



Delegated Decisions by Cabinet Member for Environment (including Transport)

Thursday, 25 April 2019 at 10.00 am

Committee Rooms 1 & 2, County Hall, New Road, Oxford

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 3 May 2019 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

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

Yvonne Rees
Chief Executive

April 2019

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

Note: Date of next meeting: 23 May 2019

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. Oxford Controlled Parking Zones - Outcome of Informal Consultation Responses (Pages 1 - 52)

Forward Plan Ref: 2018/193

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Operations (**CMDE4**).

In June 2018, the Cabinet Member for the Environment approved a programme of Controlled Parking Zones in Oxford, including informal consultation on all Priority 1 and 2 schemes. This report presents the results of this informal consultation along with outcomes of on-street car parking surveys also undertaken across all Priority 1 and 2 CPZ areas.

The Cabinet Member for the Environment is RECOMMENDED to approve carrying out further scheme development and formal consultation on nine potential Controlled Parking Zones (CPZ) in Oxford.

The Cabinet Member for the Environment is also RECOMMENDED to approve the updated programme for remaining CPZ proposals in Oxford.

Note the Cabinet Member for Environment is not being asked to make any decisions regarding the implementation of new CPZs, rather this would be subject to a separate decision and following the outcomes of formal consultation.

5. Wallingford, Charter Way - Proposed Waiting Restrictions (Pages 53 - 58)

Forward Plan Ref: 2019/026

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Operations (**CMDE5**).

The report presents responses received to a statutory consultation to introduce additional waiting restrictions at Charter Way, Wallingford.

The Cabinet Member for the Environment is RECOMMENDED to approve proposed additional waiting restrictions on Charter Way, Wallingford.

6. A415 Between Abingdon and Culham - Proposed 40mph Speed Limit (Pages 59 - 64)

Forward Plan Ref: 2019/029

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Operations (**CMDE6**).

The report presents responses received to a statutory consultation to introduce a 40mph speed limit on the A415 between Abingdon and Culham (in place of the current national speed limit) as a result of safety concerns on the part of Culham Parish Council and put forward at their request.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed reduction in speed limit to 40mph speed limit (from the current national speed limit) on the A415 between Abingdon and Culham, and on The Burycroft between its junction with the A415 and the existing 30mph speed limit at Culham village as advertised.

7. A4155 Between Lower and Upper Shiplake - Proposed 40mph Speed Limit (Pages 65 - 70)

Forward Plan Ref: 2019/031

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Operations (**CMDE7**).

The report presents responses received to a statutory consultation to introduce a 40mph speed limit on the A4155 between Lower and Upper Shiplake (in place of the current 30mph speed limit) as a result of safety concerns on the part of Shiplake Parish Council that the current 30mph speed limit – which runs through largely open countryside – is poorly respected and results in undesirable behaviours (for example following the vehicle ahead too closely and overtaking) and reduces respect for the 30mph speed limit on the A4155 in the more built up

parts of Lower and Upper Shiplake.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed increase in speed limit to 40mph speed limit (from the current 30mph speed limit) on the A4155 between Lower and Upper Shiplake as advertised.

8. Statement on Low Emission Vehicles in Oxfordshire County Council Owned or leased Fleet - For Addition to Internal Strategy 2015 - 2020 (Pages 71 - 76)

Forward Plan Ref: 2019/020

Contact: Sarah Gilbert, Energy Strategy Manager Tel: 07867 467797

Report by Strategic Director for Communities (**CMDE8**).

This policy statement builds on the commitment in Connecting Oxfordshire to transition our fleet to low emission alternatives. It commits to phasing out petrol and diesel in our fleet, ensuring where feasible all new vehicle acquisitions are zero tailpipe emission by default.

The addition of this Annex to the Council's existing energy strategy creates a statement of intent to shape our procurements and disposal planning, inform bids and engage the market.

The Cabinet Member for Environment is RECOMMENDED to agree Annex 1 to the report CMDE8 to become an Annex of the 2015-2020 Internal Energy Strategy, and to be used to inform procurement processes.

Division(s): Oxford City

CABINET MEMBER FOR ENVIRONMENT – 25 APRIL 2019

OXFORD, CONTROLLED PARKING ZONES – OUTCOME OF INFORMAL CONSULTATION

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve carrying out further scheme development and formal consultation on nine potential Controlled Parking Zones (CPZ) in Oxford.
2. The Cabinet Member for the Environment is also **RECOMMENDED** to approve the updated programme for remaining CPZ proposals in Oxford.
3. Note the Cabinet Member for Environment is not being asked to make any decisions regarding the implementation of new CPZs, rather this would be subject to a separate decision and following the outcomes of formal consultation.

Executive summary

4. Following approval by the Cabinet Member of Environment in June 2018, to carry out informal consultation on several CPZ schemes in Oxford, this report presents the results of this informal consultation along with outcomes of on-street car parking surveys also undertaken across all Priority 1 and 2 CPZ areas (see Map at Annex 1, note some minor adjustments have been made to the map since informal consultation stage).
5. On the basis of the evidence observed and along with other factors including known future parking pressures (e.g. planning permissions, proximity to another planned CPZ, proximity to employment sites) it is recommended that the following actions are taken:
 - a) **To carry out formal consultation** and further scheme development on:
 - Cowley Centre East
 - Cowley Centre West
 - Cowley Marsh
 - Headington Quarry
 - Hollow Way North
 - Lamarsh Road
 - New Marston
 - Sandhills

- Waterways
 - b) **To progress to formal consultation at a later date** (so carry out no further work at this stage), possibly following the implementation of the above CPZ schemes, and after carrying out further informal consultation as required, and subject to funding being available:
 - Hollow Way South
 - Florence Park
 - Temple Cowley
 - c) **To keep under review** (and so carry out no further work at this stage), but this could change should more funding become available:
 - Barton
 - Blackbird Leys
 - Donnington
 - Greater Leys
 - Iffley
 - Littlemore North
 - Littlemore South
 - Lower Wolvercote
 - Old Marston
 - Risinghurst
 - Rose Hill
 - South Oxford
 - Upper Wolvercote
6. The implementation of all CPZs is subject to approval of a Traffic Regulation Order by the council following formal consultation. The Cabinet Member for Environment is not being asked to make a decision to implement any of the above CPZs at this stage, but to approve further scheme development and the formal consultation on the nine recommended CPZs.

Introduction

7. Controlled Parking Zones (CPZs) are being proposed across Oxford and this paper confirms the outcomes of recent informal consultation and on-street car parking surveys, both of which have informed further prioritisation of proposed schemes, including a recommendation to carry out formal consultation and further work on nine CPZs.

Background

8. In June 2018, the Cabinet Member for the Environment approved a programme of Controlled Parking Zones in Oxford, including informal consultation on all Priority 1 and 2 schemes shown in the Map at Annex 1.
9. The following criteria was used to prioritise the approved programme:
- Current parking pressures;

- Known future parking pressures (e.g. planning permissions, proximity to another planned CPZ, proximity to employment sites); and
- Deliverability (availability of funding, likely local support, likely cost and complexity of implementation)

10. Much of Oxford is already covered by CPZs, as shown on the map at Annex 1, with the implementation of further CPZs in Oxford required to support several local transport and planning objectives:

- **Transport management** – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes;
- **Development management** – to support city and county council policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets; and
- **Protecting residential streets** – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

Informal Consultation

11. Informal consultation was undertaken between 19 November to 31 December 2018. Over 16,000 letters were sent directly to residents and 2,770 completed questionnaires were received during this period, comprising:

- 1,550 via the online portal (56%)
- 1,215 in paper format (44%)

12. The response rate of those returning a completed questionnaire was approximately 17% (note, a rate of 15%-20% is typical for this type of survey).

13. Additional responses were received in alternative formats including letters and emails these have also been considered, albeit not reported in the above analysis.

14. A petition objecting to a CPZ in Cowley Marsh was also received and signed by 19 residents. This has also been taken into account by officers.

11. The level of support/objection recorded for each proposed CPZ scheme is summarised in Table 1. A more detailed breakdown of results for each proposed CPZ, including response rate and responses to other questions included in the questionnaire, is provided at Annex 2.

Table 1: Level of Support/Objection

CPZ Name/area	Support (%)	Object (%)	Total
Headington Quarry	90 (72%)	35 (28%)	125
Cowley Centre West	52 (59%)	36 (41%)	88
Cowley Marsh	81 (50%)	81 (50%)	162
Waterways	61 (56%)	48 (44%)	109
Hollow Way North	83 (53%)	74 (47%)	157
Lamarsh Road	12 (55%)	10 (45%)	22
Cowley Centre East	71 (51%)	67 (49%)	138
New Marston	127 (49%)	130 (51%)	257
Temple Cowley	97 (47%)	108 (53%)	205
Donnington	67 (47%)	77 (53%)	144
Barton East & West	106 (44%)	136 (56%)	242
Sandhills	55 (44%)	70 (56%)	125
Hollow Way South	49 (36%)	88 (64%)	137
Risinghurst	87 (29%)	208 (71%)	295
Florence Park	83 (30%)	197 (70%)	280
Littlemore North	76 (29%)	189 (71%)	265

12. Table 2 summarises the main issues raised by members of the public who responded to the informal consultation.

Table 2: Concerns raised by those residents who object to a CPZ

Generic concern	Specific issue
Need for, effectiveness and wider impact of CPZ	Queries whether CPZ needed
	Concerns over lack of enforcement
	Concerns over displacement of parking problems to non-highway roads
	Concerns over permit eligibility for residents of roads which are not highway
	Concerns that scheme will not address problems of parking on grassed areas
Cost of permits	Concerns over cost of vehicle permits
Provision for visitors / informal carers	Concerns that restrictions will impact visitors including carers
Provision of double yellow lines in the area	More double yellows needed or feels existing restrictions need to be better enforced

On-Street Car Parking Surveys

13. On-street car parking 'beat' surveys were undertaken in November 2018 and February & March 2019. The surveys assessed the change in parking demand between the evening (01:00-05:00) and daytime (09:30-14:00) to understand whether pressure for parking, particularly by commuters, is observed.
14. Results of the parking surveys are summarised in Table 3. More detailed results are provided at Annex 3.

Table 3: Change in on-street car parking demand

CPZ Name/area	Night time demand – number of vehicles parked (01:00-05:00)	Day time demand – number of vehicles parked (09:30-14:00)	Change between evening and daytime parking demand (% change)
Headington Quarry	195	221	+26 (+13%)
Cowley Centre West	219	238	+19 (+9%)
Cowley Marsh	491	454	-37 (-8%)
Waterways	159	191	+32 (+20%)
Hollow Way North	253	264	+11 (+4%)
Lamarsh Road	12	12	+/-0 (+/-0%)
Cowley Centre East	454	412	-42 (-9%)
New Marston	370	421	+51 (+14%)
Temple Cowley	477	413	-64 (-13%)
Donnington	427	341	-86 (-20%)
Barton East & West	696	568	-128 (-18%)
Sandhills	67	50	-17 (-25%)
Hollow Way South	382	301	-81 (-21%)
Risinghurst	370	310	-60 (-16%)
Florence Park	538	540	+2 (+0.4%)
Littlemore North	603	392	-211 (-35%)

Officer Recommendation

15. Table 4 sets out the officer recommendation including reason for this.

Table 4: Reason for recommendation

CPZ Name/area	Recommendation	Reason for recommendation
Headington Quarry	Carry out further scheme development and formal consultation	<ul style="list-style-type: none"> More positively supported In most cases demand for on-street car parking increases during the daytime (suggesting streets are used by commuters) To reduce overspill parking given location is next to an existing or proposed CPZ Located in or adjacent to an area where low car/car-free development has already been granted planning permission (and in the case of New Marston the Swan School) Sandhills – this has been included because of pressure for displaced long-stay parking from Thornhill Park & Ride, which was not captured in the parking survey due to time of year undertaken
Cowley Centre West		
Cowley Marsh		
Waterways		
Hollow Way North		
Lamarsh Road		
Cowley Centre East		
New Marston		
Sandhills		
Hollow Way South	Proceed to formal consultation at a later date (so no further work to be carried out at this stage)	<ul style="list-style-type: none"> Low or poor support for CPZ However, displaced car parking could be a problem in the future linked to being located adjacent to a proposed CPZ
Florence Park		
Temple Cowley		
Donnington	Keep under review* (so no further work to be carried out at this stage)	<ul style="list-style-type: none"> Low or poor support for CPZ In all cases demand for on-street car parking reduces during the daytime (suggesting streets are not used by commuters or is not an issue currently)
Barton East & West		
Risinghurst		
Littlemore North		

*includes CPZ proposals that weren't included in the informal consultation: Blackbird Leys, Greater Leys, Iffley, Lower Wolvercote, Old Marston, Rose Hill, South Oxford & Upper Wolvercote

Scheme Development

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

17. Members have also requested that some road space be reallocated for cycle parking and so this will also be considered and discussed with the local

member and stakeholders during scheme development on a case by case basis.

How the Project supports LTP4 Objectives

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

Indicative Programme for Consultation and Implementation

19. Formal consultation on the nine CPZs, if approved, would be phased over a period of time, and so would the period of time assumed for set-up and implementation. Below provides some indicative dates which will need to be refined once further scheme design has been carried out and formal consultation undertaken. Firmer dates will be reported at future Cabinet Member Decision meetings.

- **Scheme design and formal consultation** – May 2019 to March 2020
- **Account set-up and scheme implementation** – Winter 2019 to summer 2021

Financial and Staff Implications (including Revenue)

20. The total cost to implement all nine CPZs is currently estimated to be £433,700. This includes revenue costs associated with scheme development and set-up/implementation as below:
- Scheme development = £22,500
 - Initial account set up/permit allocations = £75,000
 - Scheme implementation i.e. signs and lines = £336,200
21. Ongoing revenue implications including administration and enforcement of CPZs, once implemented, are recovered through parking permit charges.
22. As each scheme is further developed implementation costs will be refined and reported to the Cabinet Member for Environment along with results of the formal consultation.
23. The amount of funding currently held or secured to implement the new CPZs is £412,192. This is either from held or secured planning (S106) or highways (S278) agreements linked to developments. It also includes £200,000 provisionally earmarked by the City Council from their Community Infrastructure Levy (CIL). A further £92,000 has been requested from a development at Templars Square which received planning permission in 2017 but we are still waiting for the Section 106 to be completed.

24. Further funding is expected from developments across the city over the next few years, through S106/S278 agreements and/or CIL, to help fund CPZs not recommended to be progressed at this stage.

