiting restriction proposals in 14 locations across West Oxfordshire District, and recommends approval subject to certain amendments. Plans illustrating the proposals are attached at Annex 1 (suffixes 'i' through 'xiv').

Background

2. West Oxfordshire District Council commenced operating Civil Parking Enforcement (CPE) in January 2010. As part of the legal process for CPE new Traffic Regulation Orders (TROs) were made. It was necessary to defer any on-going changes including new waiting restrictions during that process, and as a consequence some long-standing requests were delayed. These requests are now able to be progressed and, in the light of operating experience under CPE, some new restrictions are also now being promoted in liaison with the District Council.
3. Informal consultation letters were sent out to various organisations in March 2011. This included emergency services, county councillors, the District Council, various parish councils, bus operators and other road user groups and also residents and businesses fronting onto any of the proposals.
4. Some minor changes were made to the proposals in the light of responses to the informal consultation and in November 2011 formal TRO documents were the subject of public advertisement.

Formal Consultation

5. The advertisement detailing the proposed restrictions was placed in the Oxford Times on 17 November 2011 with a deadline for response by 16 December.

6. 130 responses were received, summarised as follows: -

Location	No. objecting	No. in support	No. seeking further amendments
Bladon – Heath Lane * - note: In addition to these numbers, Bladon Parish Council supports the proposal but is seeking an amendment.	81	7	0*
Burford –Church Lane	1	1*	0
Burford – Guildenford	2	1*	1
Burford – Priory Lane * - note: In addition to these numbers, Burford Town Council and Oxfordshire Fire and Rescue Service also support the proposals at all three locations	0	0*	1
Carterton – Bluebell Way	0	1	1
Charlbury * - note: In addition to these numbers, Charlbury Town Council supports the proposals	2	3*	5
Ducklington – Fritillary Mews * - note: In addition to these numbers, Ducklington Parish Council supports the proposals	2	1*	0
Kingham – Station Road * - note: In addition to these numbers, Churchill & Sarsden Parish Council (in whose area Station Road lies) is seeking an amendment. # Kingham Parish Council objects to the proposal.	0#	1	1*
Witney – Burwell Drive	0	0	1
Witney – Dark Lane	1	0	0
Witney – Downs Road	3	0	0
Witney – Oxford Hill	1	1	2
Witney – High Street	1	0	0
Witney – The Crofts	0	1	2

The Road Haulage Association had no objection to any of the proposals; no other statutory consultee responded.

7. Annex 2 sets out a detailed summary of responses received along with officer comments. Copies of the original correspondence are available for inspection in the Members' Resource Centre.
8. In Bladon, the number of responses (89) indicated a much higher engagement with the local community than elsewhere. To reflect this, officers have again met on site with parish council representatives, and some local residents, to seek a way forward. These further discussions have not helped achieve a compromise that would satisfy all parties, but the parish council has confirmed its view that they could not abandon this project which began in response to appeals from residents who seriously believe that their lives are at risk, due to obstructions to access. They urge the county council to agree

to their original request for double yellow lines (which is less than the length in the advertised proposals). County council officers had initially recommended a slightly longer length in anticipation of displaced parking that may cause new problems. Whereas their request was arrived at in consultation with the Thames Valley Police team who had been involved in attempts to prevent obstruction in this area, and it had received support from residents of Heath Lane when the parish council carried out its own survey in February 2010. They believe that some residents of Heath Lane who objected to the advertised scheme would be in favour of restrictions over a shorter length. The aim of their request is to keep the access to the top of Heath Lane clear while displacing as few vehicles as possible, and they have stated that they do not wish the public's response to the current consultation to mask the major issue which is continuing concerns for residents' safety.

9. At Station Road near Kingham (but within the Churchill & Sarsden Parish), officers have also met on site with parish council representatives, and some local residents, to discuss a possible extension to the proposals. This is discussed further below.

Possible amendments to proposals in the light of responses

10. In trying to respond to local concerns, officers have reconsidered the proposals at Heath Lane in Bladon and at Station Road near Kingham. In both cases, amendments could be made that would ameliorate many of the concerns raised by local residents and would have the support of both parish councils concerned. These amendments are further detailed at Annex 3.
11. If amendments are necessary, the county council will need to readvertise the proposals at Bladon and Kingham, but to avoid further delays at the remaining locations, it is recommended to make a traffic order now, and a separate one incorporating amendments to those two locations in due course, subject to further advertisement and consideration of possible objections.

How the Project Supports LTP3 Objectives

12. The proposals are aimed primarily at easing congestion (particularly at sites experiencing local access difficulties), preventing indiscriminate parking near rail stations, freeing up some currently restricted areas for residents to park near their homes and to safeguard road users at certain junctions.

Financial and Staff Implications

13. The cost of the proposals, including advertisement and physical works, is estimated at £5,000, and is funded from s.106 developer funding contributions from a number of sites across the area. Staff in the Traffic Design and Safety team will continue to oversee the project.

RECOMMENDATION

14. The Cabinet Member for Transport is **RECOMMENDED** to:

- (a) approve the making of the Oxfordshire County Council (Various Roads – West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) Order 20** as advertised, with the exception of Heath Lane in Bladon and Station Road near Kingham; and
- (b) delegate authority to the Deputy Director for Environment & Economy – Highways & Transport in consultation with the Cabinet Member for Transport to advertise an amendment to the above Order regarding proposals for Heath Lane, Bladon and Station Road, Kingham as set out in Annex 3 to this report.