OWEN JENKINS

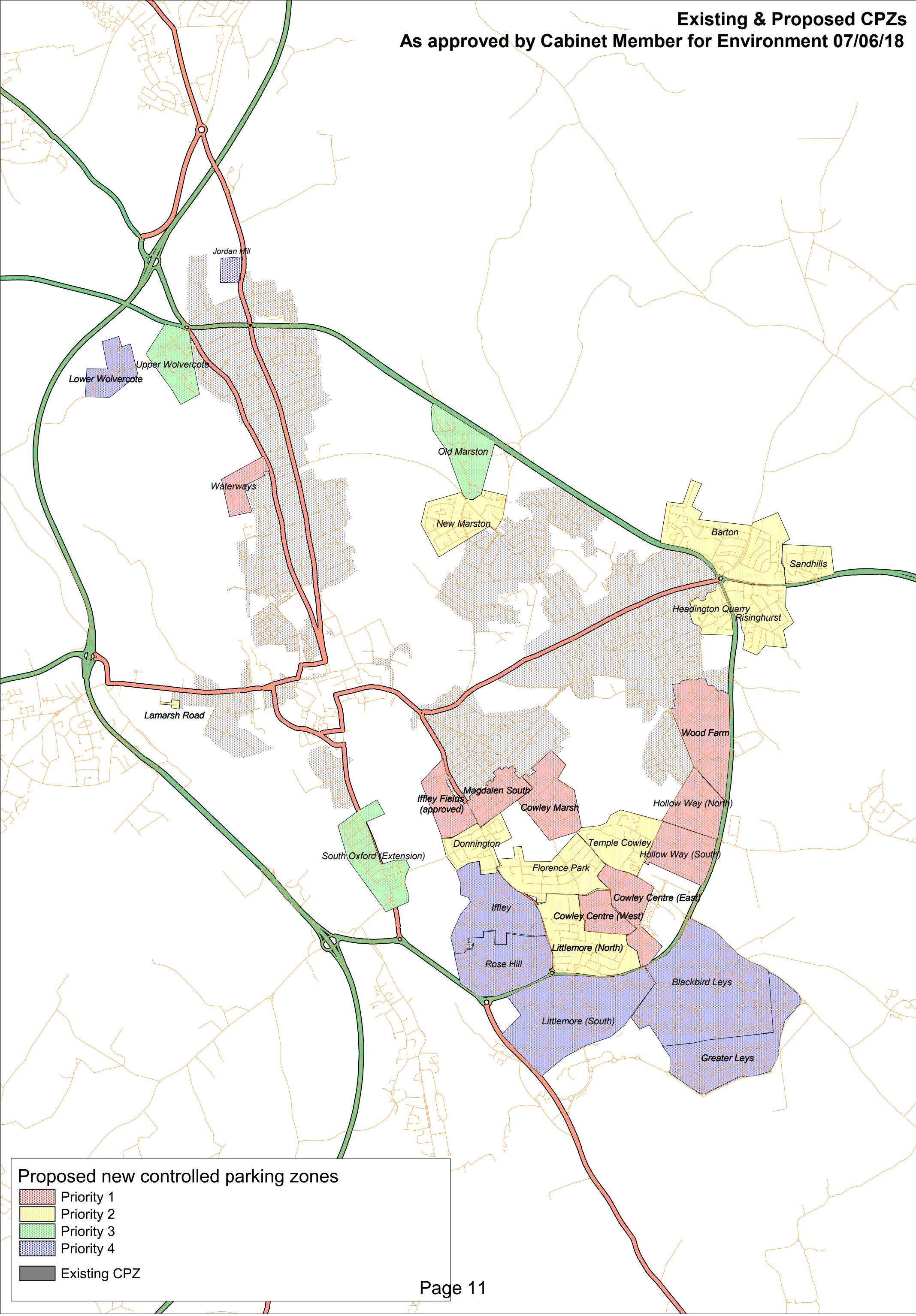
Director for Community Operations

Background papers: Map of existing and proposed CPZ areas
 Further breakdown of informal consultation results
 Further breakdown of on-street car parking surveys

Contact Officers: Hugh Potter 07766 998704
 Stewart Wilson 07801 740354
 Anthony Kirkwood 07392 318871

April 2019

This page is intentionally left blank



This page is intentionally left blank



OXFORD CPZ PROGRAMME: INFORMAL CONSULTATION DATA SUMMARY



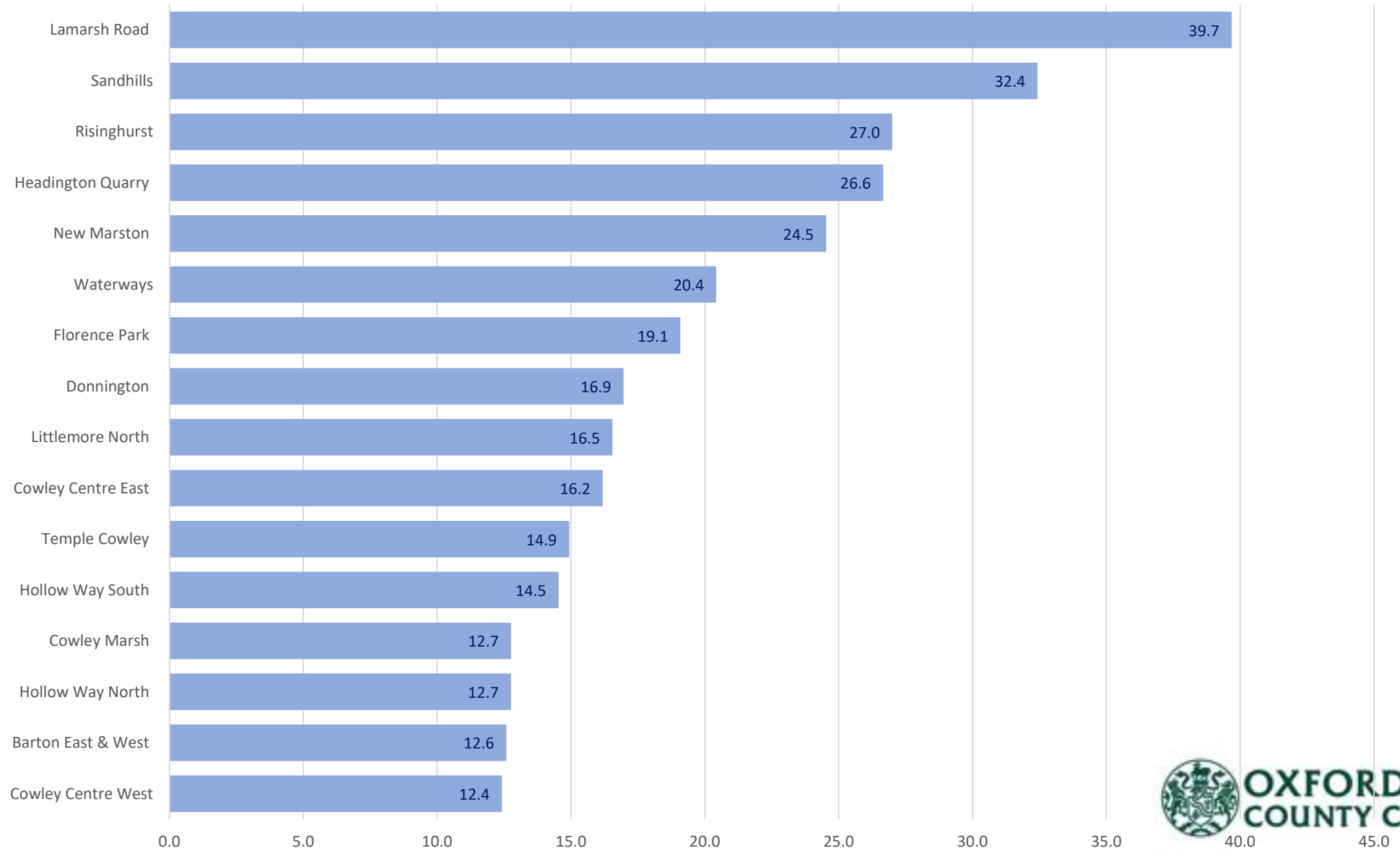
Consultation Summary

- Consultation carried out between 19th November & 31st December.
- Over 16,000 letters sent directly to residents.
- 2,770 questionnaires* received:
 - 1,550 of which came via the online portal (56%),
 - 1,215 came in paper format (44%).

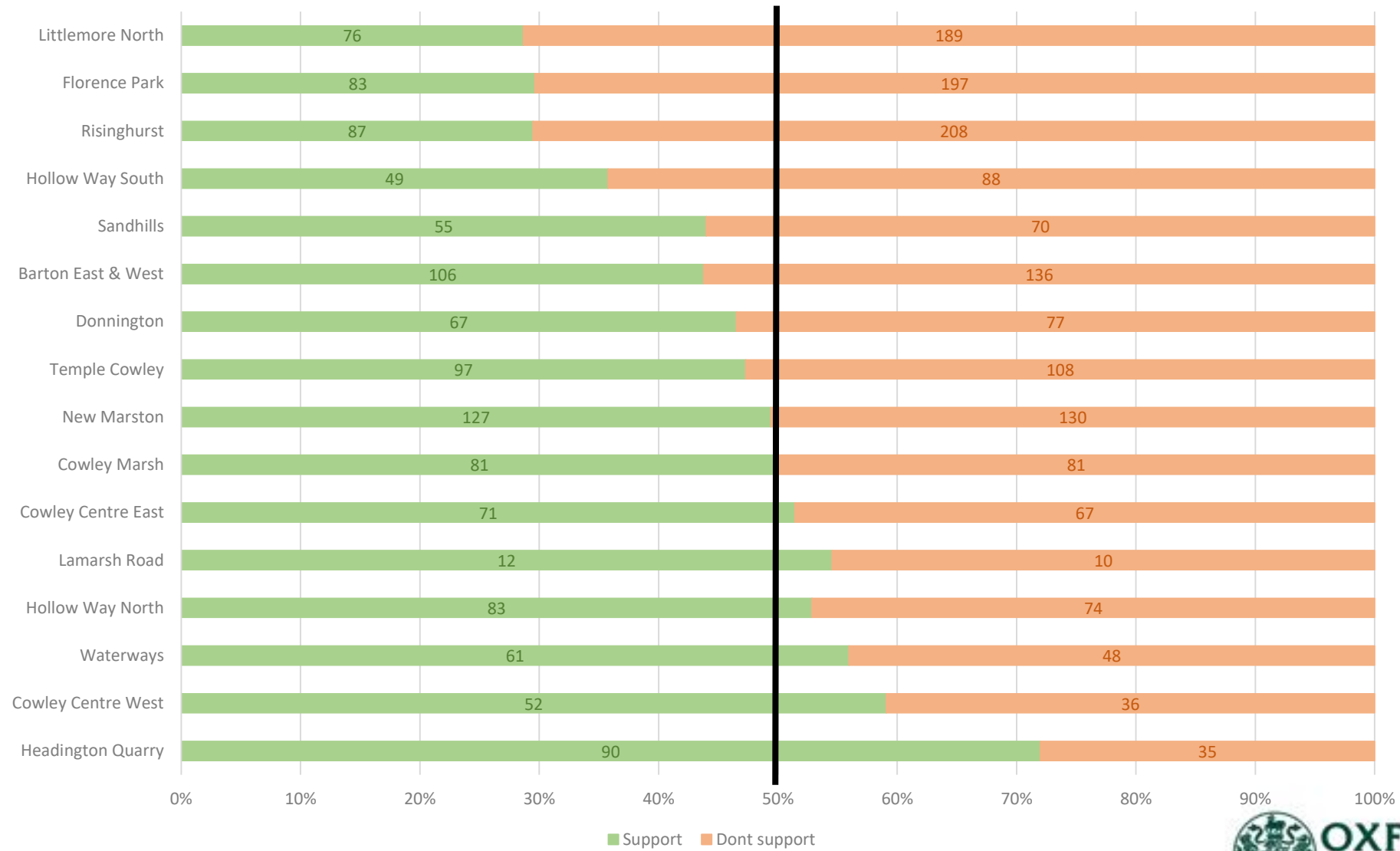
** other responses were received in letter/email format but not in a useable format for this analysis.*

- Giving an overall response rate of approximately **17%**
 - *(a rate of 15%-20% is generally considered to be 'good')*

CPZ Informal Consultation - Response Rate

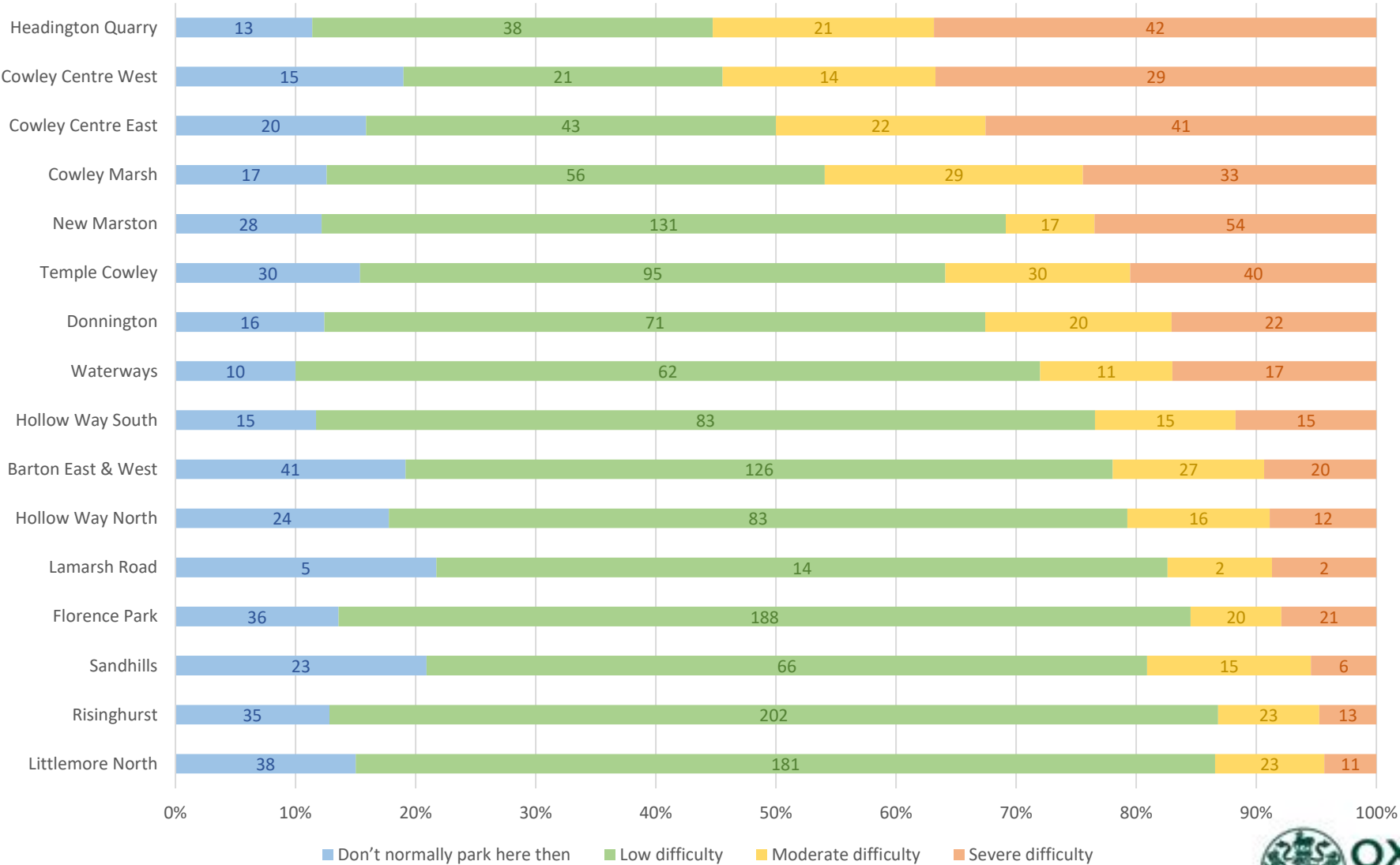


CPZ Informal Consultation - Level of Support



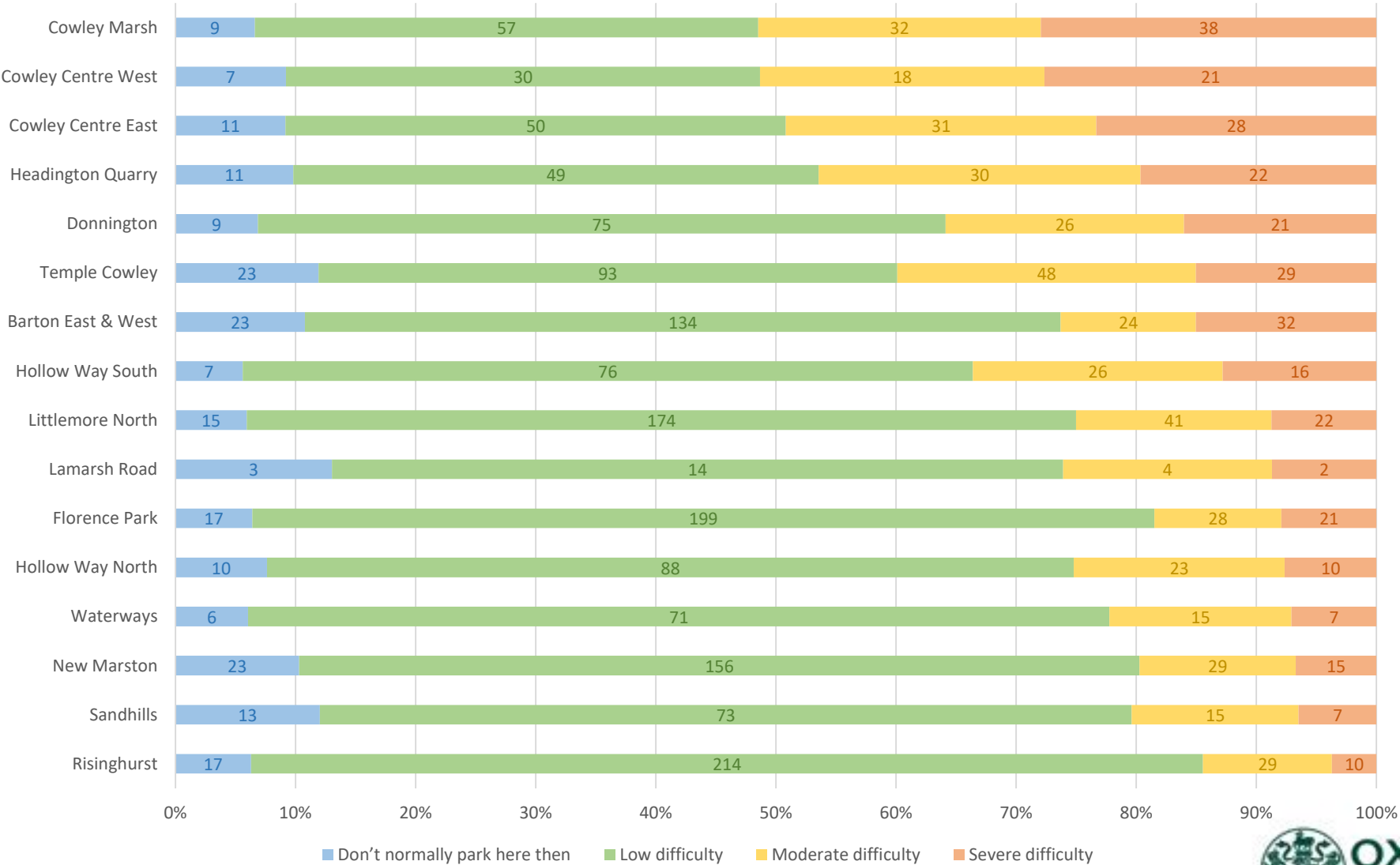


CPZ Informal Consultation - Difficulty in Parking (Mon-Fri DAYTIME)



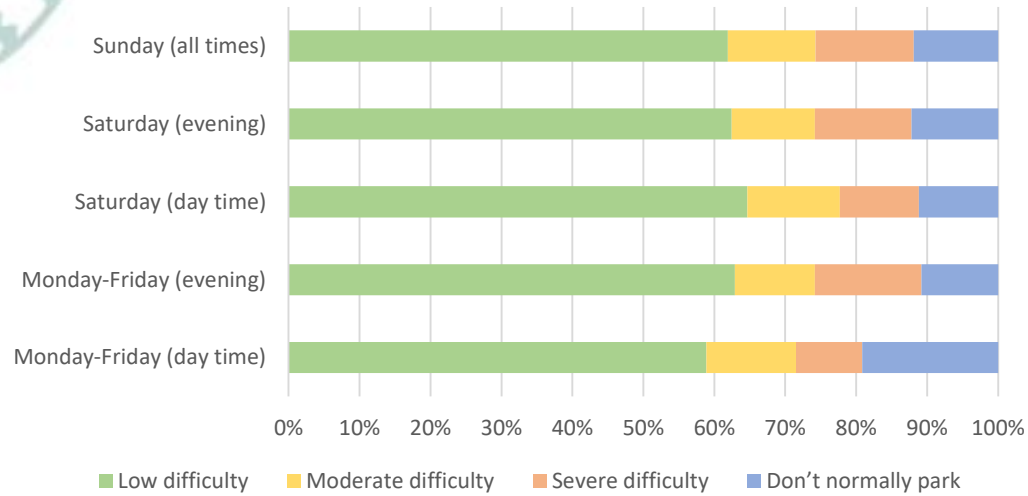


CPZ Informal Consultation - Difficulty in Parking (Mon-Fri EVENING)