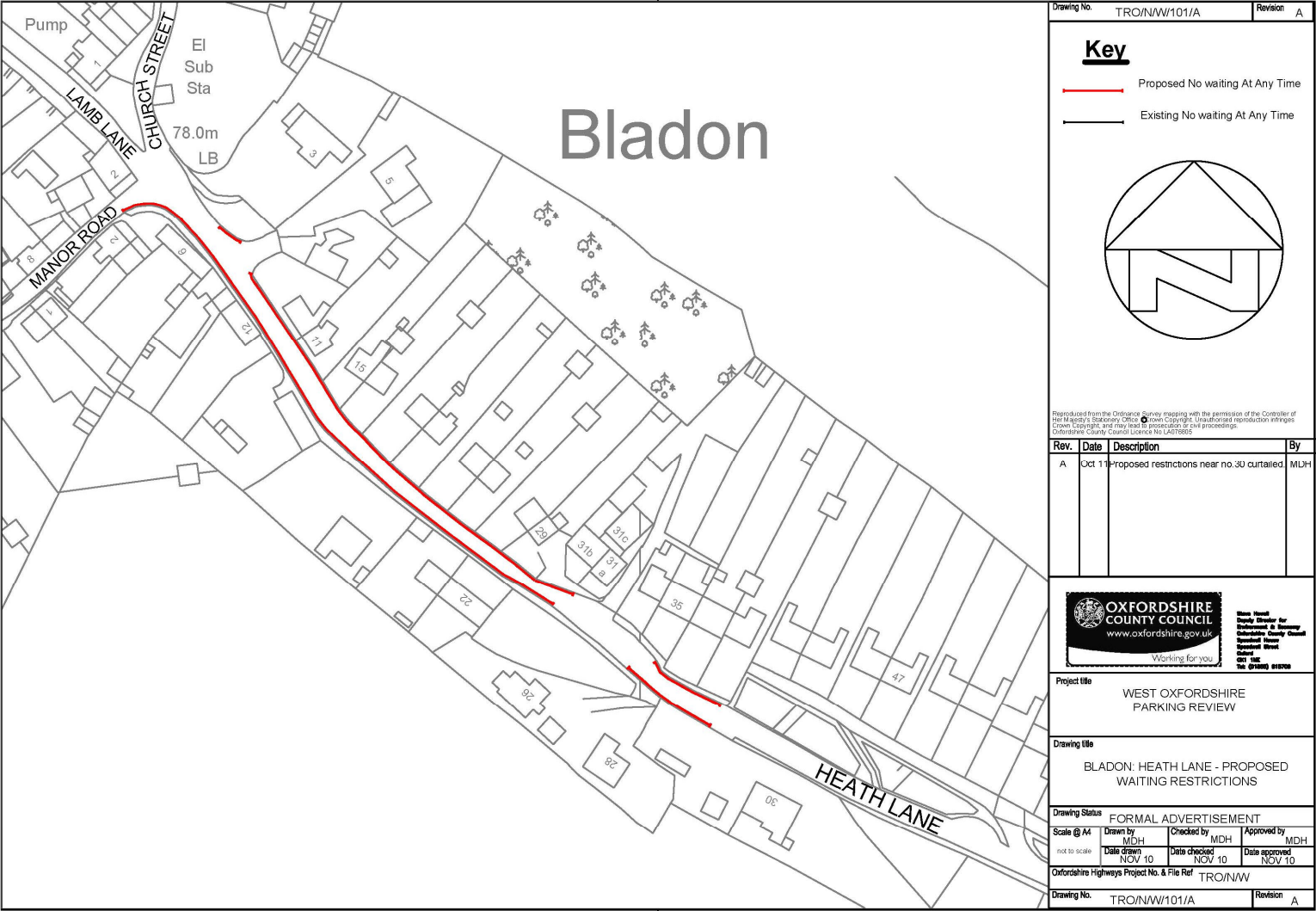
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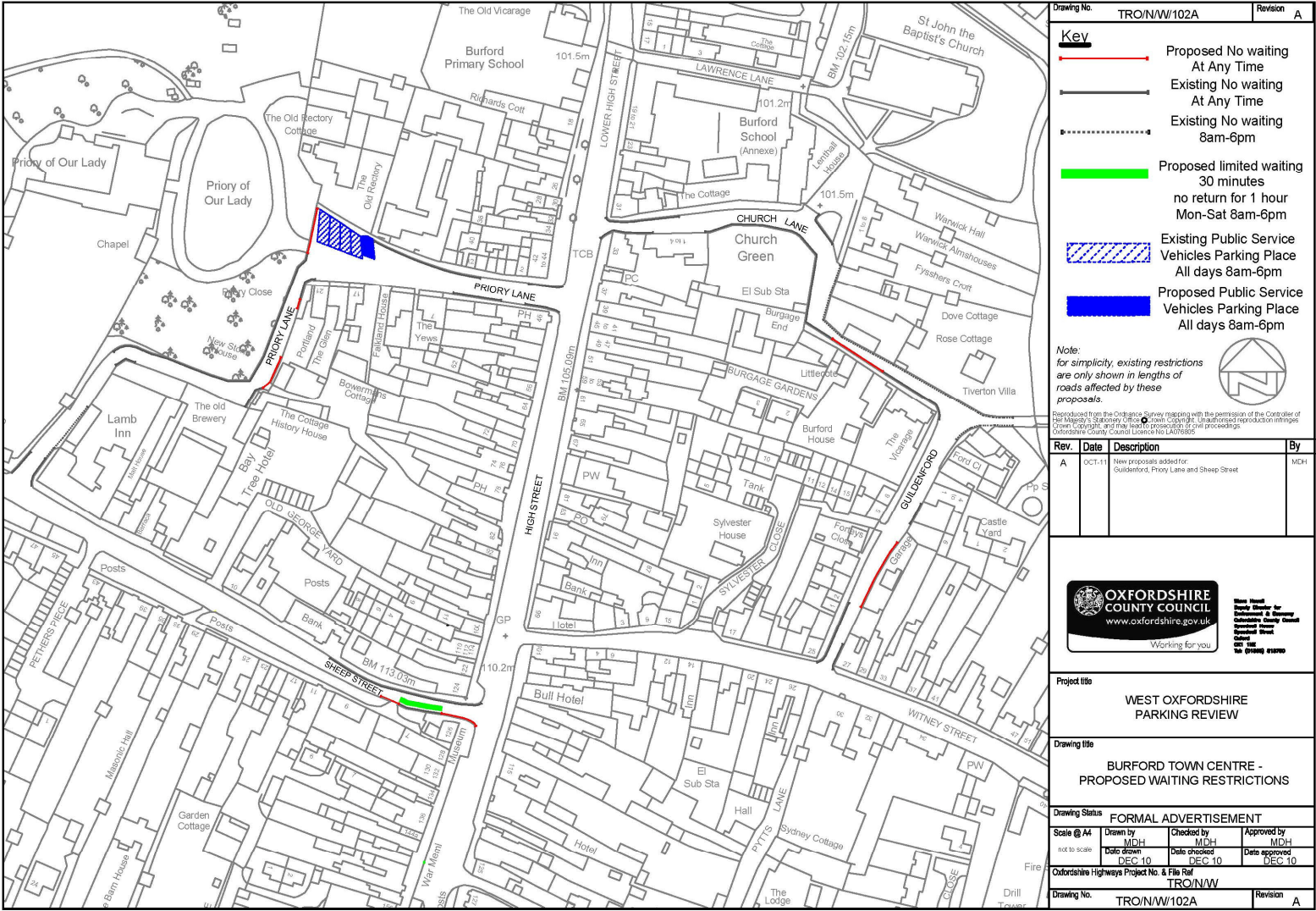
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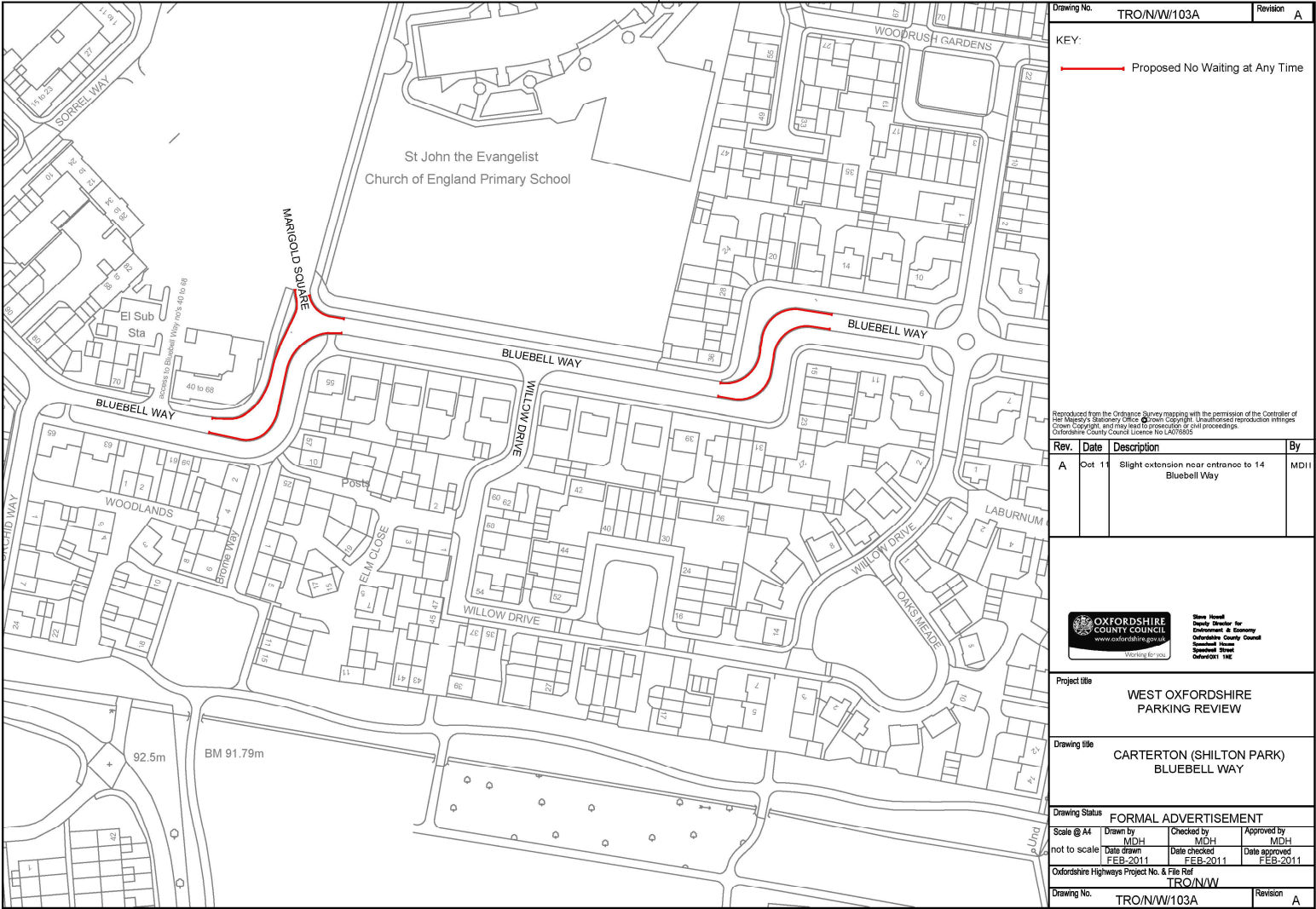