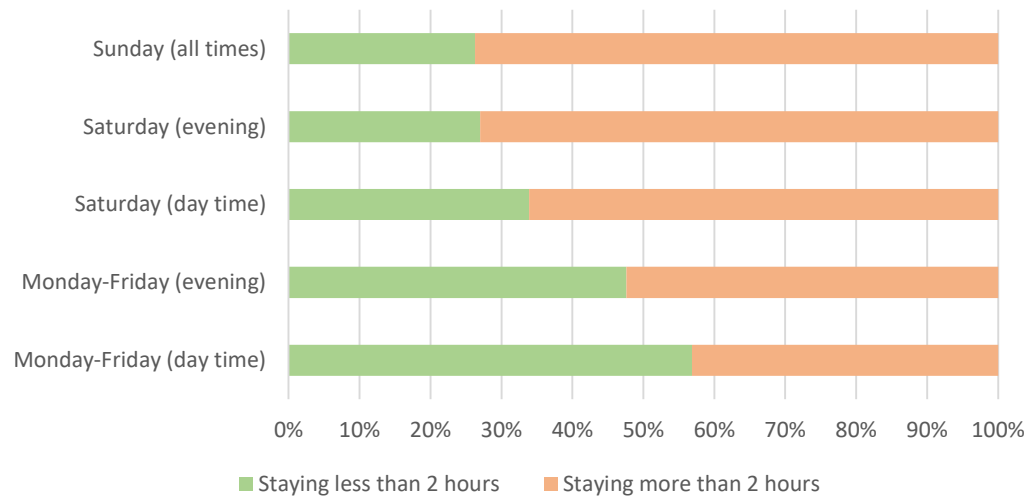


Barton East & West

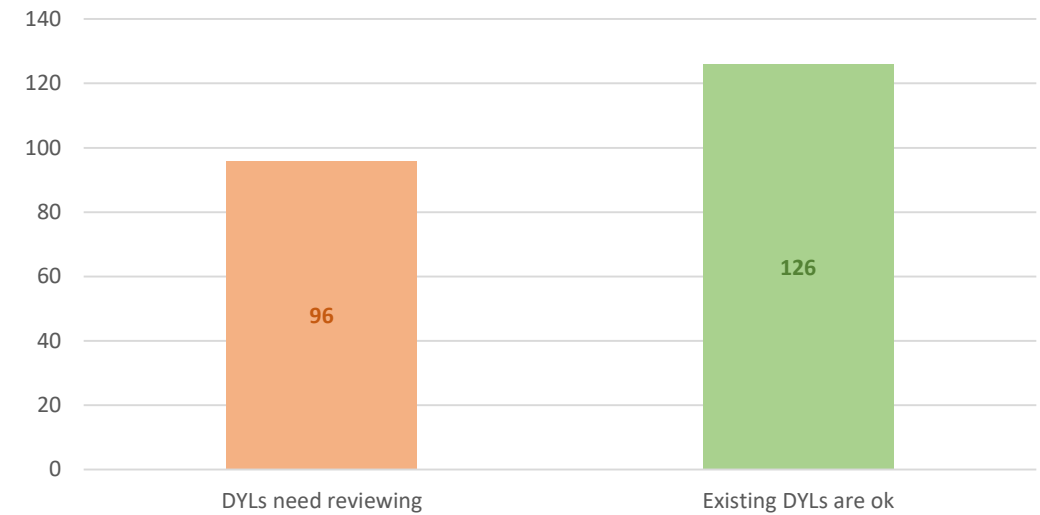
Difficulty in Parking for Residents



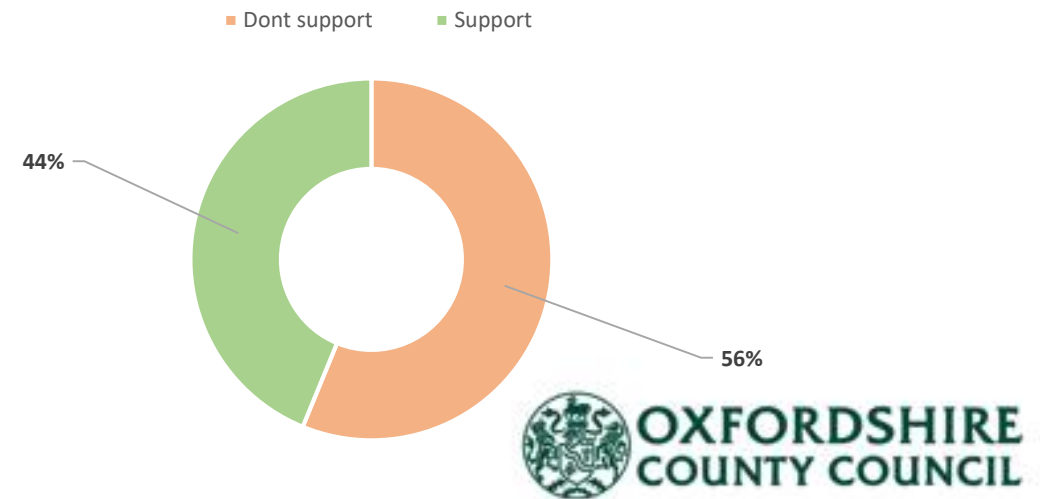
Duration of Visitor Parking



Existing Parking Restrictions

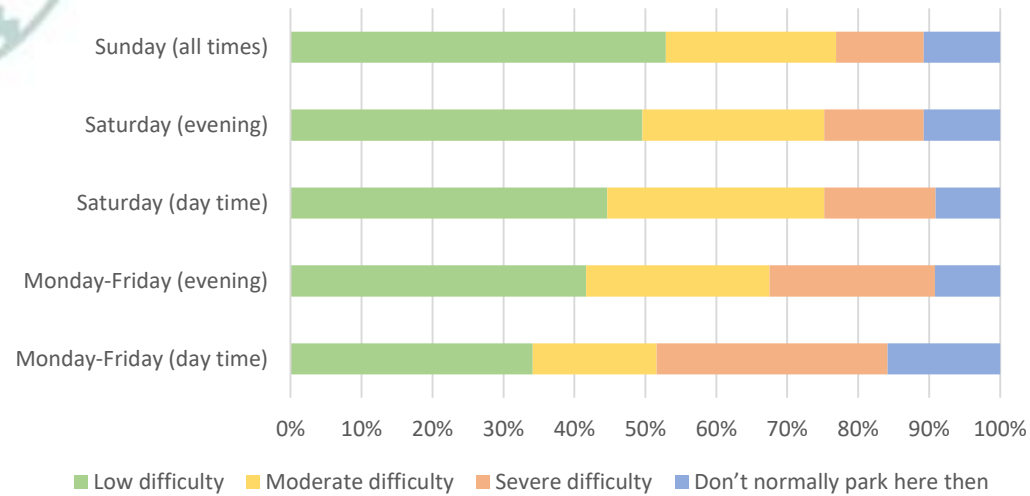


Local Level of Support

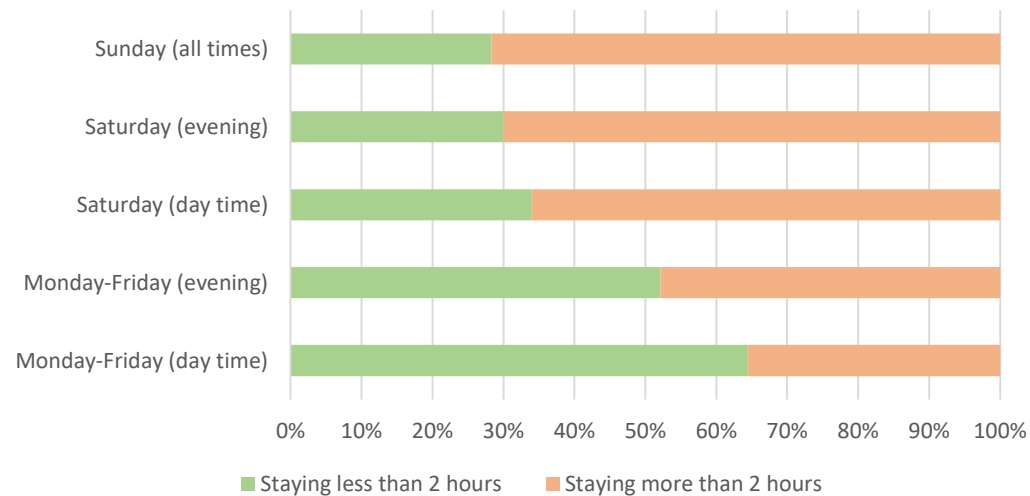


Cowley Centre East

Difficulty in Parking for Residents



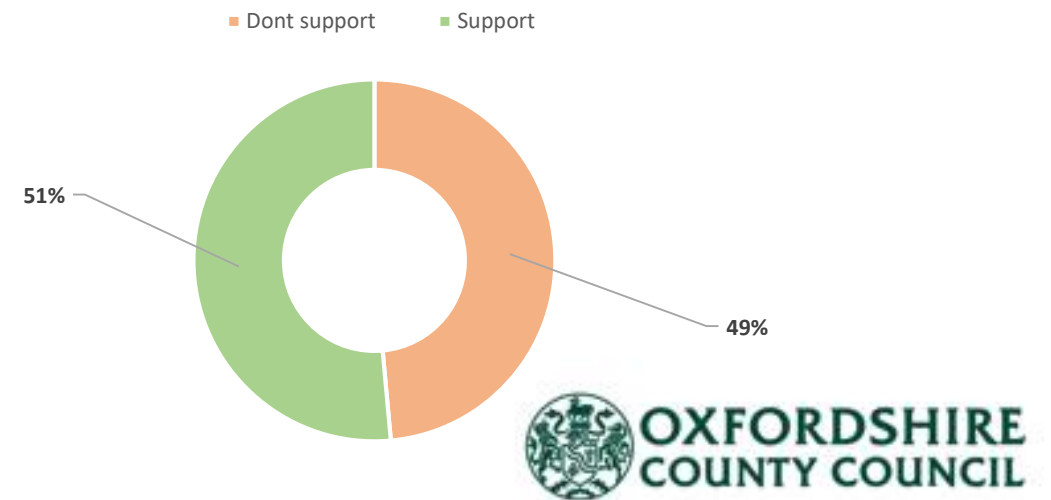
Duration of Visitor Parking



Existing Parking Restrictions

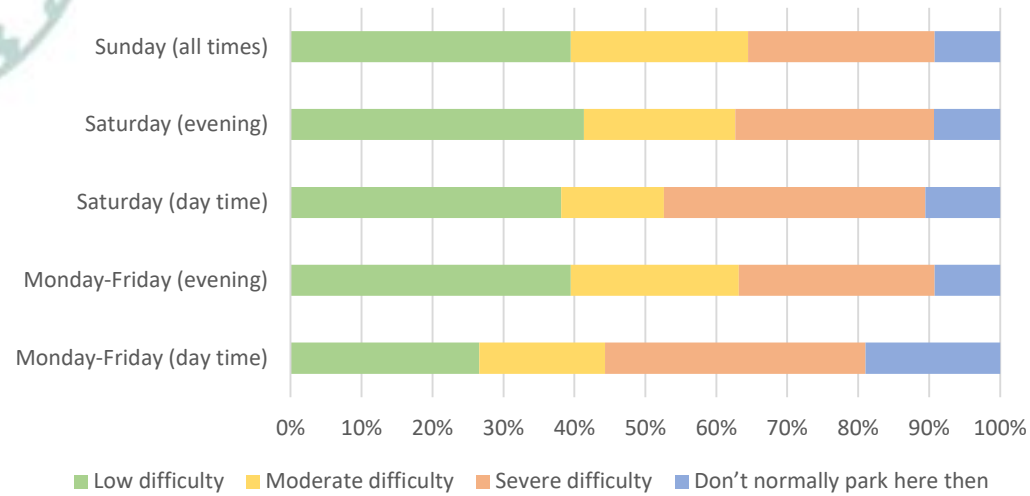


Local Level of Support

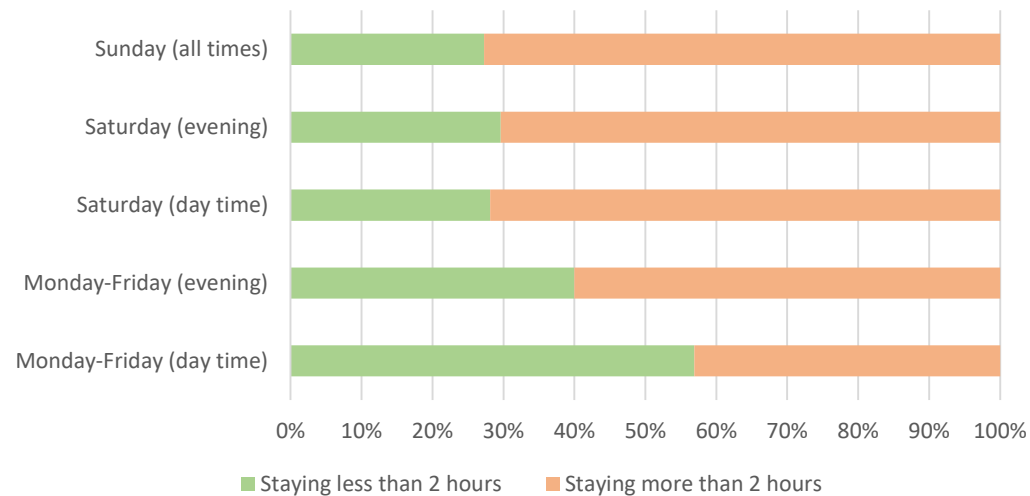


Cowley Centre West

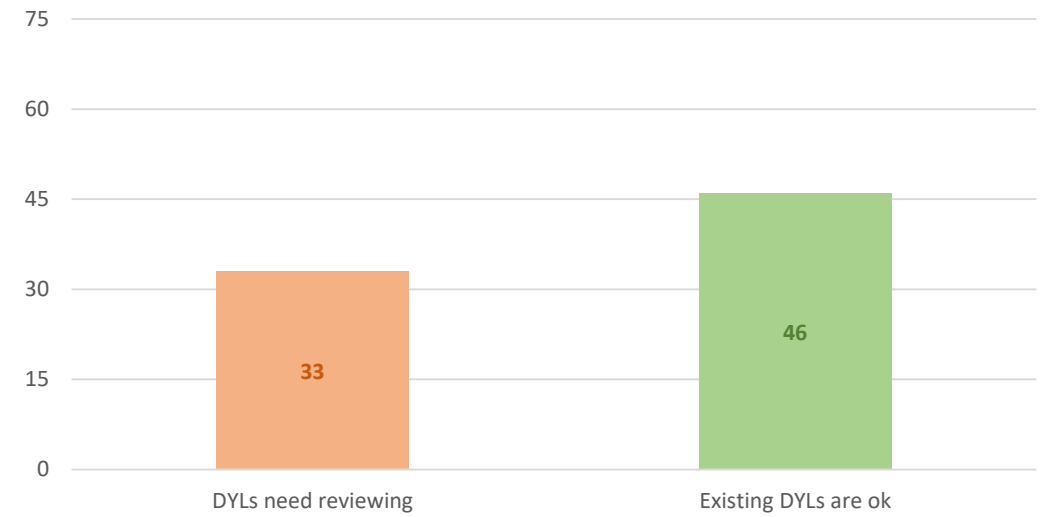
Difficulty in Parking for Residents



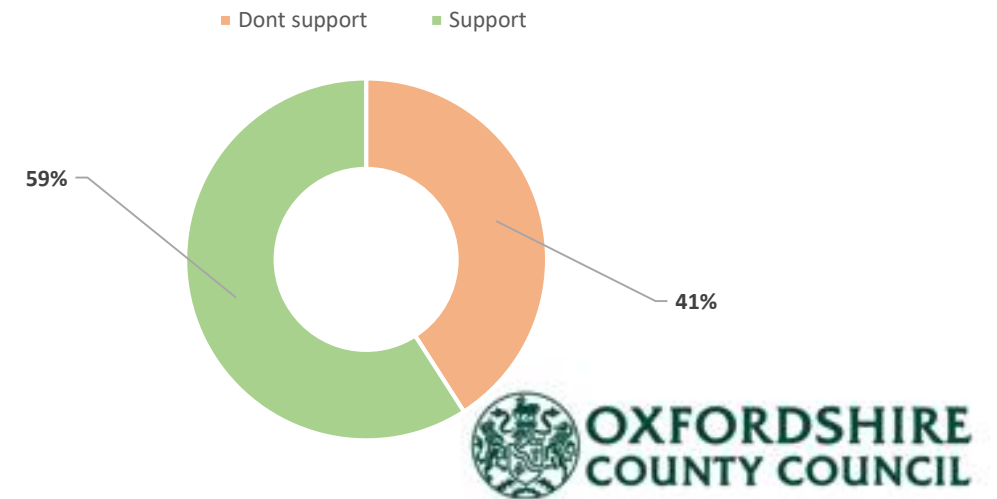
Duration of Visitor Parking



Existing Parking Restrictions

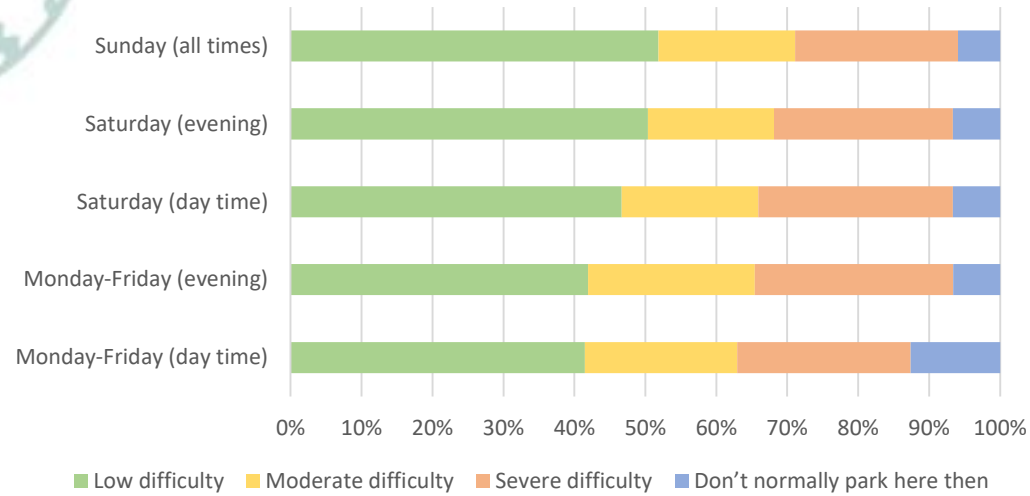


Local Level of Support

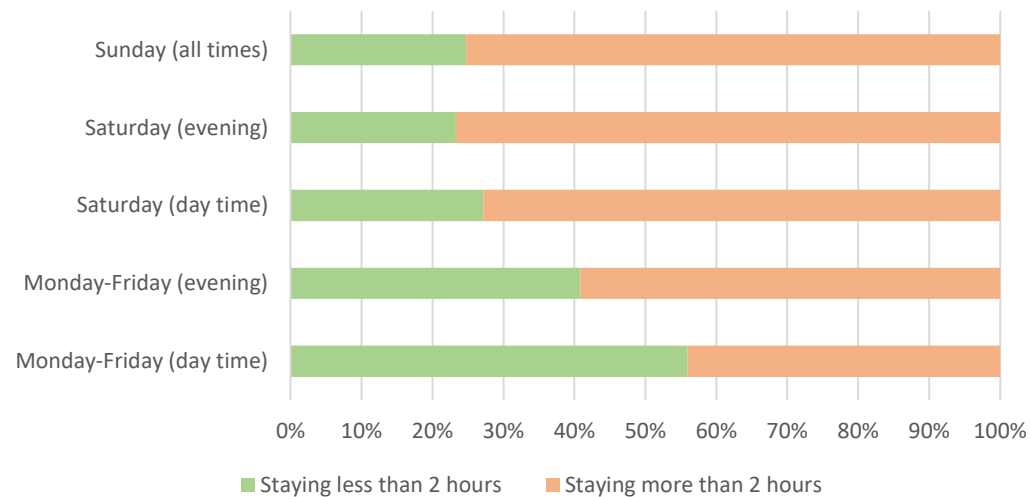


Cowley Marsh

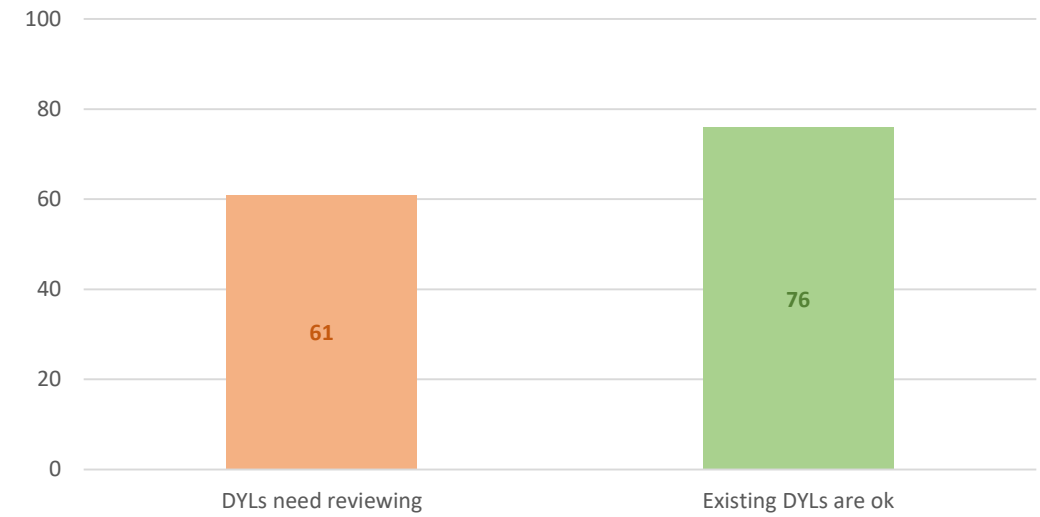
Difficulty in Parking for Residents



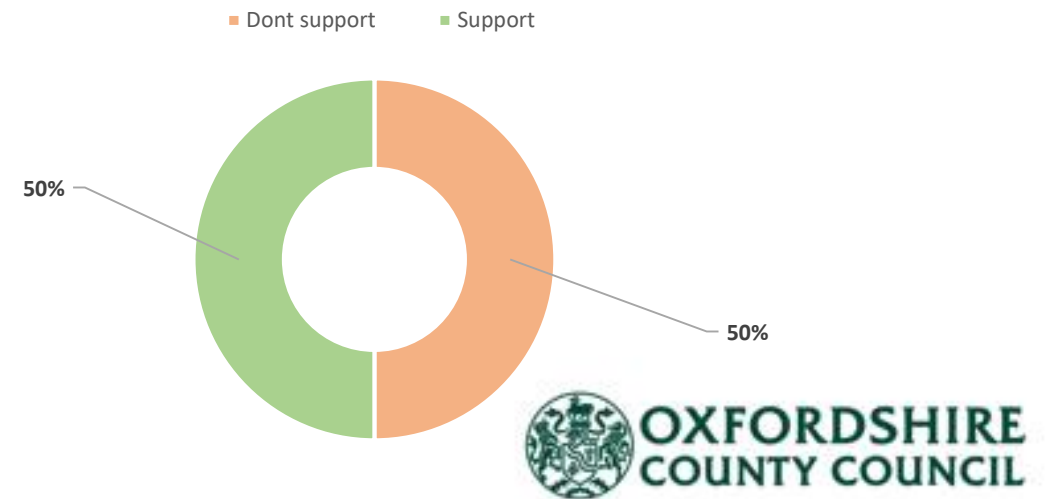
Duration of Visitor Parking



Existing Parking Restrictions

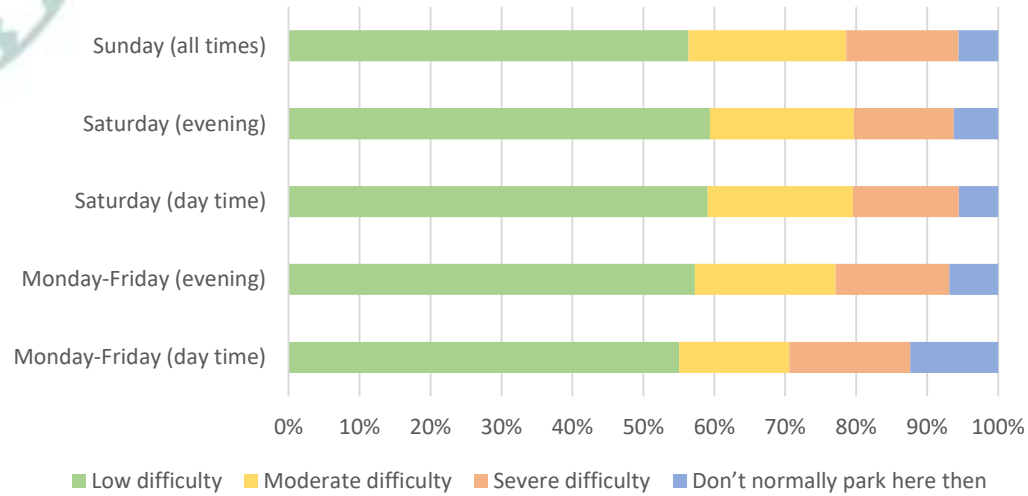


Local Level of Support

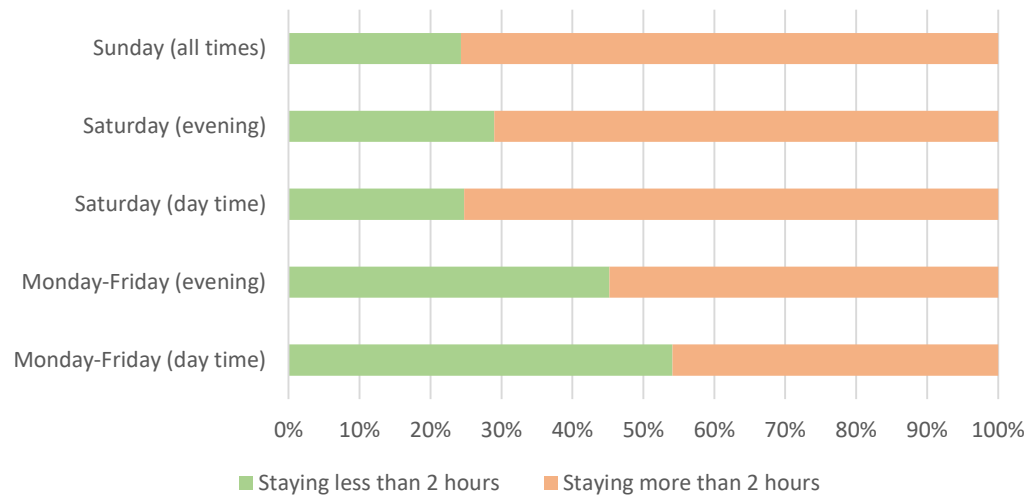


Donnington

Difficulty in Parking for Residents



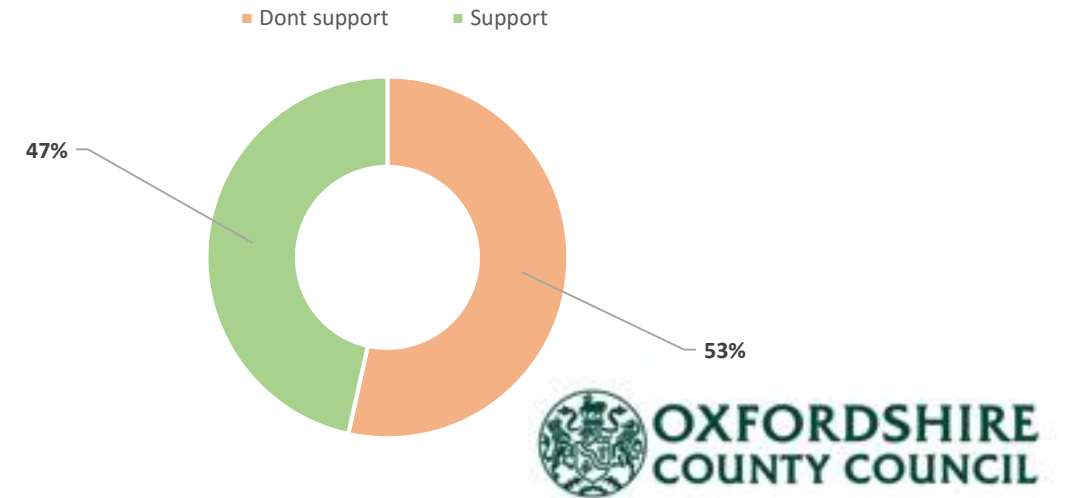
Duration of Visitor Parking



Existing Parking Restrictions

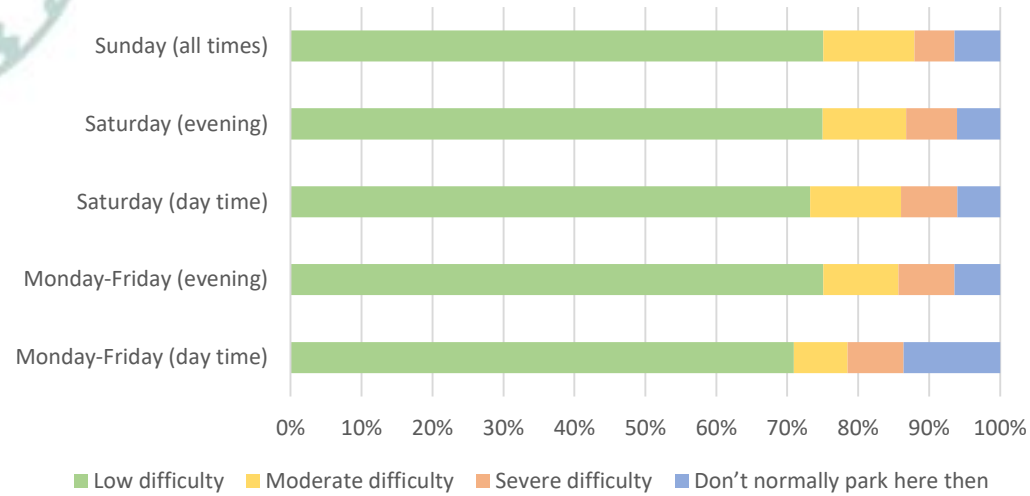


Local Level of Support

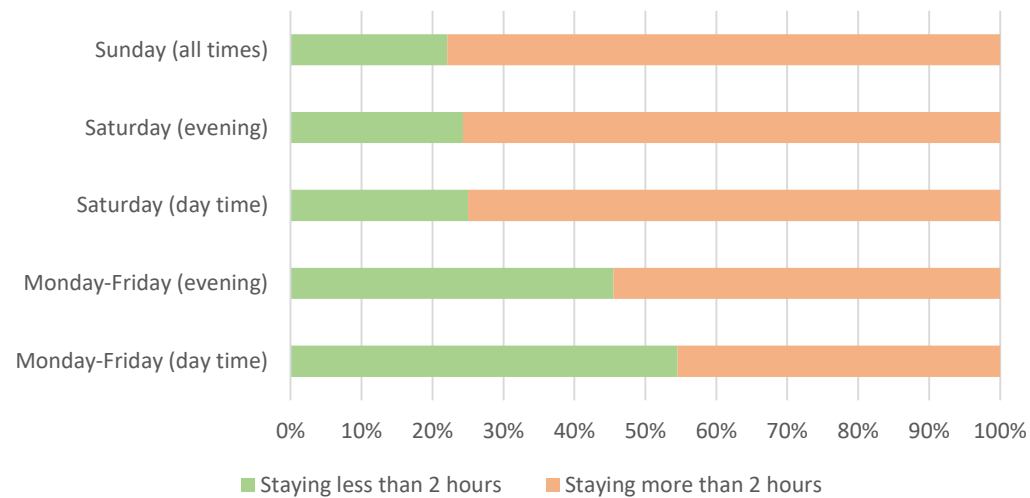


Florence Park

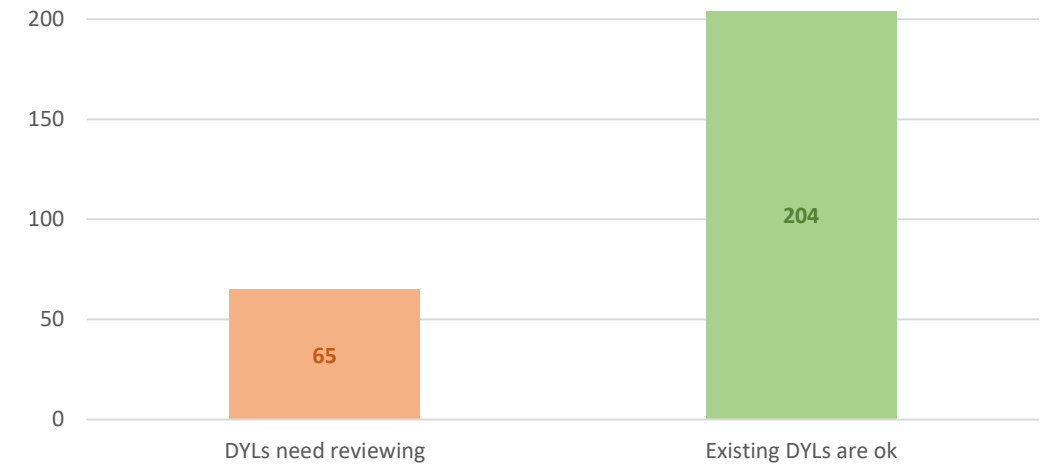
Difficulty in Parking for Residents



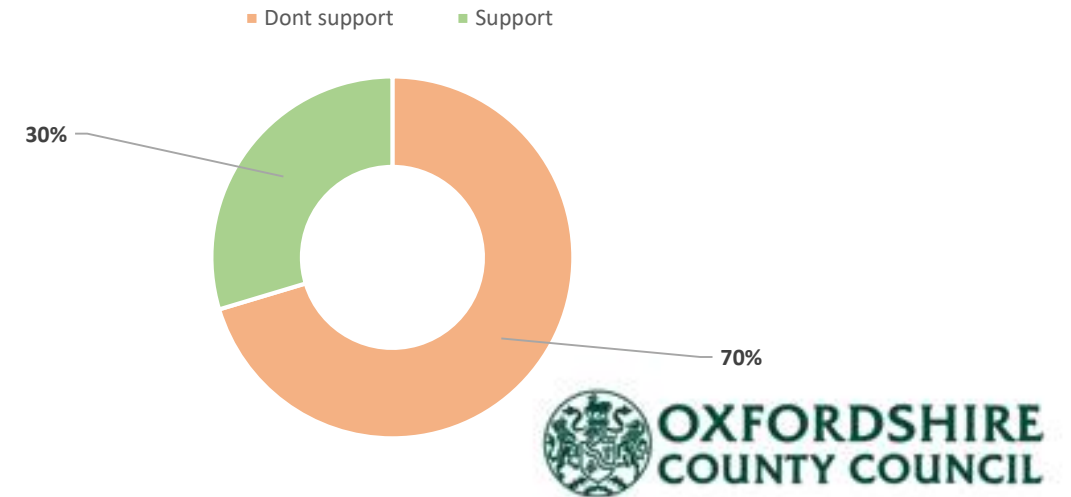
Duration of Visitor Parking



Existing Parking Restrictions

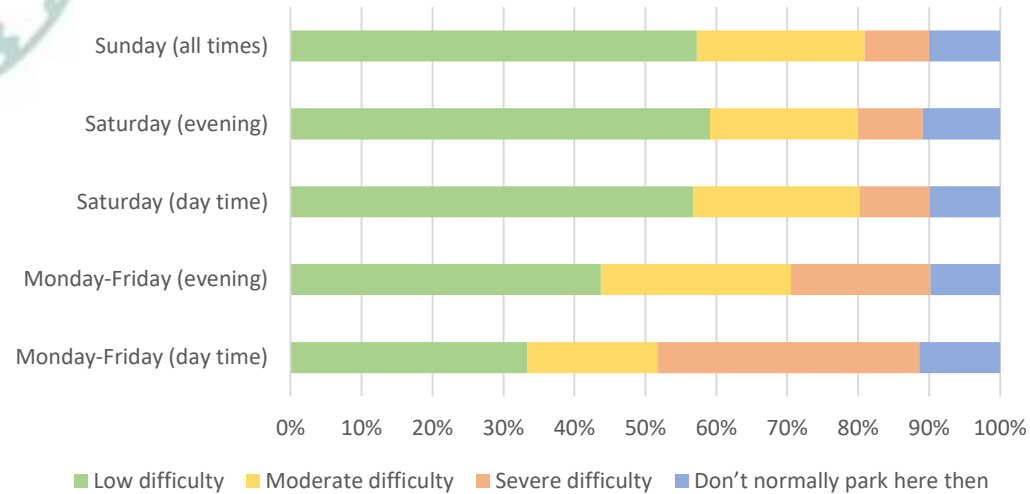


Local Level of Support

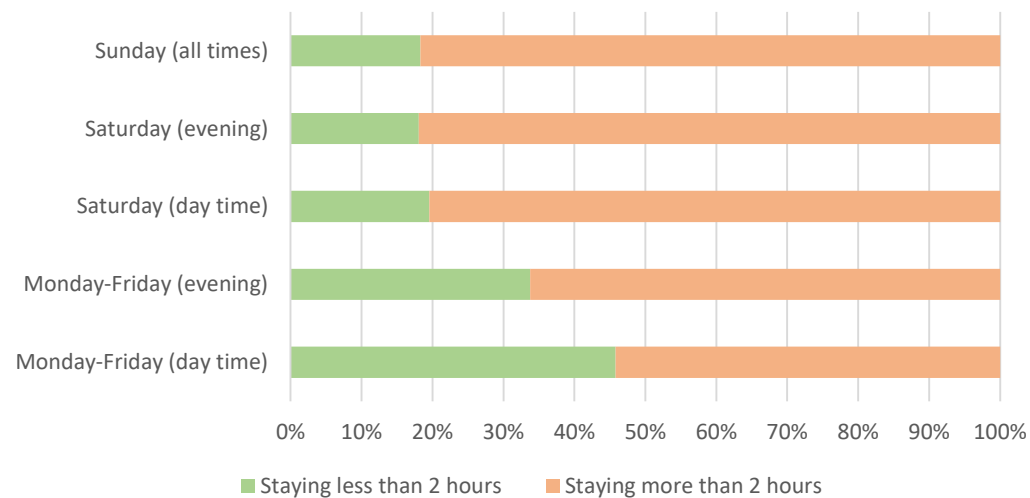