Background papers: Consultation Documentation


Contact Officer: Mike Horton Tel: 01865 810504

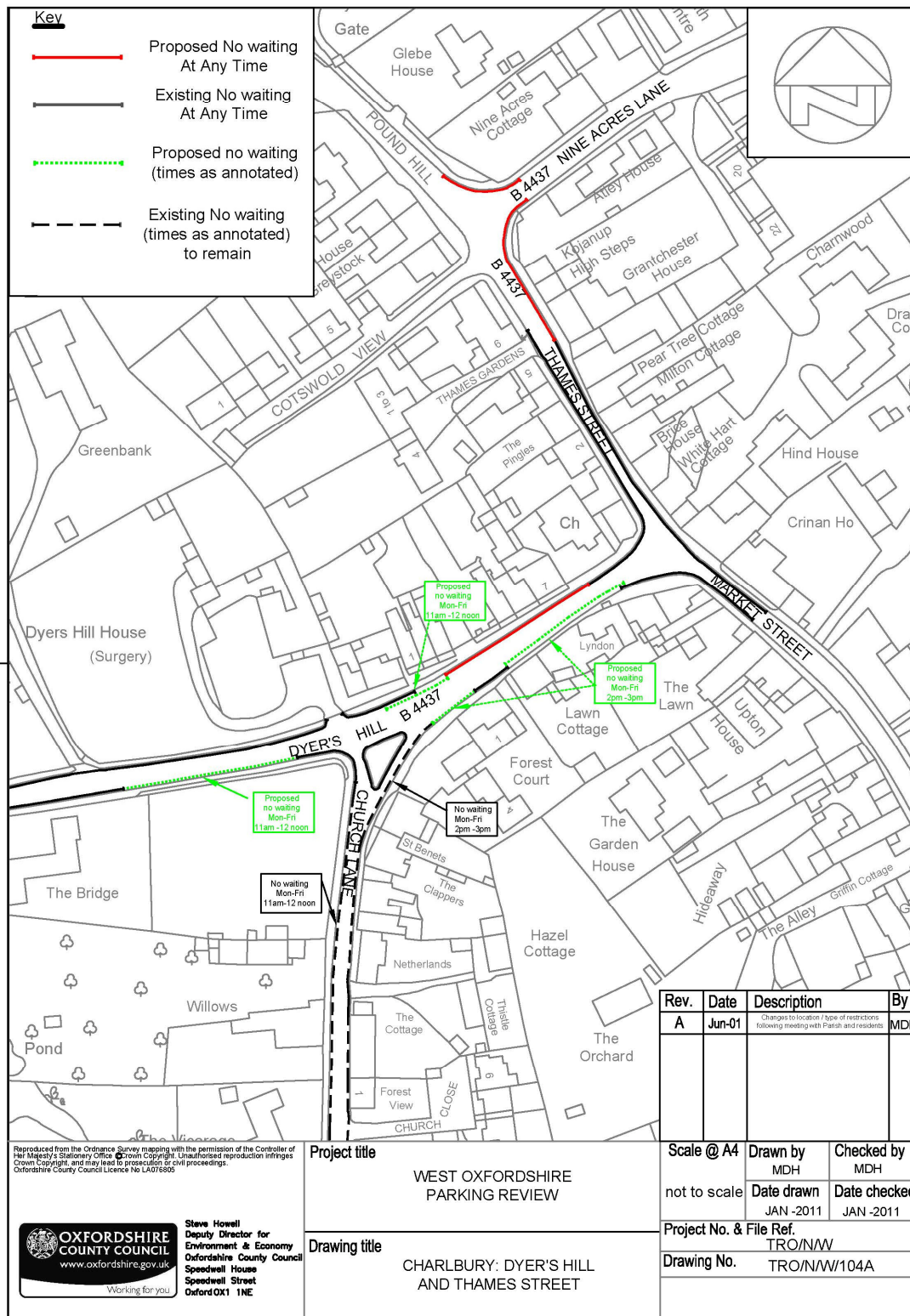
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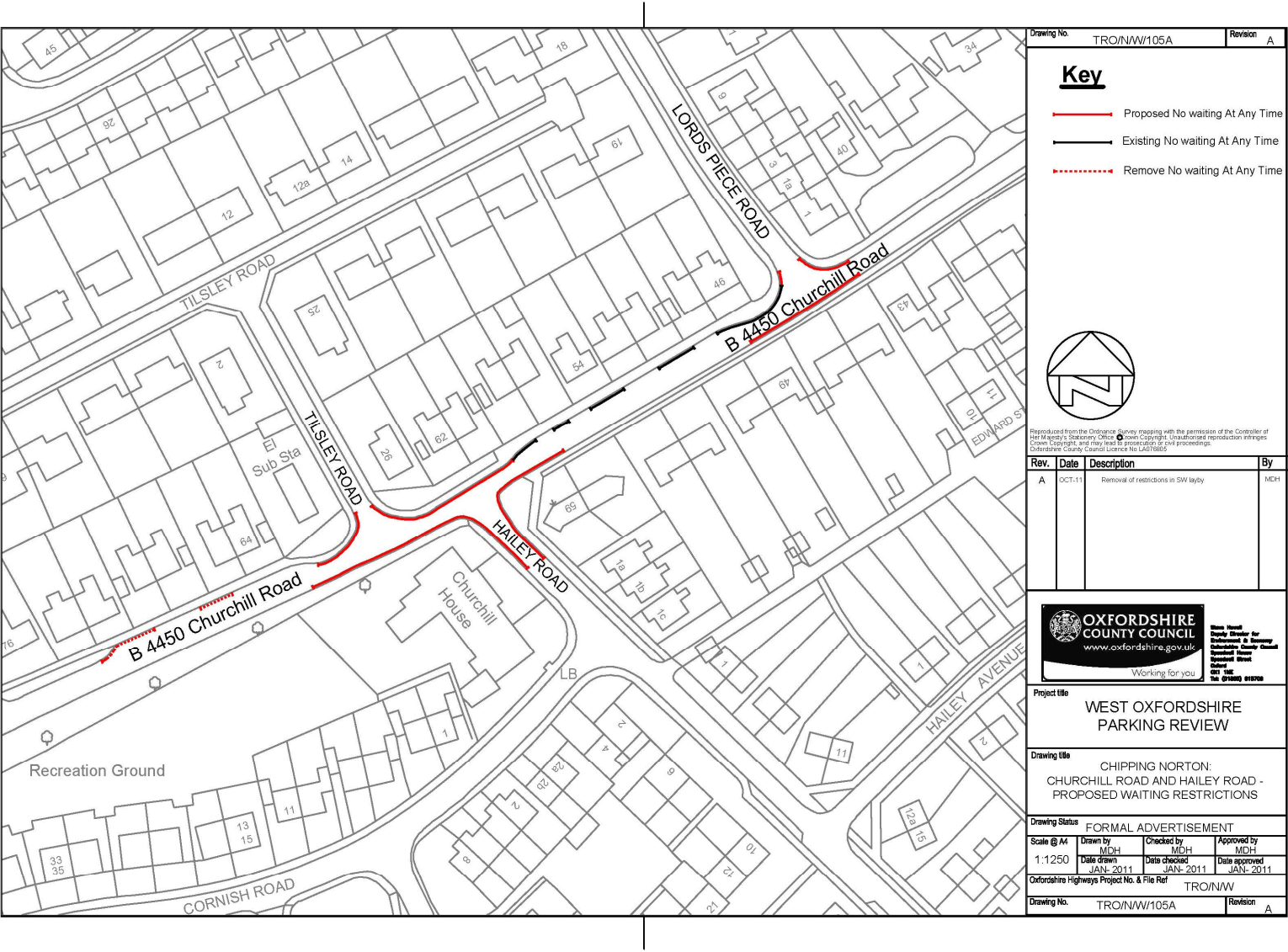