Headington Quarry

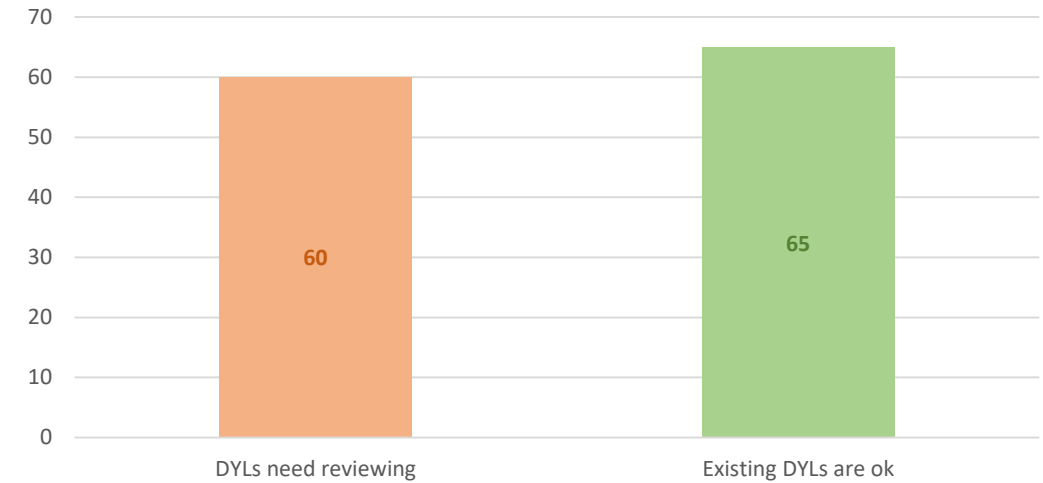
Difficulty in Parking for Residents



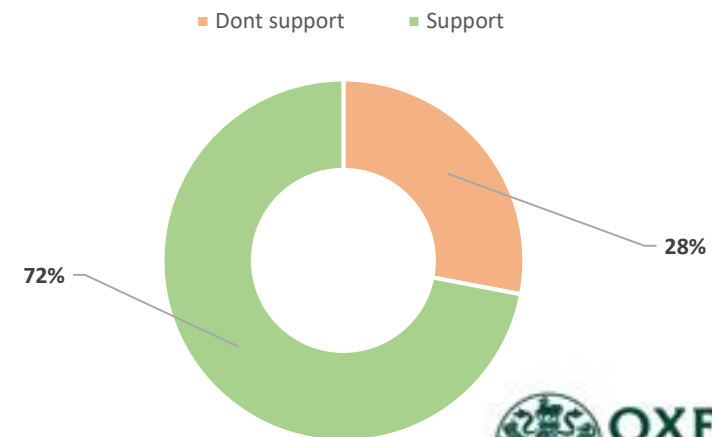
Duration of Visitor Parking



Existing Parking Restrictions

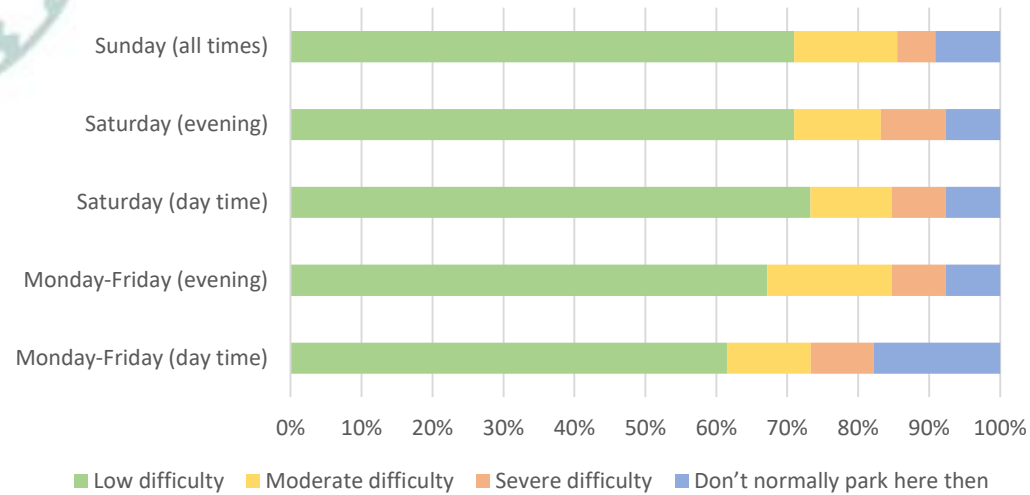


Local Level of Support

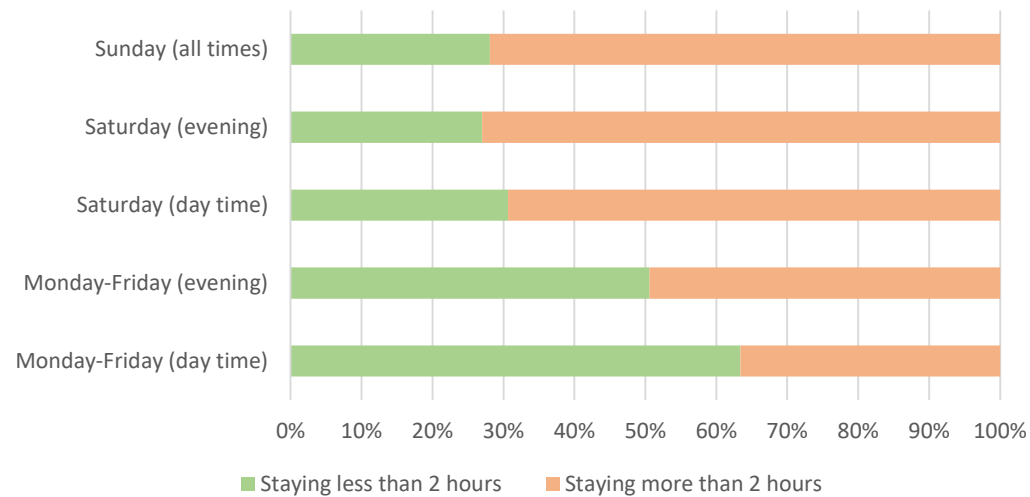


Hollow Way North

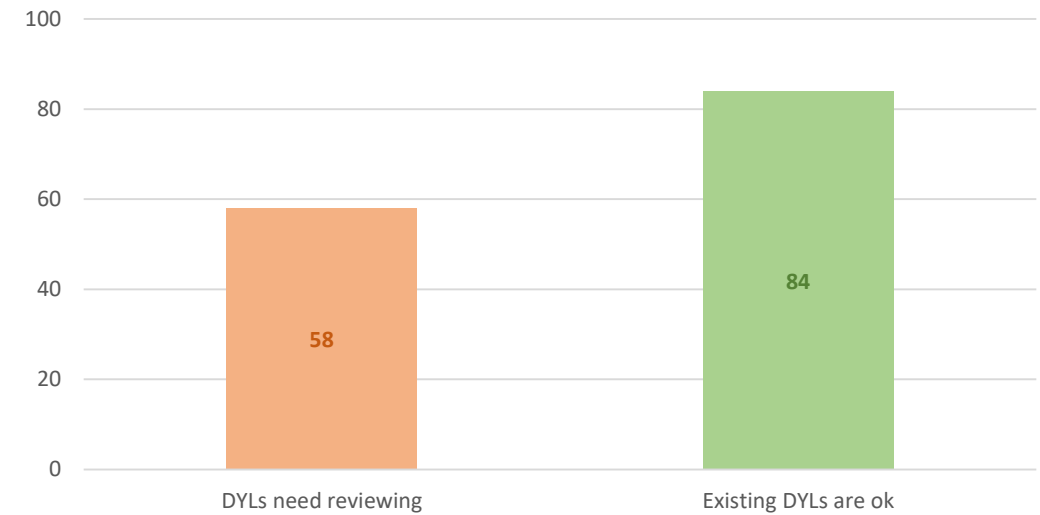
Difficulty in Parking for Residents



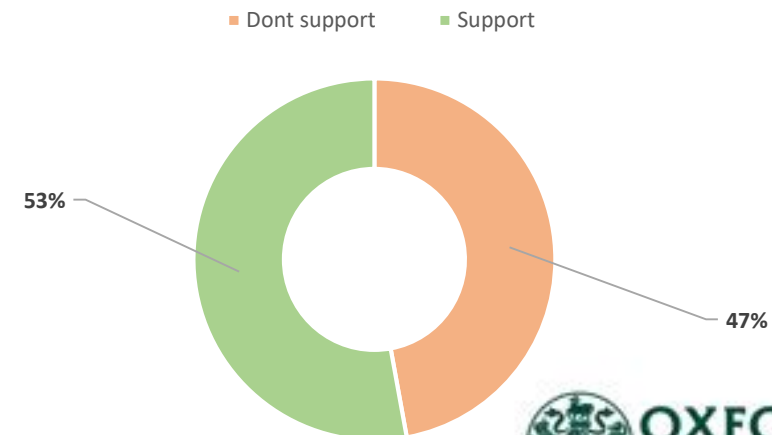
Duration of Visitor Parking



Existing Parking Restrictions

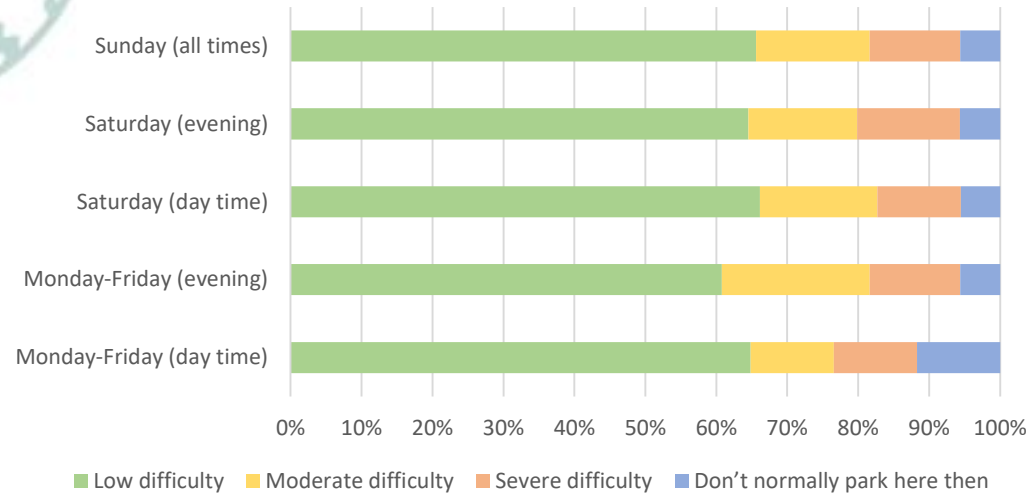


Local Level of Support

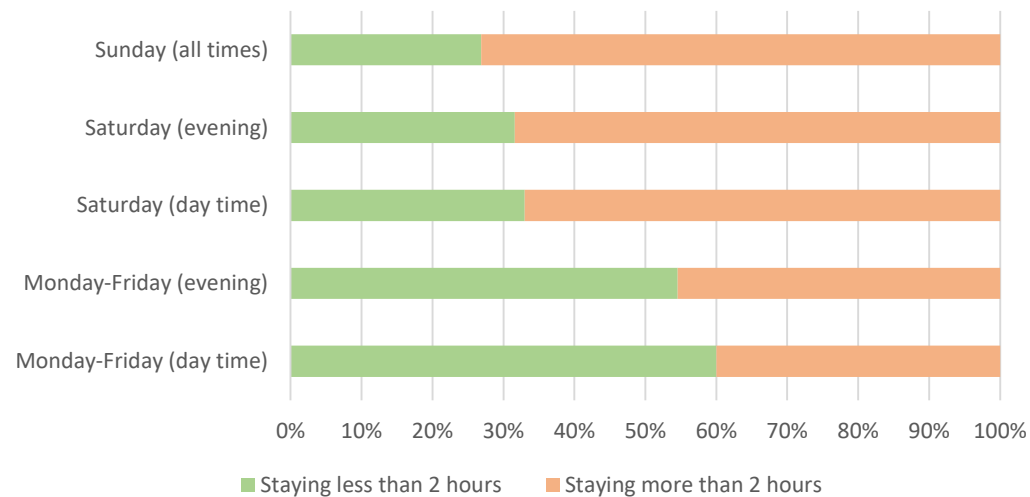


Hollow Way South

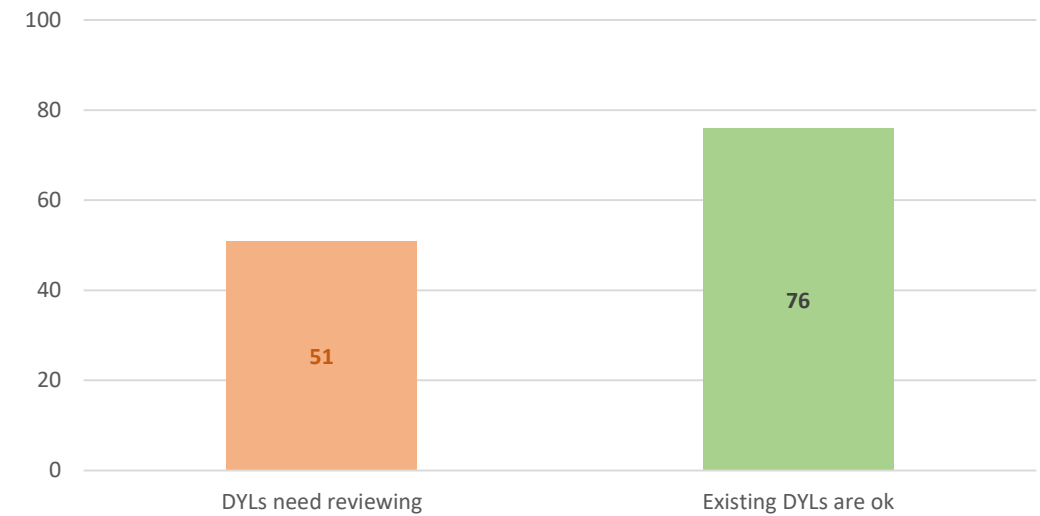
Difficulty in Parking for Residents



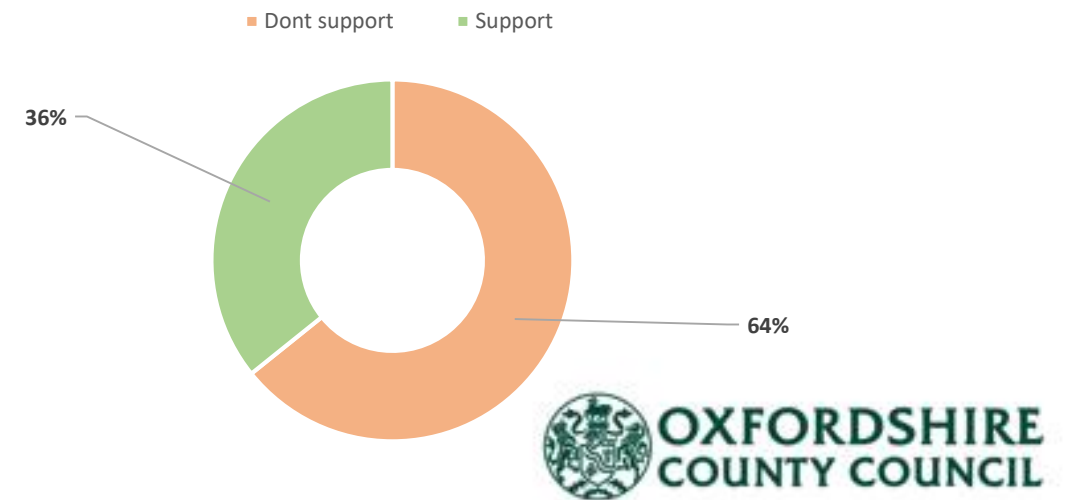
Duration of Visitor Parking



Existing Parking Restrictions

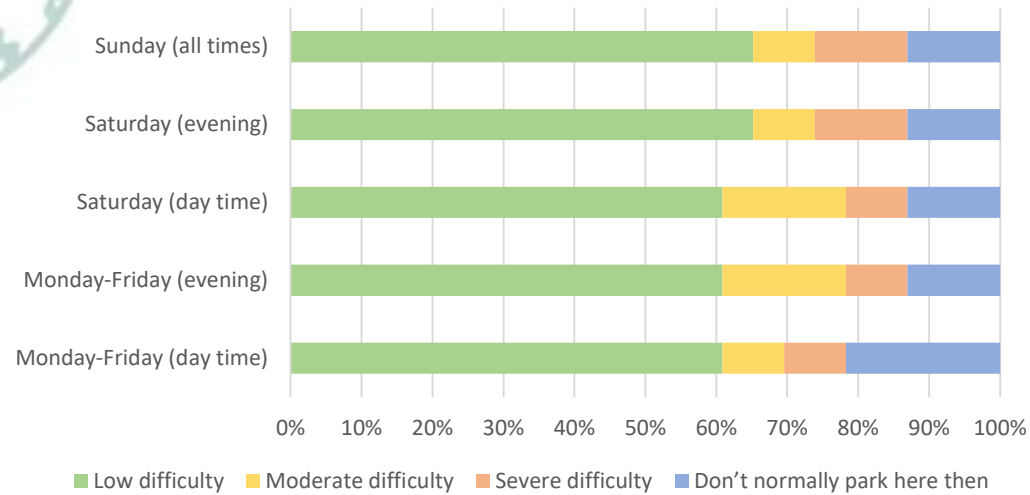


Local Level of Support

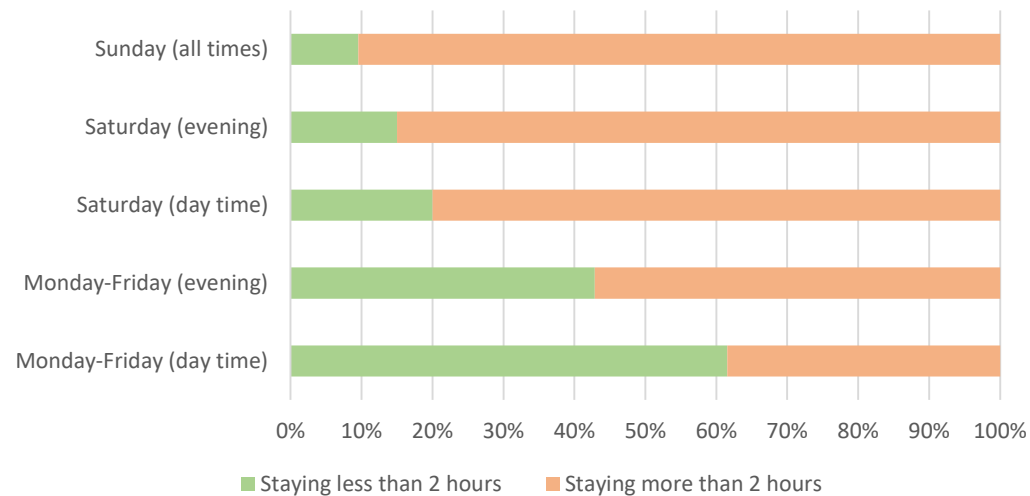


Lamarsh Road

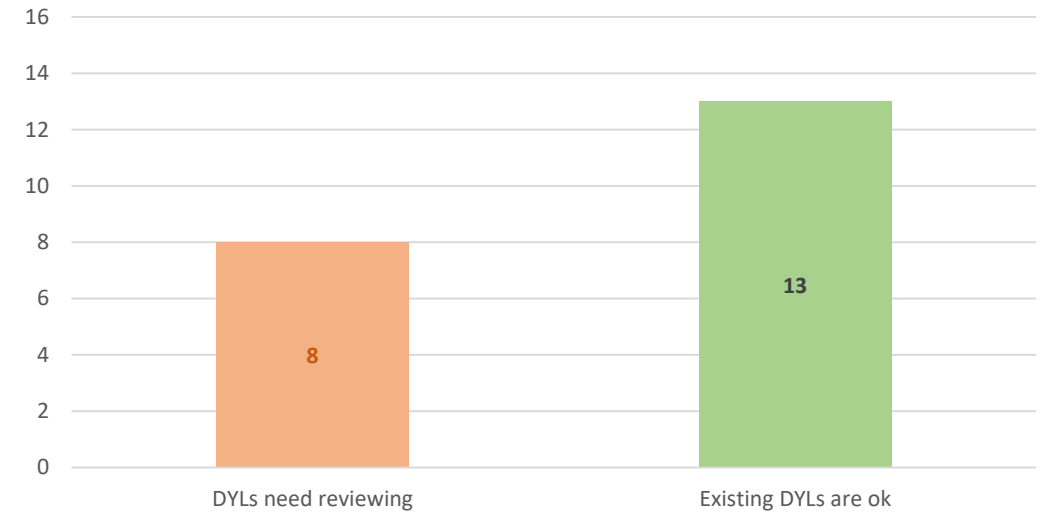
Difficulty in Parking for Residents



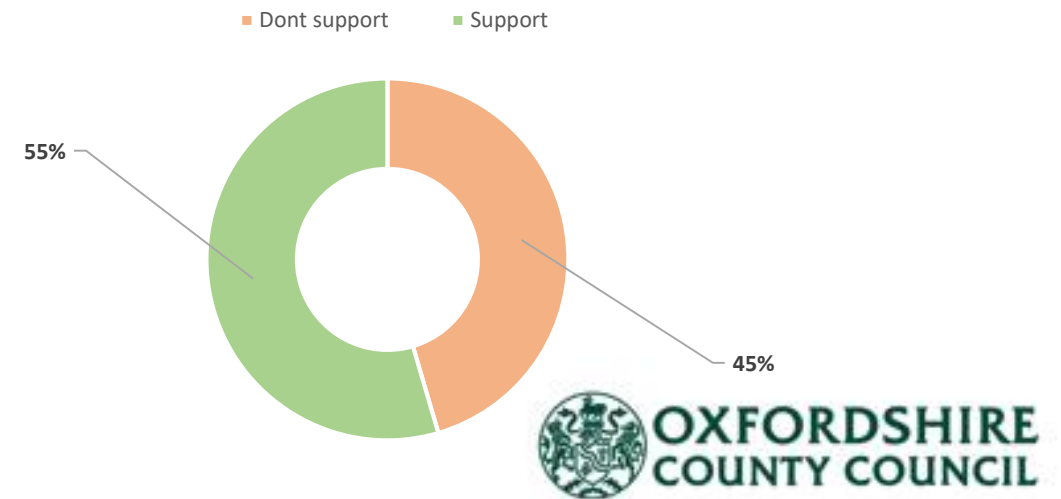
Duration of Visitor Parking



Existing Parking Restrictions

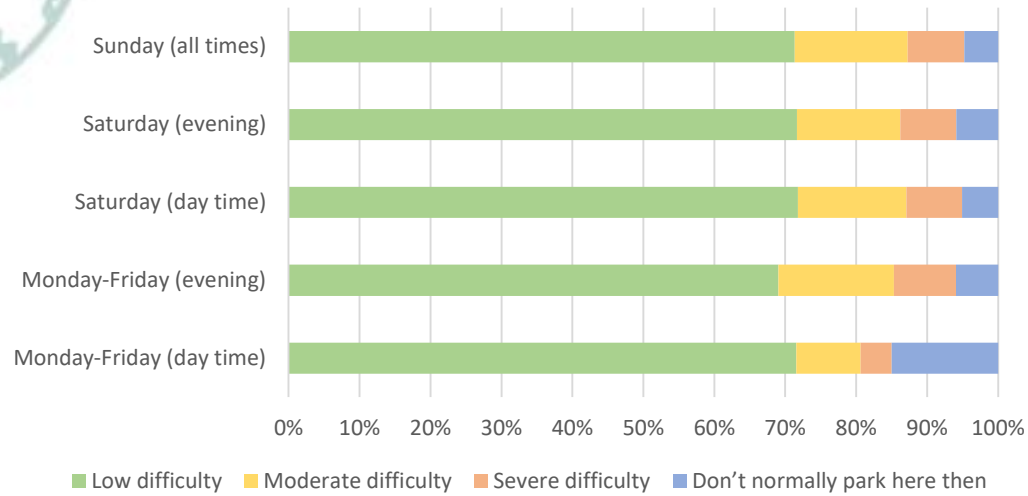


Local Level of Support

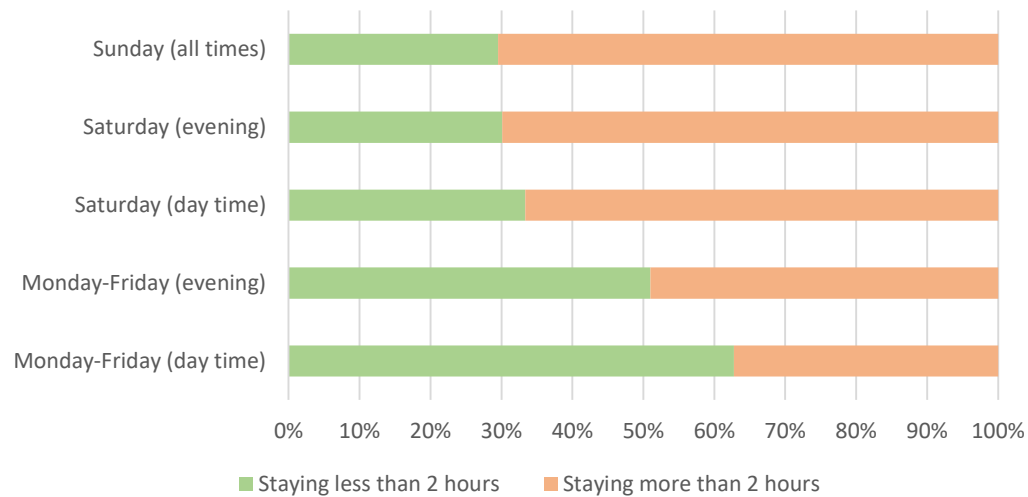


Littlemore North

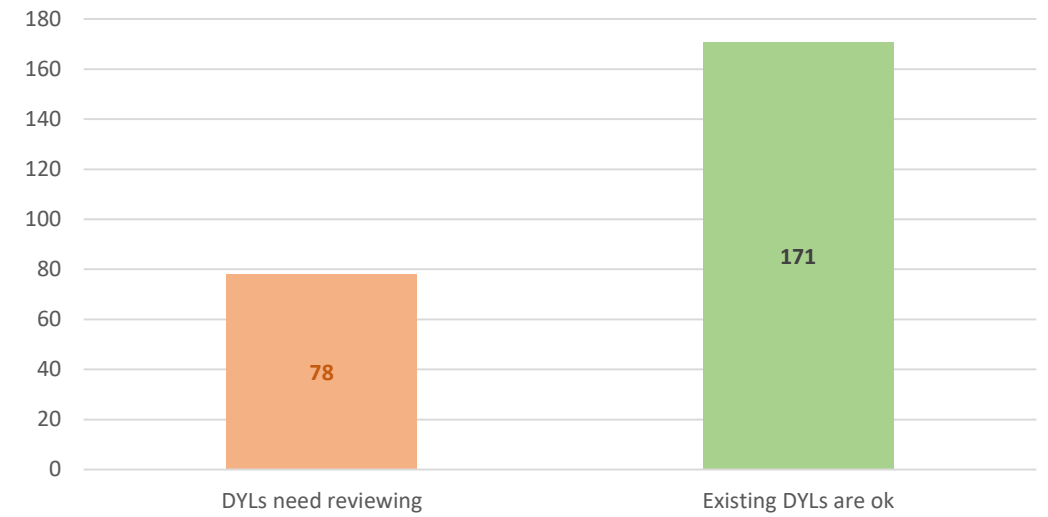
Difficulty in Parking for Residents



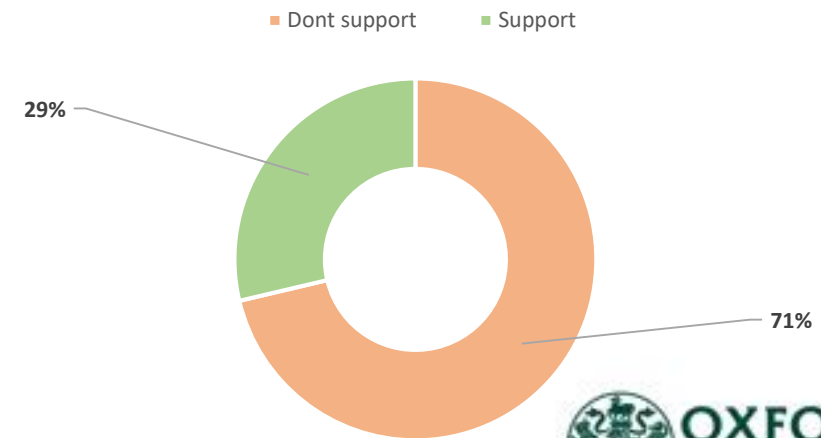
Duration of Visitor Parking



Existing Parking Restrictions

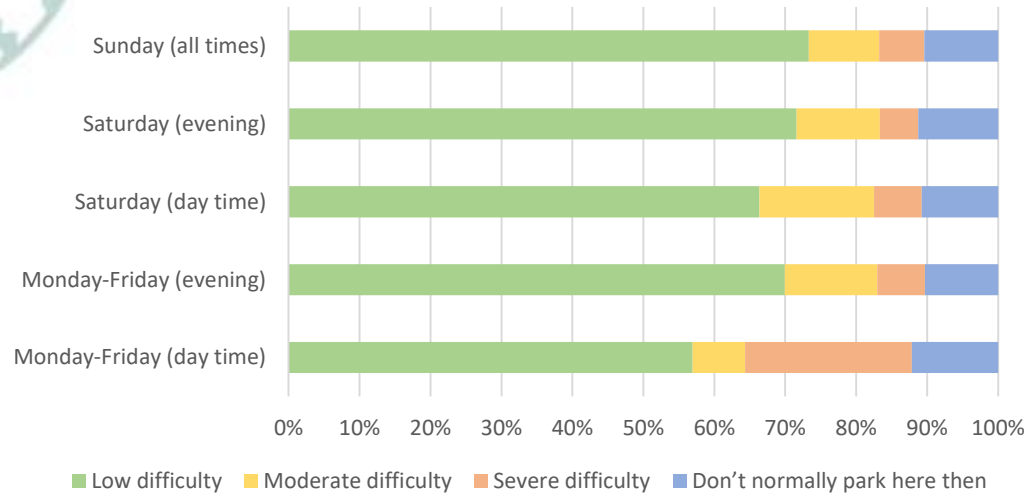


Local Level of Support

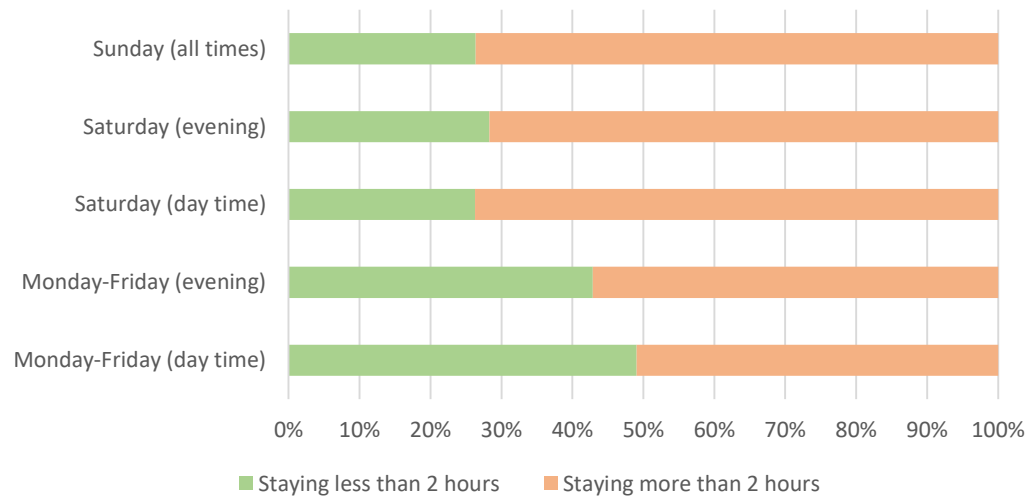


New Marston

Difficulty in Parking for Residents



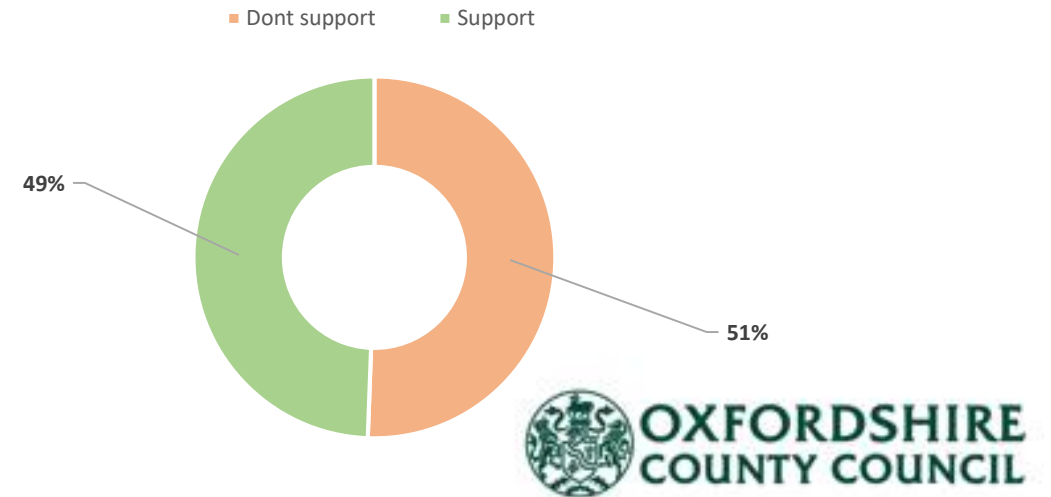
Duration of Visitor Parking



Existing Parking Restrictions

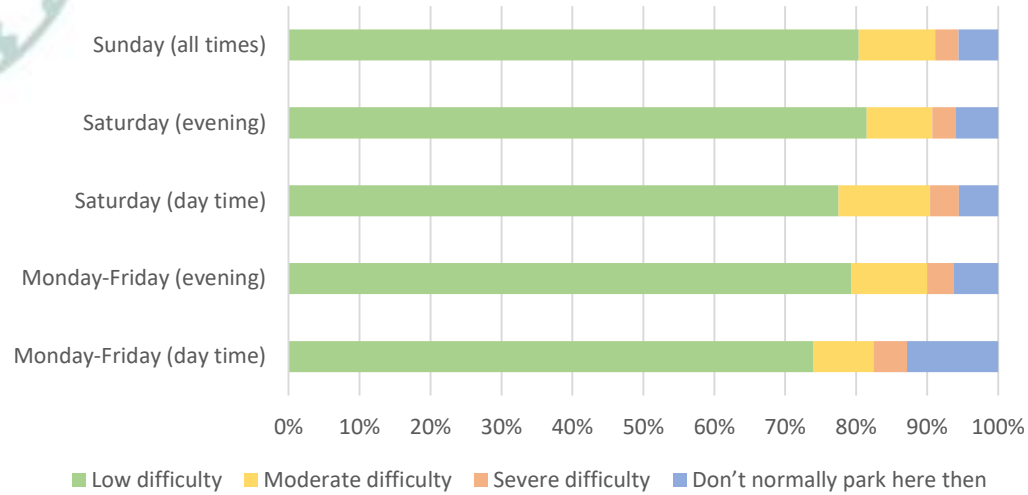


Local Level of Support

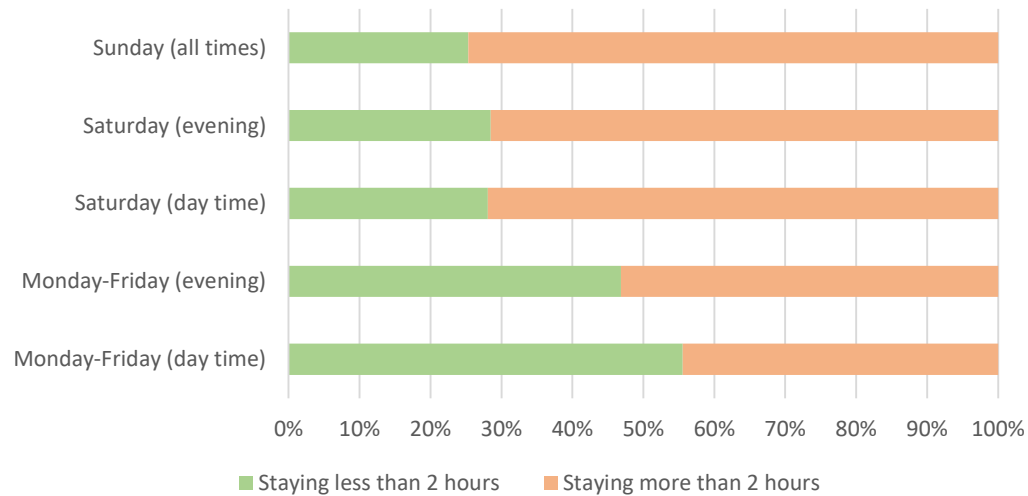