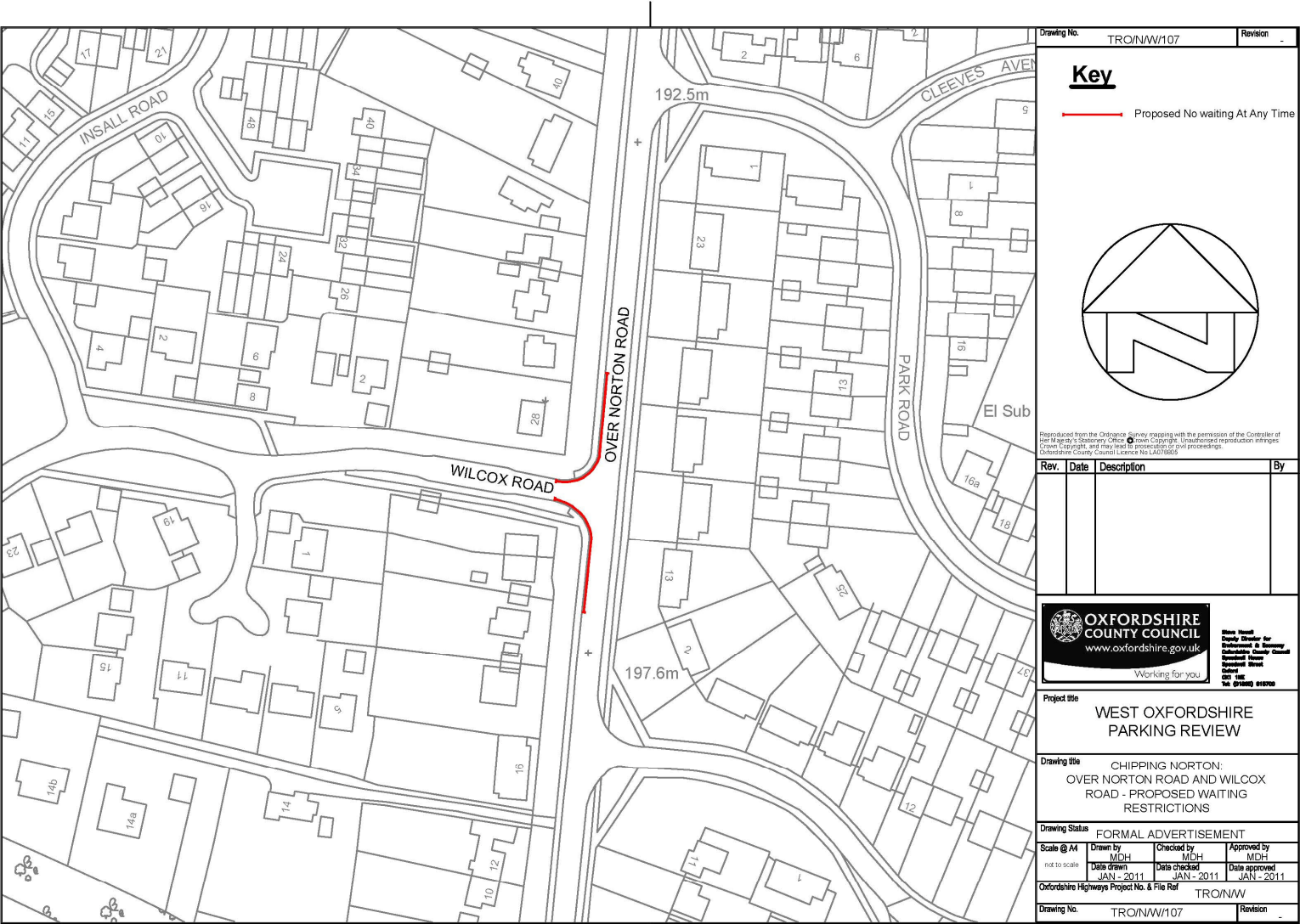


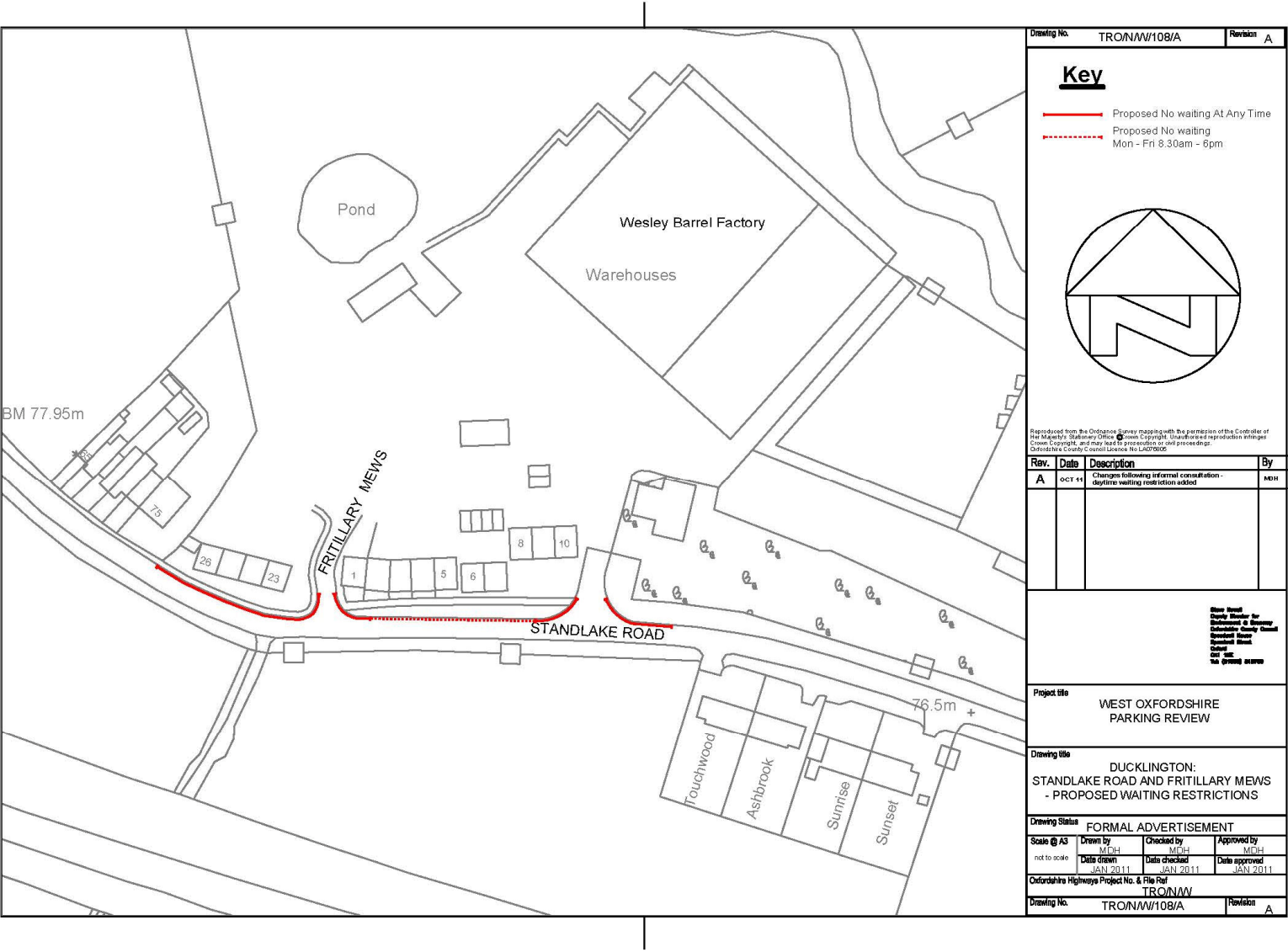


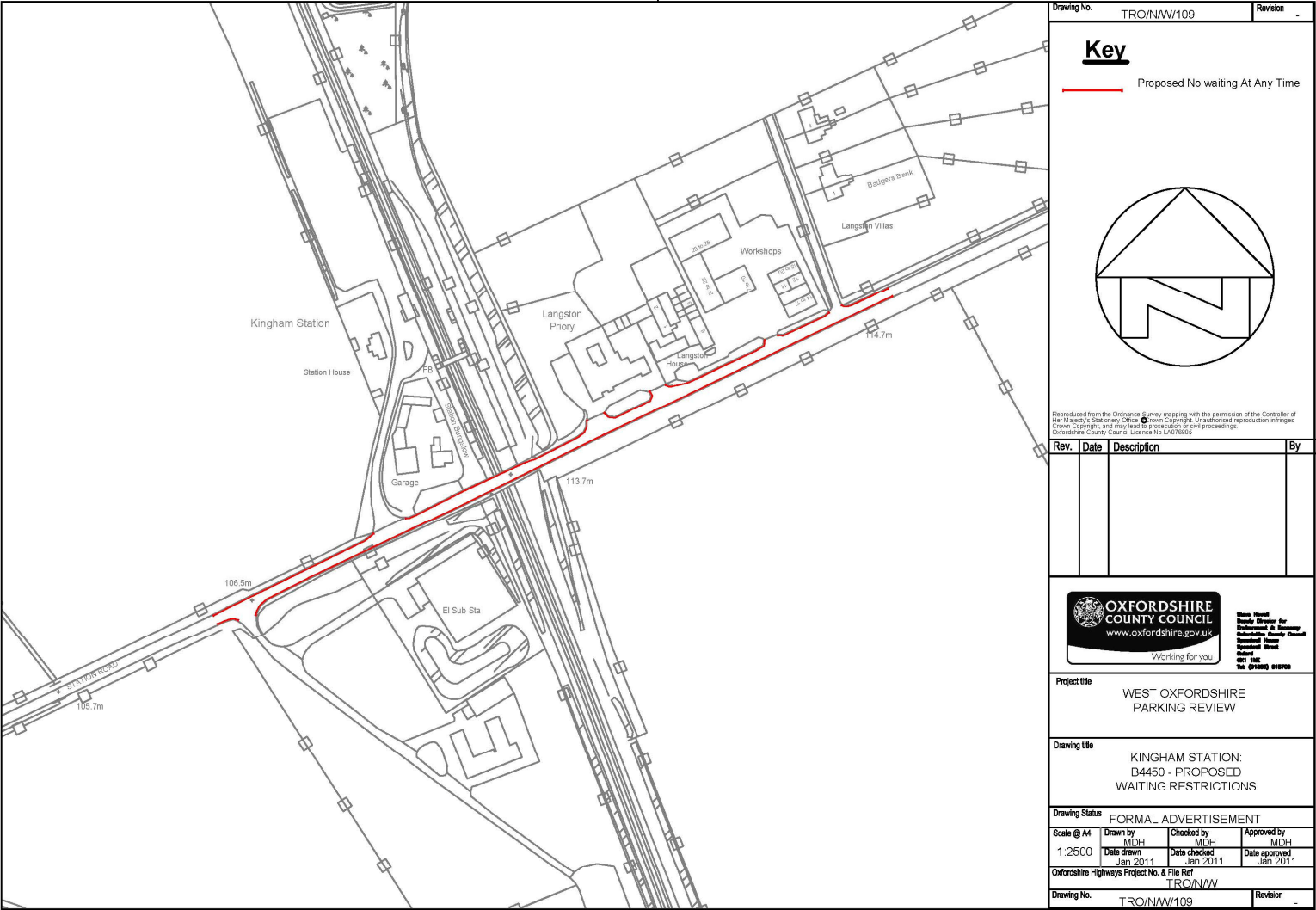
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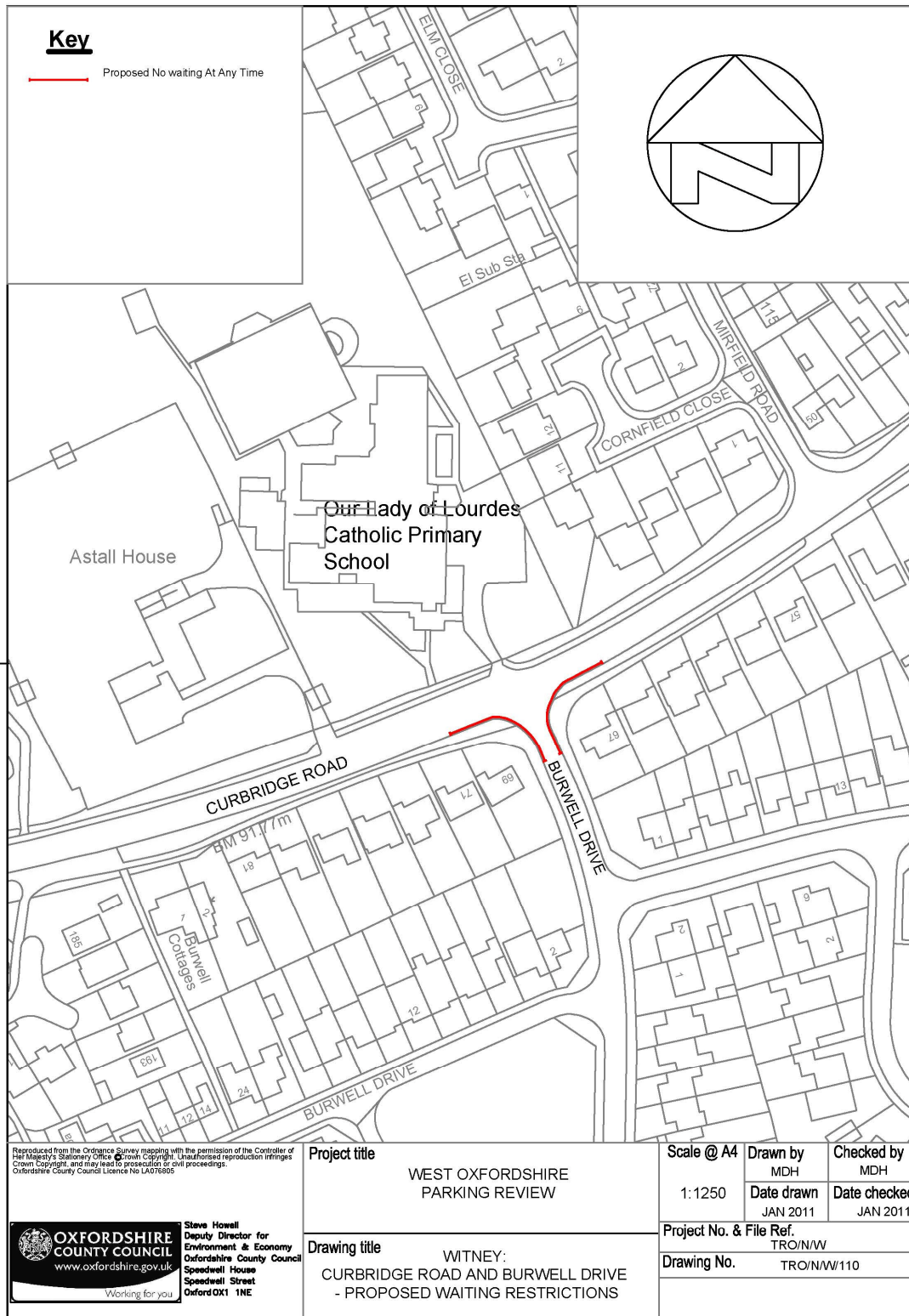


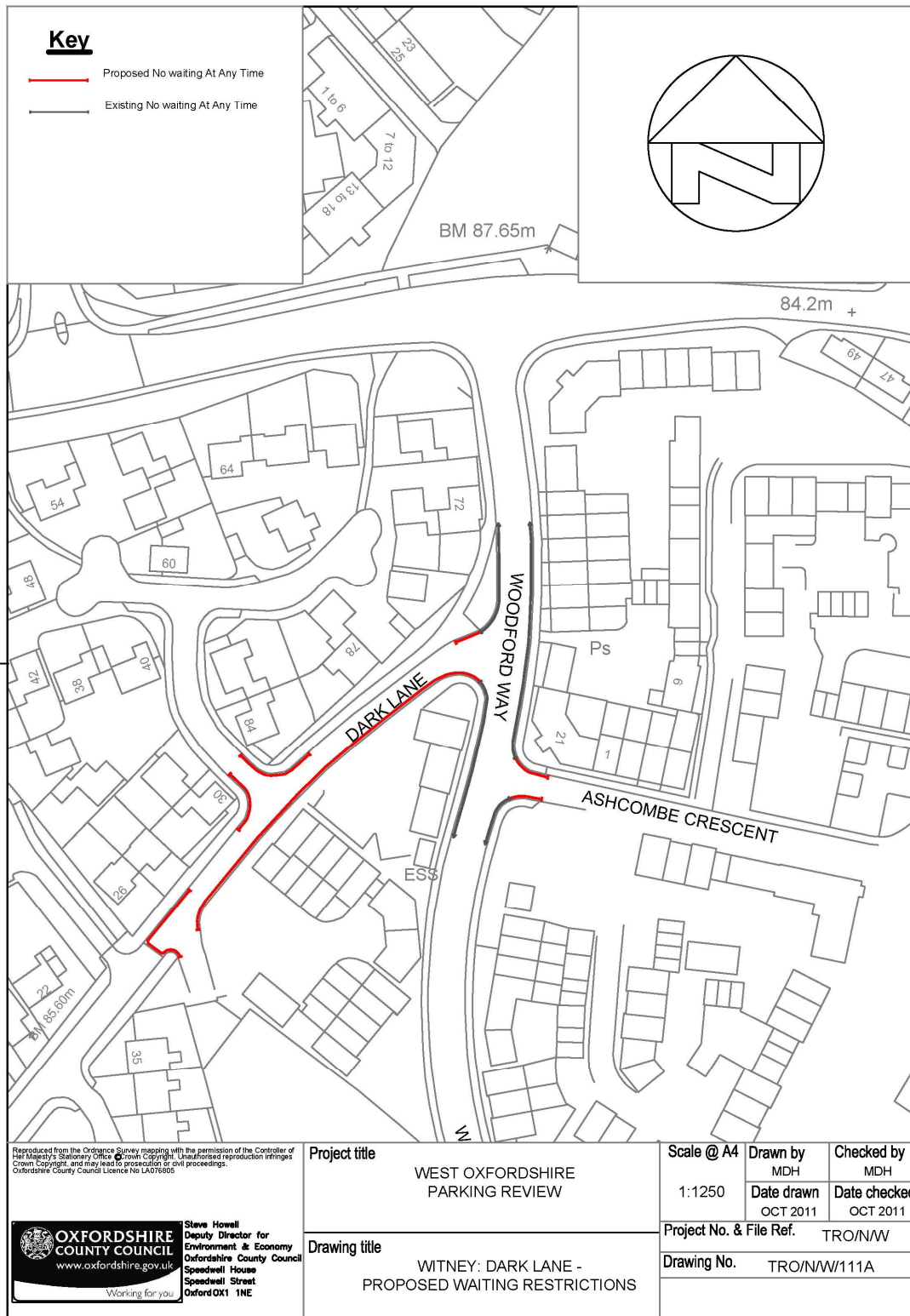


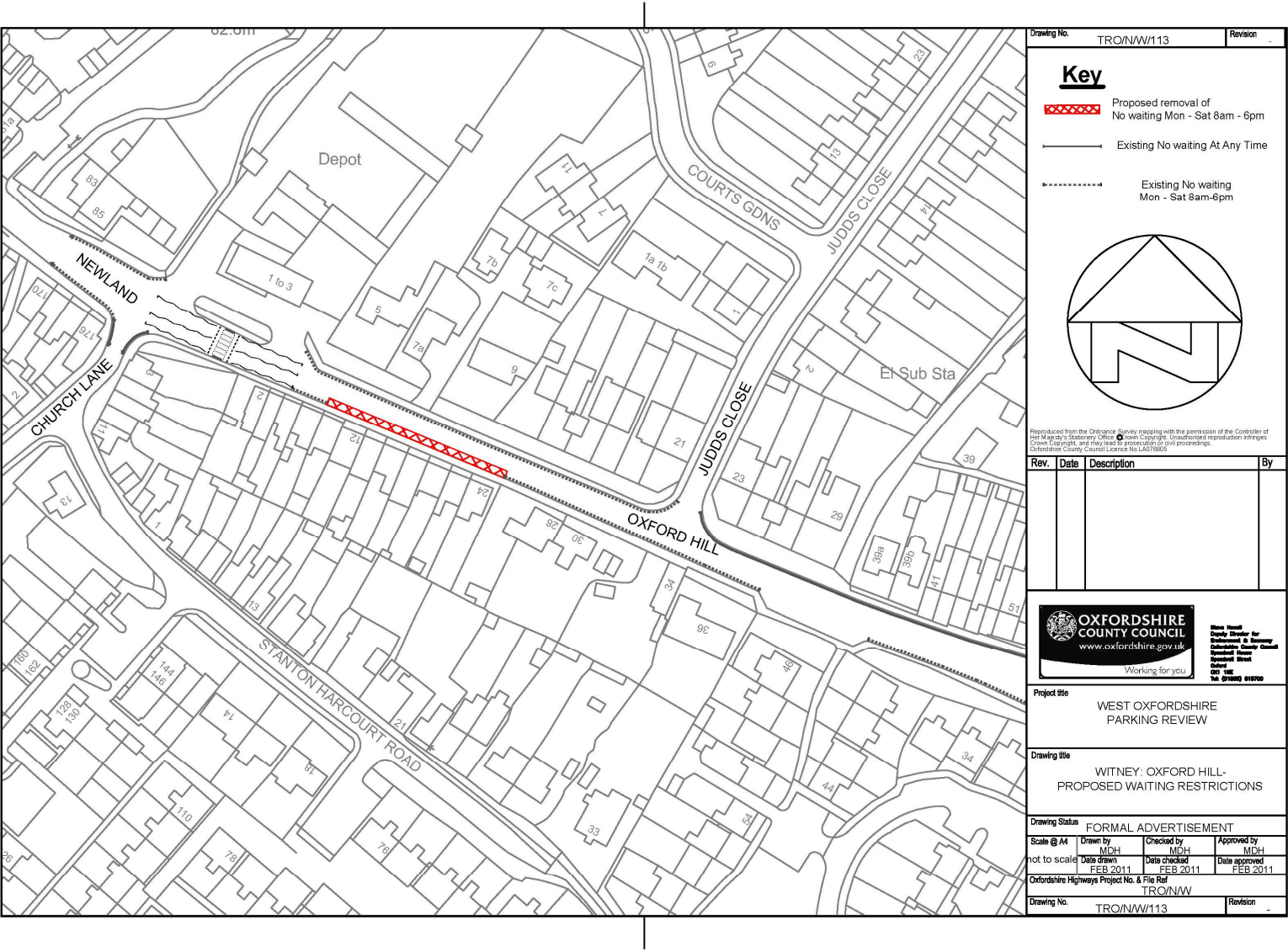


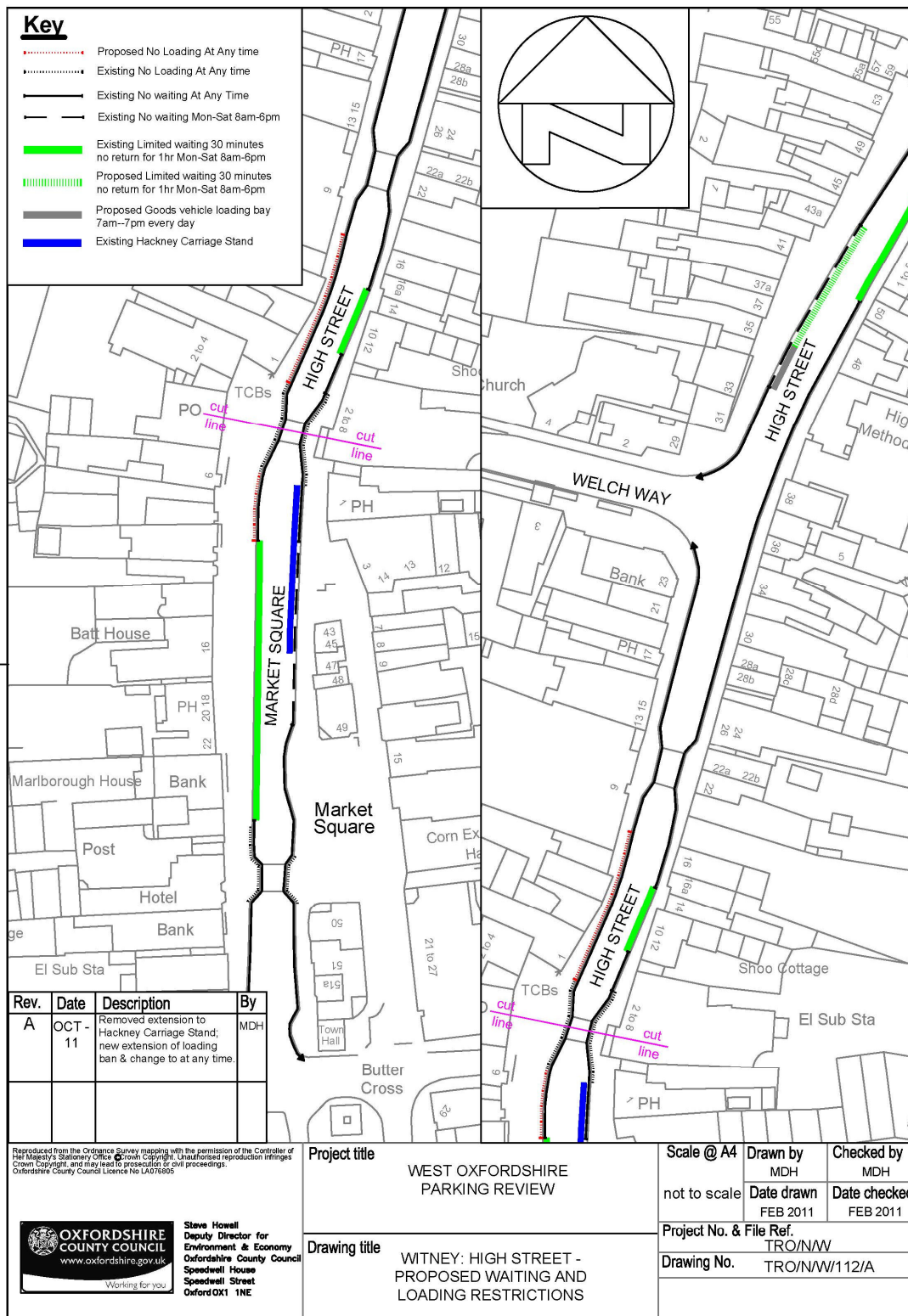


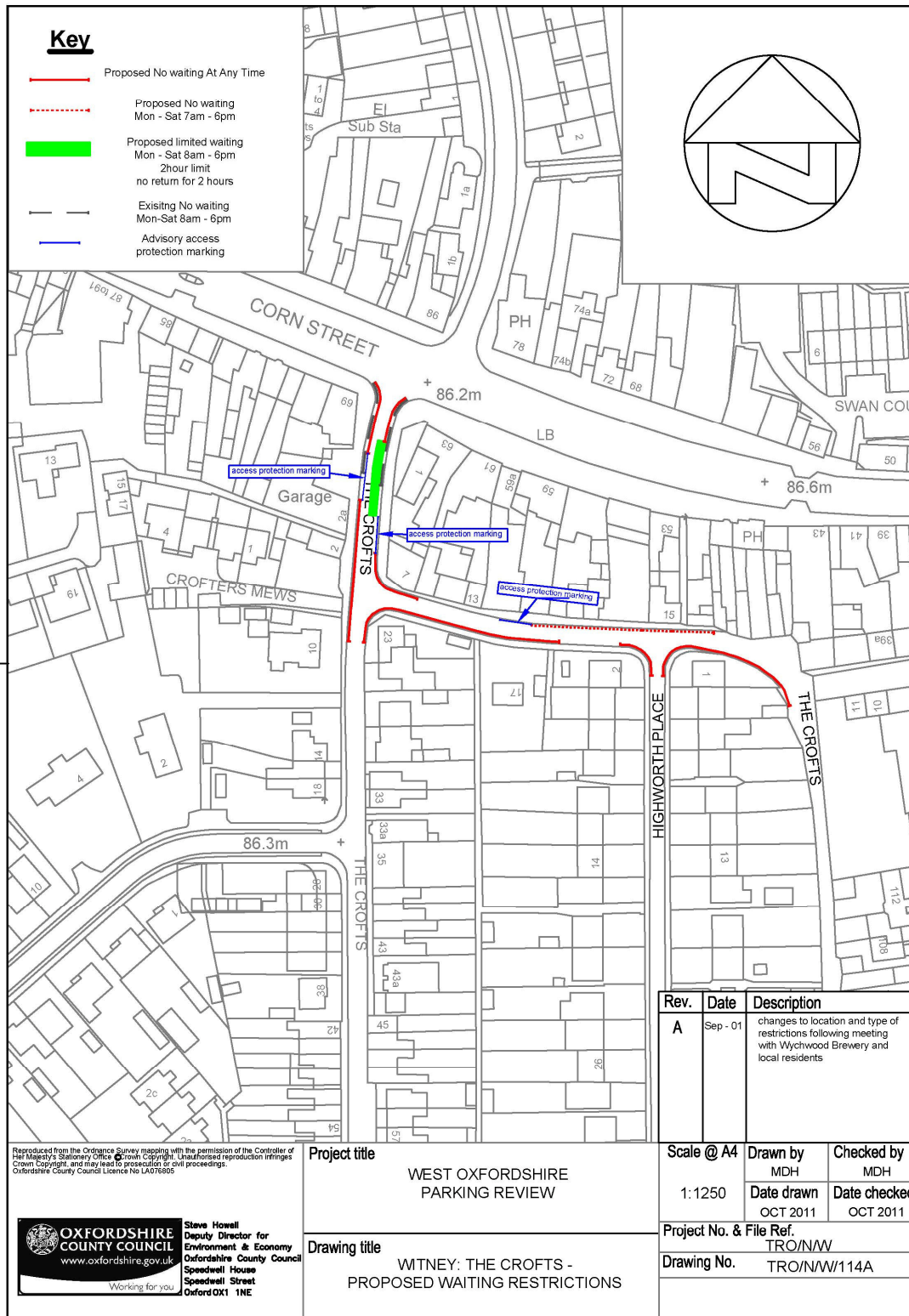












ANNEX 2**Summary of comments received during Consultation**

No.	Commentor's Address	Street concerned	Summary of objection or comment	Observations of the Director of Environment & Economy
1	13 residents of Church Street, 34 residents of Heath Lane, 1 resident of Lamb Lane, 18 residents of Manor Road, 7 residents of Park Street, 2 residents of Park end Cottages and 6 residents of The Green – All in Bladon.	Heath Lane, Bladon	<p>All these respondents have signed a duplicate letter stating their grounds of objection as: -</p> <ol style="list-style-type: none"> 1. The Lane at the lower end of Heath Lane is wide enough for rubbish trucks without hindrance. Why does the council feel a fire engine would not get through? 2. The proposal will remove most of the parking in the lane. This will mean that residents and visitors will park anywhere they can i.e. Church Street, The Green, Manor Road, in front of the post box and all over the banks outside Nos. 3-5 and 40-55 Heath Lane and also at the far end of Manor Road. 3. A small cut into the bank at the lower end of Heath Lane would leave the parking intact with no need for yellow lines, yet the council has deemed that too expensive. 4. When times are tough and budgets being cut everywhere we fail to understand why council needs to waste money on a perceived problem that doesn't actually exist. In the past parking was an issue in Heath Lane, but since most residents have cut into their gardens to provide off road parking there is no longer a problem. 5. In addition, previous yellow road markings outside 14 Heath Lane were recently painted on by the council to 	<p>These proposals follow a long-standing request from the Bladon Parish Council to introduce restrictions to safeguard the passage of emergency vehicles, buses and other through traffic along the narrow sections of the lane. In considering the need for restrictions, officers proposed to extend restrictions beyond the lengths initially requested by the Parish council, in anticipation that displaced parking could cause similar problems on nearby junctions and similarly narrow lengths off road. There are occasional incidents of blockage to the bus service, albeit this can be resolved by residents (or their visitors) moving the vehicles. However, this could cause problems for emergency vehicles attending an incident in a hurry. The proposals would not remove most of the parking in the Lane, as many spaces would still be available elsewhere, and it is only proposed to remove spaces where the remaining clear running width would be less than required for a fire engine to get through. The suggested removal of a grass embankment has not been costed, is beyond the remit of this waiting restriction project and although it may not be 'too expensive' would mainly provide a benefit just for local</p>

			<p>stop parking and were immediately removed as they were perceived to be unnecessary and ugly in a conservation area. What a waste of tax payer's money.</p> <p>6. Removing the parking on the corner of Heath Lane and Manor Road is another unjustifiable waste of money. The road is perfectly wide enough there and the corner open to view. By painting lines there you are forcing cars to park directly on the road outside the artist shop which is a blind corner but which will be perfectly legal - where is the logic?</p> <p>7. A number of cars drive at significant speeds up the lane when no cars are parked; the parked cars actually slow them down. What will the added cost be of putting in sleeping policemen to curb speed after the cost of putting in double yellow lines? We would rather the money was spent cutting into the bank to allow proper parking.</p> <p>8. This is a conservation area and we do not want ugly yellow lines down this historic country lane.</p>	<p>resident parking at a cost to the overall county-wide maintenance budget. The 'previous yellow road markings' were installed some 3 years ago by the Area Highways Office as advisory markings only without the benefit of a TRO. They were removed after complaints from nearby residents. This current proposal represents an opportunity to consider legally enforceable restrictions. There are some road humps further up the lane, which is not a through route, and so the vast majority of vehicles are being driven by local residents and it is hoped they would respect the need to keep speeds to a safe level. There are already double yellow lines on nearby sections of narrow lanes in the village, within the conservation area.</p>
2	6 Residents of Heath Lane, Bladon	Heath Lane, Bladon	Support the proposals.	Noted.
3	1 anonymous Resident of Bladon	Heath Lane, Bladon	Supports the proposals.	Noted.
4	A resident of Church Lane, Burford	Church Lane, Burford	Supports the proposal.	Noted.
5	A business owner of Church Lane, Burford	Church Lane, Burford	Objects to the proposal but requests double yellow lines on either side of entrance to Burgage Gardens as parked vehicles block the entrance	The proposals include double yellow lines on either side of entrance. The proposals will be monitored and the need for additional restrictions can

			<p>and as people park on the pavement as well and recently the fire engine couldn't get past. The single yellow line opposite & around the corner should be double yellow line as it is an extremely dangerous corner and they have seen cars nearly crashing and people having to dodge out of the way, as there is no footpath.</p> <p>The respondent is also concerned about the Coach parking area in Priory Lane and hopes the proposal is not to reduce the size of the area.</p>	be considered in due course.
6	A Resident of Guildenford, Burford	Guildenford, Burford	<p>Objects to the proposal as they are concerned that the proposal will make it difficult for residents to park where parking is already under pressure. Request for a residents parking scheme and also a sign to make the visitors and tourists aware that the off-street car park is free of charge.</p>	The District Council does not currently support the introduction of residents' parking schemes. There are discussions already taking place between the Parish and District Councils about improving the direction signing to the car park.
7	A Resident of Guildenford, Burford	Guildenford, Burford	Supports the proposal.	Noted.
8	A Resident of Guildenford, Burford	Guildenford, Burford	<p>Objects to the proposal as, since the restrictions in High Street came into force, the employees and owner of business there now park in Guildenford. Between May and September by midday the public car park is full and tourists' vehicles are going around and around to find parking. The parking on either side of the road at the south end of the road acts as a traffic calming measure. A residents' parking scheme is the fairer solution.</p>	The car parking in Burford is under pressure at peak times, but this does not negate the need to maintain access for through traffic, including in this location the fire engine and buses. The District Council does not currently support the introduction of residents' parking schemes.
9	A Resident of Guildenford, Burford	Guildenford, Burford	Supports the proposal but is concerned that the double	The proposals will be monitored and the need for

	Burford		yellow line on the North west corner of Guildenford does not currently extend far enough up the street at the side of the Vicarage, so that any large vehicles parked too close to that corner completely blocks a clear view of oncoming traffic emerging from Church Lane, and represents a serious hazard.	additional restrictions can be considered in due course.
10	A Resident of Priory Lane, Burford	Priory Lane, Burford	Objects to part of the proposal in sections of Priory Lane, but supports the proposed double yellow lines in front of the Priory. They are concerned that the proposal will increase the pressure on residents parking which is already a problem in the road especially for people with no off street parking. Requests a residents' only parking scheme in Sheep Street and Priory Lane.	The proposals away from the priory entrance are intended to help prevent further collisions with boundary walls near tight corners with limited visibility. The District Council does not currently support the introduction of residents' parking schemes.
11	A Resident of Bluebell Way, Carterton	Bluebell Way, Carterton	Supports the proposal.	Noted.
12	A resident of Bluebell Way, Carterton	Bluebell Way, Carterton	Supports the proposal but requests an additional restriction to be continued further down to cover another private driveway. They have problems getting out of their driveway due to parked cars. There is also visibility issue on the straight part of the road between the mini-roundabout and the bend. Cars are often parked within 10 metres of the mini roundabout and within 10 metres of the junction with Monahan Way.	The proposals will be monitored and the need for additional restrictions can be considered in due course. If the private access is obstructed, the police would be able to deal with this; or the resident can request an advisory access protection marking to act as a reminder to other motorists to keep the entrance clear.
13	3 residents of Dyers Hill, Charlbury	Dyers Hill, Charlbury	Support the proposal but request an informal residents parking scheme to avoid residents receiving a parking ticket. One resident requests the changes to be instituted for an experimental period of one year.	The District Council does not currently support the introduction of residents' parking schemes. There is no 'experimental' nature to the restrictions, as similar ones exist nearby, however the restrictions will be

				monitored and the need for any amendments can be considered in due course.
14	A resident of Dyers Hill, Charlbury	Pound Hill, Charlbury	Supports the proposal but requests extending the No Waiting at any Time further north past Nine Acres Lane, up to New Barn Garage. The reason being parking congestion and busy traffic at the garage which can result in traffic being backed up on Thames Street and Pound Hill as vehicles wait for others coming down Nine Acres Lane before being able to pass parked cars. The main pedestrian crossing point from Nine Acres Lane to Thames Street is the corner of Pound Hill.	Some of the parking currently taking place relates to a nearby building development. It is anticipated that, together with the proposed restrictions, once the development traffic has gone, conditions will improve. However, the proposals will be monitored and the need for additional restrictions can be considered in due course.
15	A Resident of Dyers Hill, Charlbury	Dyers Hill, Charlbury	Supports the proposal but requests that the existing double yellow lines across the entrance to Forest Court should end almost in line with the downhill side of the drive.	This will be monitored and the need for additional restrictions can be considered in due course.
16	A Resident of Market Street, Charlbury	Dyers Hill, Charlbury	Object to the proposal, and consider it inappropriate. Respondent agrees that some element of traffic management needed to tackle traffic issues but feels a restriction for heavy goods vehicles (HGV) traffic is needed rather than restricting where the residents park on the street as these roads are not designed for HGV vehicles.	HGV restrictions are beyond the remit of this waiting restriction project. However even if restrictions were promoted, there would have to be exemptions for large vehicles that have no alternative but to use this route to gain access for deliveries to properties in Charlbury.
17	A Resident of Thames Street, Charlbury	Thames Street, Charlbury	Objects to the proposal as they have to park on the street and no visitors have anywhere to park. .	Care has been taken in drawing up these proposals to only restrict parking where it is considered unsafe, or restricts through traffic.

18	A Resident of Thames Street, Charlbury	Thames Street, Charlbury	Supports the proposal but requests extending the No Waiting at Any Time restriction as parked vehicles block the view of the direction sign in Thames Street opposite the junction of Nine Acres Lane.	If vehicles continue to park here, consideration will be given to relocating the sign and the proposals will be monitored and the need for additional restrictions can be considered in due course
19	A Resident of Thames Street, Charlbury	Thames Street, Charlbury	Supports the proposal but as nobody ever parks on the North side of Thames Street near the Nine Acres Lane the respondent wishes the No Waiting at Any Time removed in that location.	The request for these restrictions came from the local county councillor, following complaints about vehicles that were already parking here, close to the Nine Acres Lane junction.
20	A Resident of Cotswold View, Charlbury	Thames Street, Charlbury	Supports the proposal but requests extending the restriction across the entrance to Cotswold View, as the restrictions will displace parking from Thames Street and Pound Hill to Cotswold View and block the access. The problem is already occurring due to deliveries to and workers at the nearby old dairy development off Pound Hill.	Some of the parking currently taking place relates to a nearby building development. It is anticipated that, together with the proposed restrictions, once the development traffic has gone, conditions will improve. However, the proposals will be monitored and the need for additional restrictions can be considered in due course.
21	Two Residents of Fritillary Mews, Ducklington	Fritillary Mews and Standlake Road, Ducklington	Object to the proposal on the grounds it is unfair and unjustified. They understand the restriction should be in place at the main entrance of the Wesley Barrell site. Stopping people parking in front of their house will not make any difference to the traffic going into the village, as the majority of car volume comes from Wesley Barrell factory and they start work before 7am and finish before 4pm. There are also inconsistencies in the restrictions as there is parking allowed on the bends at the Ducklington football Club field and the bend outside the Bell and Strickland Pubs. The restriction will not make difference. The proposals	This is a recent housing development, and parking is provided for residents off-street. The developer has provided funds to promote these restrictions. Parking is occurring at the bend just north-west of the Fritillary Mews entrance. No request has been received from either the Parish Council or local residents to consider waiting restrictions at the other locations mentioned.

			might increase the speed of the traffic on Standlake Road	
22	A Resident of Station Road, Kingham	Station Road, Kingham	Supports the proposal.	Noted.
23	A Resident of Langston Lane, Station Road, Kingham	Station Road, Kingham	Supports the proposal, but requests it be extended further north east along Station Road as after the fencing was erected on the verge opposite the Langston Priory Workshops entrance and the nursing home the rail commuters have taken to parking on the verge slightly further away from the station opposite Langston Lane. There are often 5 or 6 cars parked there.	Further restrictions are now being considered to prevent parking for some 120m north east of the Langston Lane junction.
24	A Resident of Cornfield Close, Witney	Burwell Drive and Curbridge Road, Witney	Support the proposal. Request for restriction in Cornfield Close. Problems because of parents (of Our Lady of Lourdes Catholic School) parked cars blocking the driveway. Also safety issue when trying to exit from the Cornfield Close onto the Mirfield Road and also when trying to get on to the Curbridge Road.	The proposals mainly aim to address the Burwell Drive and Curbridge Road junction which is used by buses, but they will be monitored and the need for additional restrictions can be considered in due course.
25	A Resident of Dark Lane, Witney	Dark Lane, Witney	Objects to the proposal and commented that they are unnecessary. Parking in Dark Lane works very well with the good sense and tolerance of the residents, many of whom live in properties provided with inadequate parking. Occasional blocking of drop down kerbs hardly justifies the expensive scheme proposed.	This is a long-standing request and aims to prevent overspill parking from the town centre causing obstructions to access for local residents into this close.
26	A Resident of Dark Lane, Witney	Dark Lane, Witney	Supports the proposal.	Noted.
27	A Resident of Downs Road, Witney; an administration manager of a	Downs Road, Witney	Object to the proposal on safety grounds as currently the cars from West Oxfordshire Motor Auctions park everywhere making the	Many of the current problems are due to enforcement difficulties experienced both by the District Council, and by the police, in the vicinity of the

	Business and a Business owner of Business in Downs Road		road and the pavement unsafe to use safely for pedestrians. Buses do not stop at 5pm. Respondent would like to see the current restrictions enforced rather than changing the restriction.	Motor Auctions. Recently, a shuttle bus service has been used with cars parking at a nearby football ground. Care has been taken to locate any unrestricted evening parking away from junctions and entrances. The District Council has indicated that the new restrictions will enable enforcement to be improved.
28	A Resident of High Street, Witney	High Street, Witney	Supports the proposal	Noted.
29	A Resident of Oxford Hill, Witney	Oxford Hill, Witney	Supports the proposal but requests the removal in front of No. 5 Oxford Hill since there are more cars than there will be space on the road to park them. Have some concerns about cars parked on the road being the sole 'traffic calming device'.	There will be more parking than currently allowed under these proposals to remove a stretch of single yellow line.
30	A Resident of Oxford Hill, Witney	Oxford Hill, Witney	Supports the proposal but requests the removal of the restriction in front of No.28 to help visitors parking.	There are private entrances in this vicinity, and so it is considered best to retain the existing single yellow line for the benefit of all those properties. Parking in the evenings and at weekends would remain unrestricted.
31	A Resident of Oxford Hill, Witney	Oxford Hill, Witney	Supports the proposal, but is concerned about the existing advisory cycle lane - it would be safer for all cyclists if they were directed along the existing footway/cycle path across the Langel meadows. This path extends through the Cogges Estate to Cogges Hill Road. This would be a far safer route for cyclists heading both in and out of Witney.	The cycle route is on the opposite side of the road to where parking restrictions are being relaxed, but through traffic may be 'squeezed' as a consequence. However, the proposals will be monitored and the need for additional restrictions can be considered in due course.
32	A Resident of Oxford Hill, Witney	Oxford Hill, Witney	Objects to the proposal and is worried that the vehicles will be able to park on the pavement outside numbers 10 – 24 Oxford Hill which will be difficult for the people using wheelchairs or child buggies.	It is accepted that through traffic may be 'squeezed' as a consequence of the proposals, however they will be monitored and the need for additional restrictions can be considered in due course.

			There have been accidents here in the past. Respondent also queried about adjusting the centre line as the road centre will be different and whether parking will still be allowed on the north side of the road, as vehicles are parked over the pavement here and also very close to respondents' driveway entrance making it difficult to egress.	The north side of the road is already subject to a single yellow line restriction.
33	A Resident of Highworth Place, Witney	Highworth Place, Witney	Supports the proposal but requests additional restriction on large vehicles parking as having trouble with access in Highworth Place. The majority of parked vehicles belong to people who live elsewhere and work in the town. They arrive after 8am and leave by 6pm. This narrow little road is not suitable for large vehicles and therefore if the high kerbs were removed and lines of a suitable width could be painted down one side, within which parked vehicles must be confined, more room could be given to residents' cars as they try to access their own properties.	This is a very narrow road (less than 5m), and does not leave sufficient width for any large vehicles to pass. Removing the footway kerbs would be to the detriment of pedestrians.
34	A Resident of The Crofts, Witney	The Crofts, Witney	Objects to the proposal as it is already difficult for Corn Street residents to park with the nearby Cafes & restaurants and the time limit restriction on the parking in Corn Street. The proposal will remove about 10 parking spaces which is unacceptable. Requests making residents exempt from time limit in Corn Street parking bays. Understands that some measure needed for vehicles getting into and out of brewery but does not need to be this	The proposals have been discussed both with the Wychwood brewery, and some local residents whose access is being obstructed. The District Council does not currently support the introduction of residents' parking schemes.

			drastic.	
35	A Resident of Corn Street, Witney (rear access in The Crofts)	The Crofts, Witney	Supports the restriction on the junctions and on the south side of the east/west arm, but objects to the short unrestricted length west of Highworth Place and to change the two current unrestricted places on the north/south arm of The Crofts-east side to a 2-hour limited waiting Monday- Saturday. The proposal does not achieve anything other than make it even more difficult for residents or employees in businesses in the area to use these spaces. Also at the weekends-Saturday and Sunday, many local people do not go off to Work. By removing two unrestricted places in this area, residents will have to move their vehicles every 2 hours which will be a nightmare.	The proposed 2 current spaces on the north/south arm of The Crofts-east side are currently double yellow lines; this means the proposal is a relaxation providing more parking.

No.	Statutory Consultee	Street concerned	Summary of objection or comment	Observations of the Director of Environment & Economy
A	Bladon Parish Council	Heath Lane, Bladon	<p>Is it all or nothing, or would there be room for adjustment to the proposals? Over many years, residents of the upper section of Heath Lane have appealed to the Parish Council to take action to prevent parked vehicles obstructing the lane. A large number of residents who live above the bottleneck are elderly and have been inconvenienced when buses and refuse collection vehicles have been unable to get up the lane, but the Parish Council has also been informed that on occasion emergency service vehicles have been delayed. As there is no other access to those houses, the residents fear the possibility of delays to an ambulance needing to reach a person suffering from heart attack etc. or to a fire engine, when people might be trapped in a burning house. The Parish Council has tried to encourage people not to block the narrow section but general appeals in the newsletter, personal requests to householders, warnings from the police community support officer and fixed penalty tickets had no lasting effect. Those who have not suffered inconvenience are unwilling to recognise the concerns of others.</p> <p>The Parish Council believe that the least resistance to parking restrictions would be provoked if the double yellow lines were confined to the area put forward in the Parish Council's original request. They understand that concerns about displaced parking were a major factor in the larger scheme proposed by the county council, but it remains their view that restrictions over a smaller area would displace fewer vehicles which could then more easily be accommodated elsewhere. The members of the Parish Council do not wish to see the project rejected out of hand as the result of opposition by the more voluble. Parish Councillors therefore</p>	<p>A further site meeting has been held with Parish Council representatives, and some of the residents who have objected, to seek a way forward, as the number of responses (89) indicates a much higher engagement with the local community than elsewhere.</p> <p><i>Further update to follow a parish council meeting on 26th January.</i></p>

			wholeheartedly support the proposals for double yellow lines in the section between nos. 7/9 and 31 on both sides of the road, but do not support restrictions in the other sections, and appeal for their reconsideration.	
B	Burford Parish Council	Burford	Supports the proposal.	Noted.
C	Oxfordshire County Council Fire and Rescue Services	Burford	Supports the proposal.	Noted.
D	Charlbury Town Council	Dyers Hill, Thames Street, and Nine Acres Lane, Charlbury	Wish to support the restrictions as proposed and wish to say thank you for the efforts officers have personally made in reaching this point and for responding to the needs of the adjacent residents; this is very much appreciated.	Noted.
E	Chipping Norton Town Council	Chipping Norton	No additional comments to make.	Noted.
F	Ducklington Parish Council	Fritillary Mews, Ducklington	The Parish council is in total agreement with the proposals and would like the restrictions installed as soon as possible in the hope that it will improve highways safety in the area	Noted.
G	Kingham Parish	Station Road, Kingham	The Parish council see no need for this parking restriction. It feels the arguments in favour of this area are insubstantial and hope this will not be agreed by OCC Cabinet Member.	The Churchill and Sarsden Parish Council has now been consulted about the proposals and supports them, subject to an extension north east of Langston Lane.
H	Road Haulage Association Ltd.		No objections.	Noted.

ANNEX 3**Proposed amendments to proposals**Heath Lane, Bladon

In agreeing to the request from the parish council to proceed with double yellow lines, but less than the length in the advertised proposals, it would be necessary to readvertise the Traffic Regulation Order with detailed measurements for any new lengths of restrictions. The parish council has specifically requested that the restrictions should start from:

- a) the boundary of property nos. 8 & 10 and extend south eastwards to no. 26 (opposite no 31); and from
- b) the boundary of no.9 where it meets the access to nos. 5 & 7, and extend south eastwards to no. 29/31.

Station Road near Kingham (but within the Churchill & Sarsden Parish)

If an extension to the proposals is agreed, it would be necessary to readvertise the Traffic Regulation Order with detailed measurements for any new lengths of restrictions. The parish council has agreed that it would support an extension of the proposed double yellow lines north eastwards for approx. 120m past Langston Lane.

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Division(s): N/A

CABINET MEMBER FOR TRANSPORT– 16 FEBRUARY 2012

FUNDING FOR OXFORDSHIRE RURAL COMMUNITY COUNCIL TRANSPORT TEAM

Report by Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. This report invites the Cabinet Member for Transport to consider future funding for the employment of externally-based post/s, based at Oxfordshire Rural Community Council (ORCC), with a remit to advise, assist and encourage the provision of transport in various ways by the community and voluntary sector. Current County Council funding arrangements which support these posts comes to an end on 31 March 2012.
2. The availability of such advice and assistance has historically been seen as a precondition for encouraging the continuation and growth of a healthy community transport sector in Oxfordshire. The community transport sector plays a large part in the delivery of transport for people who are unable to access conventional public transport services. They are designed to enable wider participation in social, recreational and community activities. Particular beneficiaries of such schemes are the elderly and young people who have no access to alternative means of transport. The existence of these posts has enabled Oxfordshire County Council to secure cost-effective transport provision in circumstances where a conventional bus service is inappropriate.
3. This funding review needs to be taken in the context of partnership working with the district councils, some of which will continue to provide funding in support of the ORCC transport team (and which is reported elsewhere), and also on the work being undertaken in the County Council to develop and consult upon a funding framework for spending the community transport government grant.
4. Accordingly, this report seeks approval only for interim arrangements to be put in place that effectively would see the continuation of one post at ORCC for one further year, focussed on supporting parish councils and community transport providers with advice and support. The objectives of the post-holder can be clearly linked to the funding framework. The outputs of the post-holder are detailed at Annex 1.
5. The work of the post-holder at ORCC links closely with proposals coming forward in the funding framework which will be considered by Cabinet later this year. Engagement with communities to develop and extend voluntary schemes is likely to be an important element of the framework. Officers will

ensure a consistent and co-ordinated approach between ORCC and this Council, through the service level agreement, to deliver the agreed objectives.

Background

6. In November 2007 and March 2008 the Cabinet Member for Transport agreed, inter alia, to pay £86,290 per annum towards the establishment of three full-time equivalent posts at ORCC, with the balance of the necessary funding coming from all five district councils.
7. This position was maintained until April 2011, when it was agreed that County Council funding for the ORCC posts would be reduced to £26,290 as part of the general need to find savings in County Council budgets. In the event, continuation of County Council funding at the previous annualised equivalent level was maintained until 1 October 2011 by using £30,000 of the money received from the Department for Transport in the form of a Supporting Community Transport Fund grant of £279,000.
8. Nevertheless, as a result of this reduction in County Council funding, and similar reductions in support from some of the district councils, one of the three ORCC transport posts was made redundant as from 1 October 2011, and another post-holder is retiring on 31 March 2012 without current plans for the post to be replaced. This therefore leaves only one of the three previous posts.

District Councils' Agreed Positions

9. Cherwell District Council: The funding for the transport team at ORCC is now wrapped up inside a wider service level agreement (SLA) with ORCC. Within that funding an apportionment of approximately £5,000 is intended to support the Community Transport Advisor post, but this is not ring-fenced, and ORCC can allocate the funding in alternate ways if it chooses. Cherwell expect that their SLA payment in 2012/13 will be unchanged from 2011/12.
10. South Oxfordshire District Council: South Oxfordshire's funding for ORCC is paid through that Authority's grants process as an annual amount, which covers several areas of work (including those of the Community Transport Advisor and the Partnership Officer). The amount proposed for the transport team in 2012/13 is approximately £8,000, but this is not ring-fenced by South Oxfordshire District Council (SODC) and ORCC is free to redistribute this in other areas. The year 2012/13 will be the last of the current SLA between SODC and ORCC.
11. Vale of White Horse District Council: A partnership grant of £4,000 was given in 2010-11 and reduced to £2,000 in 2011-12. It is expected that this residual funding will be withdrawn from April 2012.
12. West Oxfordshire District Council: This Council is looking to agree an overall funding position with ORCC across a range of service interests (transport, village shops, community development, housing etc.). The final decision on the amount of funding to be awarded will not be taken until

February 2012. However, the sum of £5,615 has been included for transport support within the draft agreement that is still being discussed.

13. Oxford City Council had been contributing £5,000 per annum since 2008/09 to support the Disability Transport Advisor/Trainer post, but this funding has now been withdrawn and Oxford City Council is not expected to provide any funding for the ORCC transport team in future.

Summary of Financial Contributions Required and Committed

14. The committed or recommended funding from each source is as follows:

Oxfordshire County Council	£26,290
Oxford City Council	£NIL
Cherwell District Council	£ 5,000
South Oxfordshire District Council	£ 8,000
Vale of White Horse District Council	£NIL
West Oxfordshire District Council	<u>£ 5,615</u>
Total funding	£44,905

15. In order to fully fund the Community Transport Advisor post, a total of £51,000 is suggested by ORCC. However, they have indicated that they would be able to plug this funding gap for one year only using other resources which happen to be at their disposal.
16. The costs of the post also include the cost of providing free public liability insurance for community transport schemes, and for publishing the Oxfordshire Community Transport Directory and other handbooks and resources for the community transport sector. The Cabinet Member may wish to consider whether such project costs could be covered separately by the Council by accessing other Council funds dedicated to supporting schemes.
17. ORCC have confirmed that the levels of funding outlined above, if confirmed, will enable them to maintain the post and carry out the outputs and activities identified at Annex 1, at a level which reflects the resources available.

Consultations

18. For this review a joint consultation has been carried out in conjunction with all of the city and district councils, encompassing all parish councils in Oxfordshire, and all providers of community transport schemes (as contained in the 2010 published edition of the Oxfordshire Rural Community Council's "Directory of Community Transport in Oxfordshire". Copies of all consultation responses have been deposited in the Members' Resource Centre.
19. Replies were received from 20 parish councils and seven community transport providers. Of the parish councils which replied, 17 were supportive of the proposals. Swerford Parish Council felt that all funding for the ORCC transport function should be ended; Bodicote Parish Council adopted an essentially neutral position and Tadmarton Parish Council felt that they were not qualified to deliver a meaningful verdict.

20. Wroxton Parish Council, whilst supportive of the proposal, felt that the Community Transport Advisor post should be brought in-house and established within the County Council. Chalgrove and Blewbury parish councils felt that the Council should also be supporting the continuation of the Disability Transport Advisor/Trainer role.
21. All seven community transport schemes supported the proposals, but also offered warm praise for all of the ORCC transport team and its value to the community transport sector. Henley Handibus and Villager Bus particularly praised the Disability Transport Advisor/Trainer post-holder and additionally supported the retention of funding for this role.

Delivering MiDAS and PATS training to the volunteer sector

22. The former Disability Transport Advisor/Trainer's main function was the provision of free training to community transport volunteers of the nationally-recognised MiDAS (Minibus Driver Awareness Scheme) and PATS (Passenger Assistants Training Scheme) qualifications. This was enabled by the provision of a delegated fund of up to £8,500 per annum to cover the costs of materials, certification fees etc.
23. Since the post was declared redundant at ORCC, the previous post-holder has continued to undertake such training but now has to charge a commercial fee for doing so as this represents his livelihood. There are understood to be a small number of alternate qualified MiDAS and PATS trainers available in Oxfordshire, but these operate on a similar commercial basis.
24. The loss of this free training provision has been lamented by the volunteer transport sector in Oxfordshire, but in withdrawing support from ORCC for this role, it was the intention that it should be replaced by delivering such training through the utilisation of spare staff capacity at the Integrated Transport Unit. Unfortunately it was not possible to have this in place from October 2011, but is expected to be available from April 2012.
25. It is therefore proposed that this delegated fund be transferred to the Integrated Transport Unit from April 2012 so that the free provision of MiDAS and PATS training to the volunteer sector can be resumed.

Financial and Staff Implications

26. The financial cost to the County Council of supporting the external transport posts at ORCC currently amounts to £26,290 (excluding the interim additional sum of £30,000 drawn this year from the Department for Transport's "Supporting Community Transport Fund grant), plus the value of the previous £8,500 delegated training budget for the Disability Transport Advisor/Trainer
27. These sums are allowed for in the Bus Services Team's Community Transport budget for 2012/13.

Recommendations

28. **The Cabinet Member for Transport is RECOMMENDED:**

- (a) **to pay Oxfordshire Rural Community Council £26,290.00 for 2012/13, to provide for the outputs listed in Annex 1 to this report;**
- (b) **that the Deputy Director for Environment & Economy (Highways & Transport) draw up a service level agreement with Oxfordshire Rural Community Council covering the job summary, key responsibilities, work programme and output targets expected for the Community Transport Advisor;**
- (c) **to ask officers to continue to liaise regularly with the Community Transport Advisor, through joint liaison and one-to-one meetings, and to monitor the outputs of the post in line with the service level agreement.**

STEVE HOWELL

Deputy Director of Environment & Economy (Highways & Transport)

Background papers: Nil

Contact Officer: Neil Timberlake. Tel: Oxford 815585

January 2012

ORCC Transport Role

To promote and support improved transport and other means of accessing services* for people in rural, and other marginalised/isolated, communities (including communities of interest such as people with mobility impairments and learning difficulties).

This would be done by:

- Facilitating and supporting local transport initiatives.
- Raising transport needs and issues with policy makers and transport providers locally.

Specific aims

Keep under review the transport needs and issues in communities throughout Oxfordshire and draw these to the attention of policy makers, and transport providers.

Increase awareness among local communities of the self-help, community transport and other transport options available.

Identify communities with unmet transport needs and work with them to ensure that transport is arranged to meet their needs.

Provide on-going assistance and support for community transport schemes individually and collectively.

Outcomes

- People in rural, and other marginalised/isolated, communities benefit from improved or extended provision achieved through joint working by service providers and/or improved use of existing resources.
- Service providers and members of communities are more aware of opportunities available and examples of good practice.
- Community transport schemes themselves are helped to continue and be stronger and more effective.
- More people in communities have access to external services.

In the light of positive feedback, broad strands emerging from historical experience seem worth continuing:

1. Community development and needs analysis along with support for new and existing community-level transport schemes and initiatives particularly including “greener travel” initiatives.

2. Keeping under review the transport needs and issues in rural or marginalized /isolated communities and communities of interest, and drawing these to the attention of policy makers and transport providers nationally and locally.

Within this broad framework we would see the following pattern of activity.

Activities

Provide an on-going information, advice and support service for community transport schemes including information, advice and training on:

- Opportunities to benefit from new and existing funding or other support initiatives e.g. the Octabadge scheme.
- New legislation or other policy developments affecting CT operations.
- Effective community transport operational practice.
- Recruitment and support of volunteers.

Promote the concept and possibility of community transport provision particularly in villages where an existing transport service is threatened or withdrawn.

Provide advice and community project development support to rural communities wishing to establish a new community transport service in response to an identified need.

Produce a Community Transport Directory providing information about CT and appropriate other services available within the county including vehicles available to other groups ('Brokerage').

Investigate and document local needs including facilitation and analysis of local transport needs surveys.

Effective liaison and partnership working with local authorities, transport operators and other interests, as appropriate.

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