Risinghurst

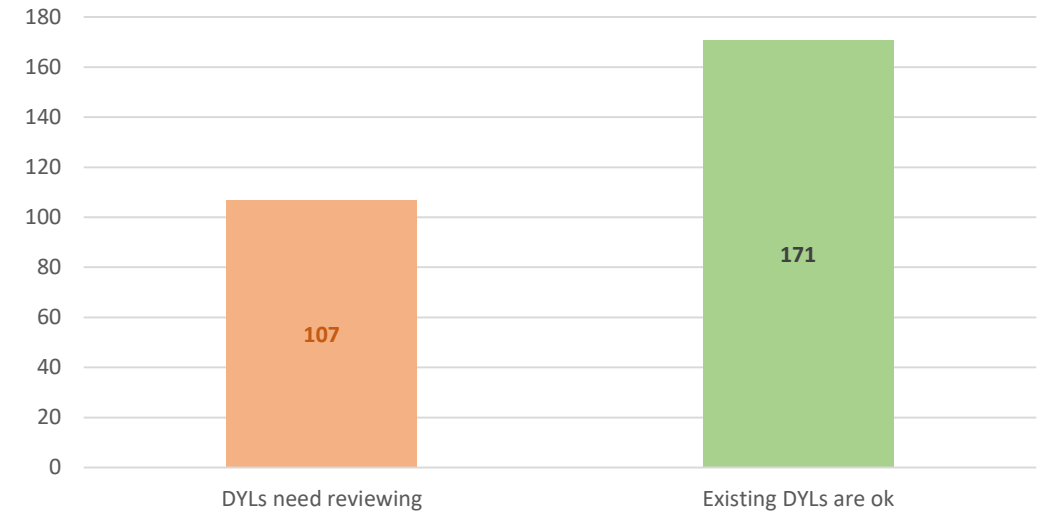
Difficulty in Parking for Residents



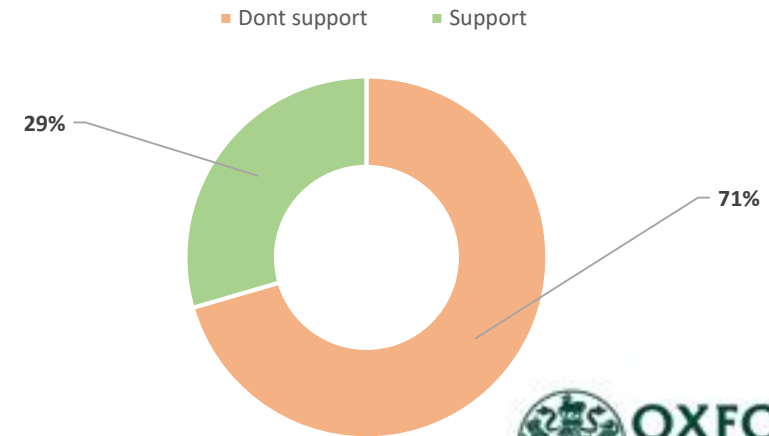
Duration of Visitor Parking



Existing Parking Restrictions



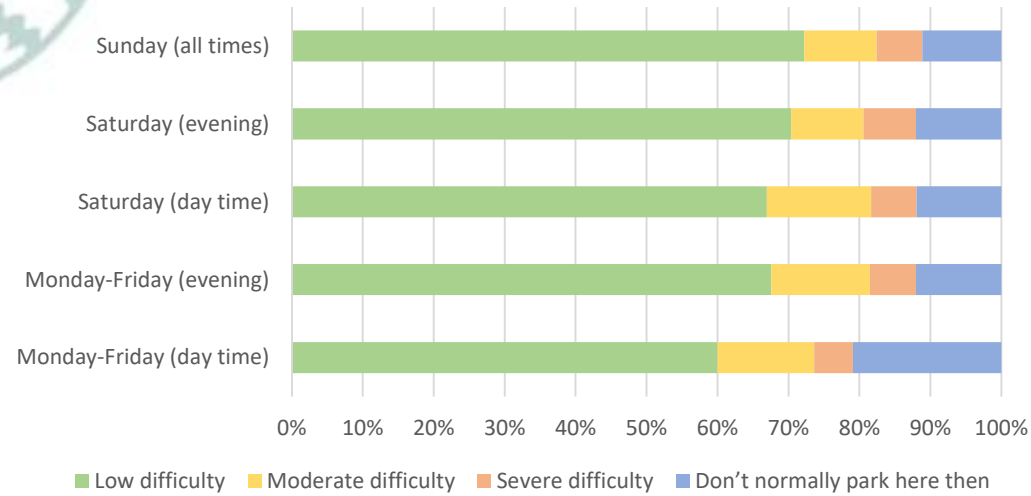
Local Level of Support



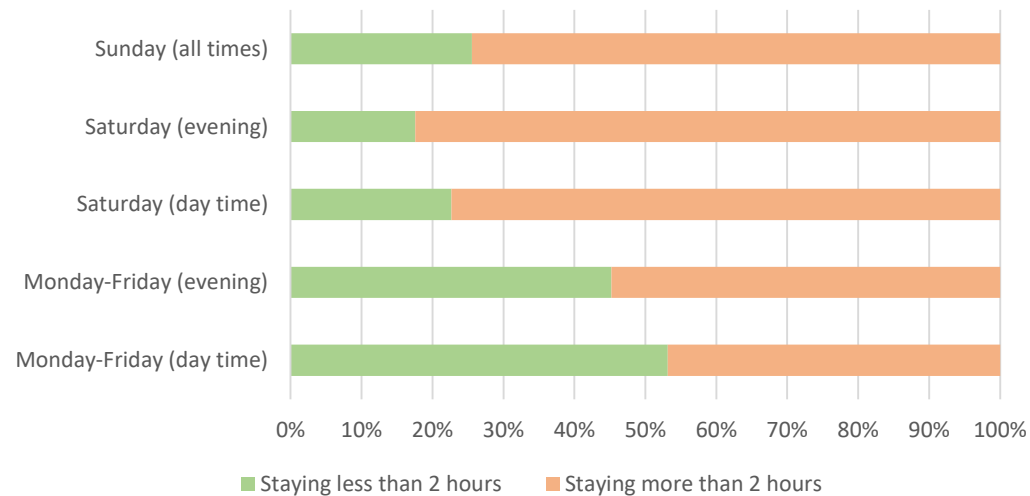
Sandhills

Page 32

Difficulty in Parking for Residents



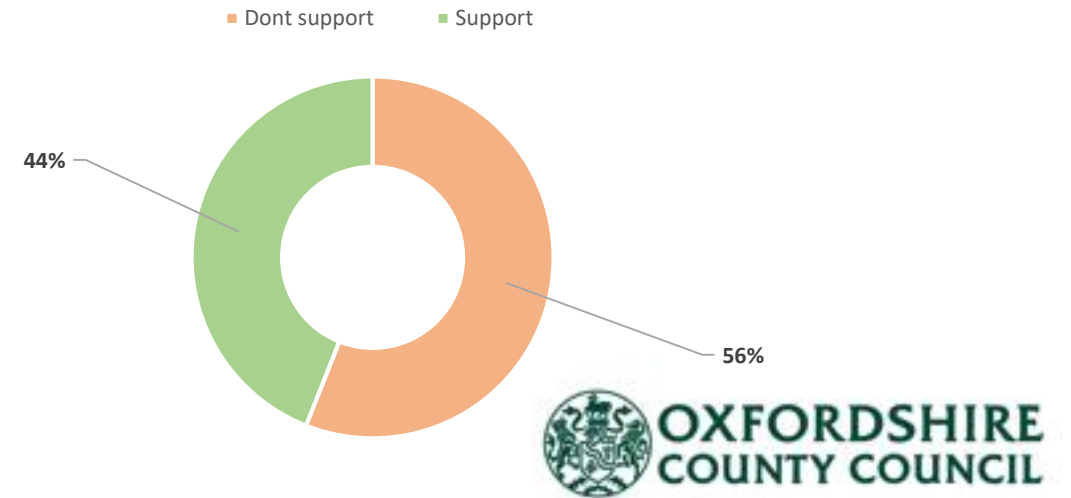
Duration of Visitor Parking



Existing Parking Restrictions

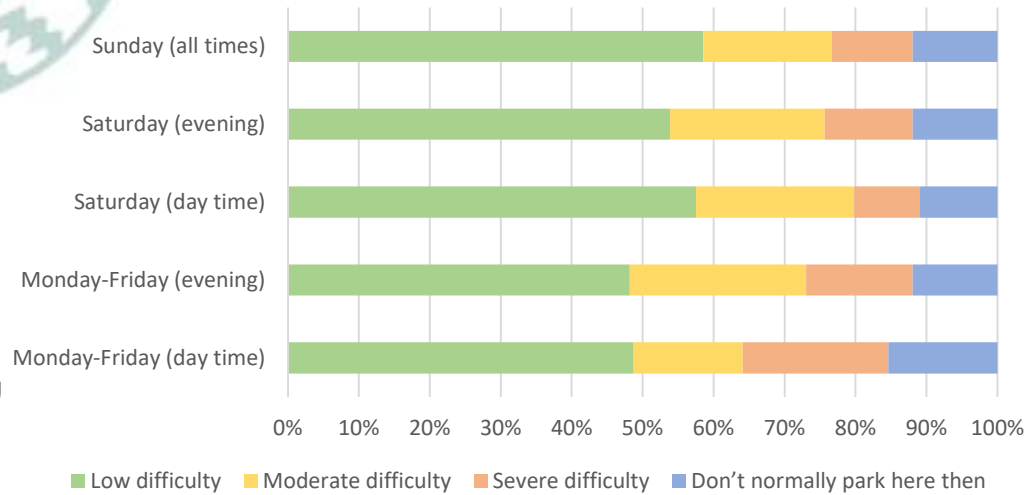


Local Level of Support

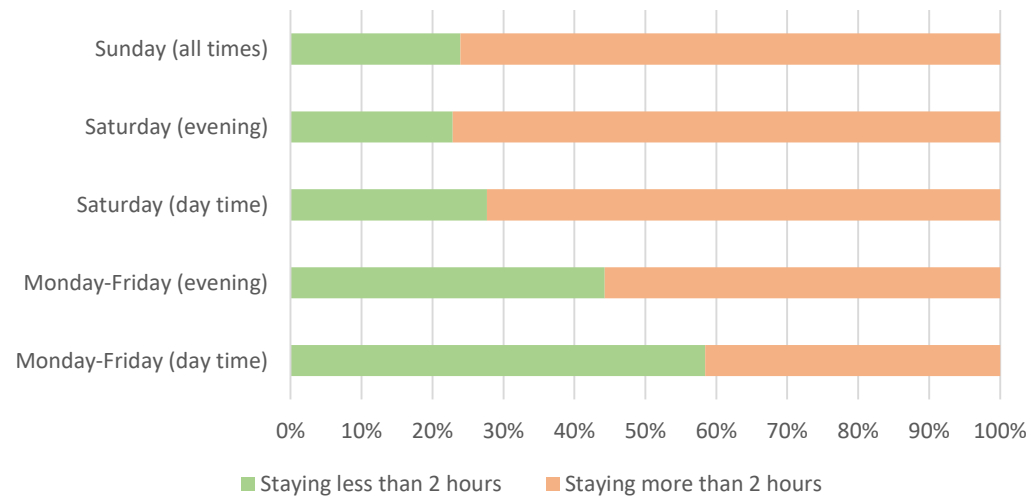


Temple Cowley

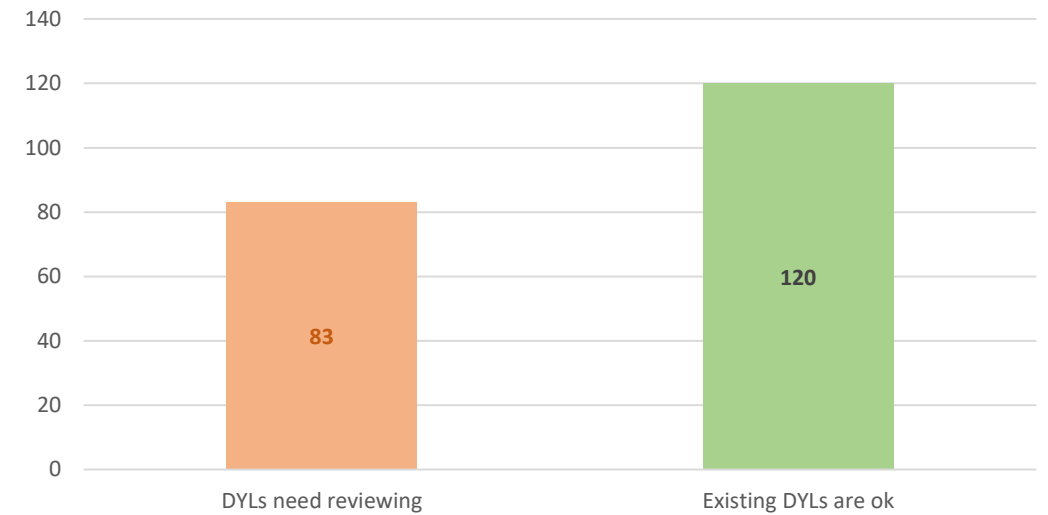
Difficulty in Parking for Residents



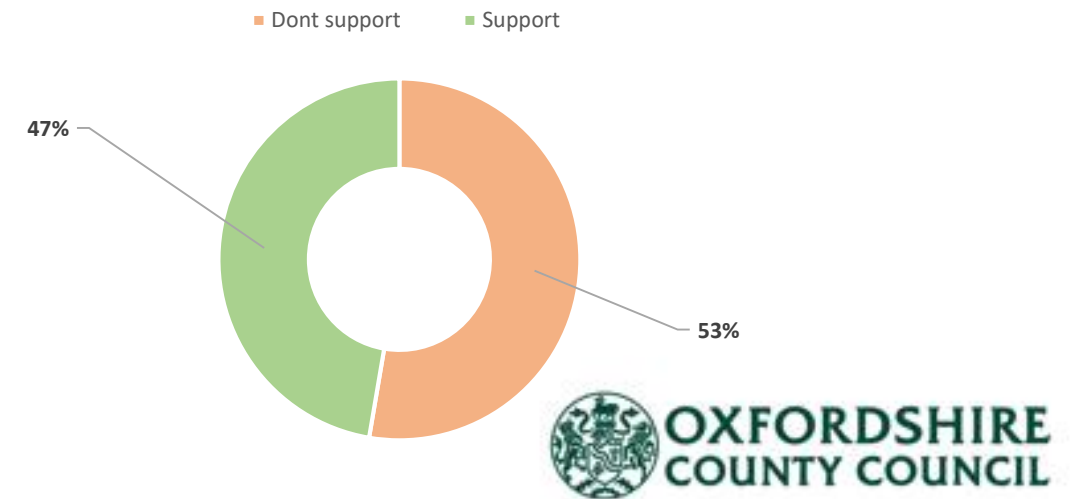
Duration of Visitor Parking



Existing Parking Restrictions

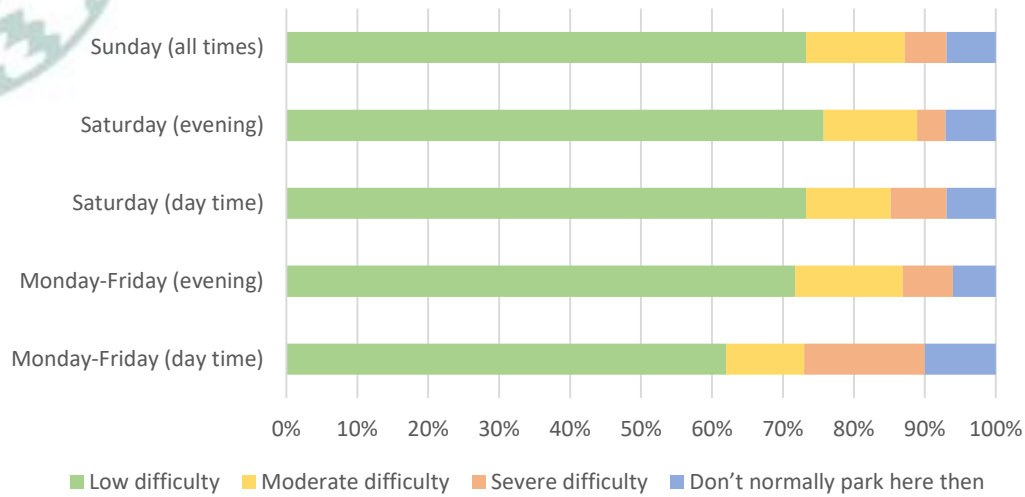


Local Level of Support

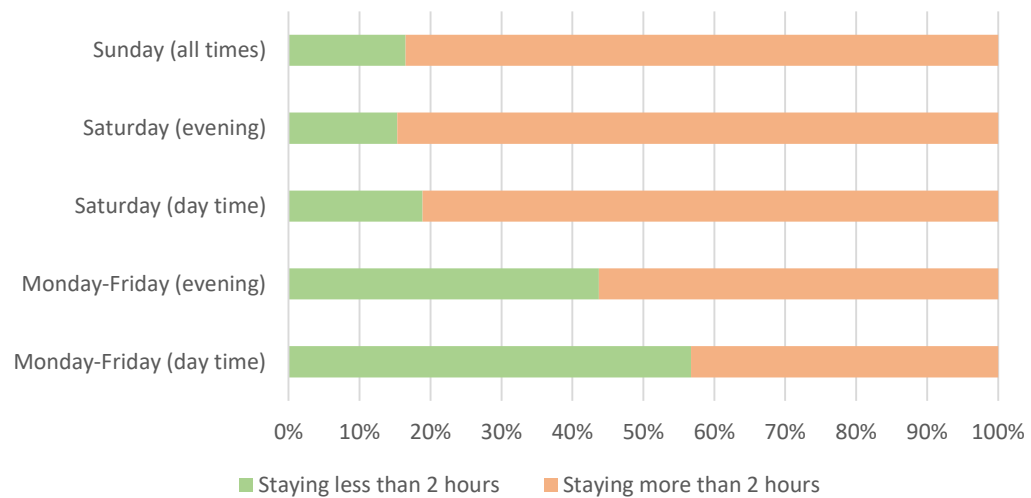


Waterways

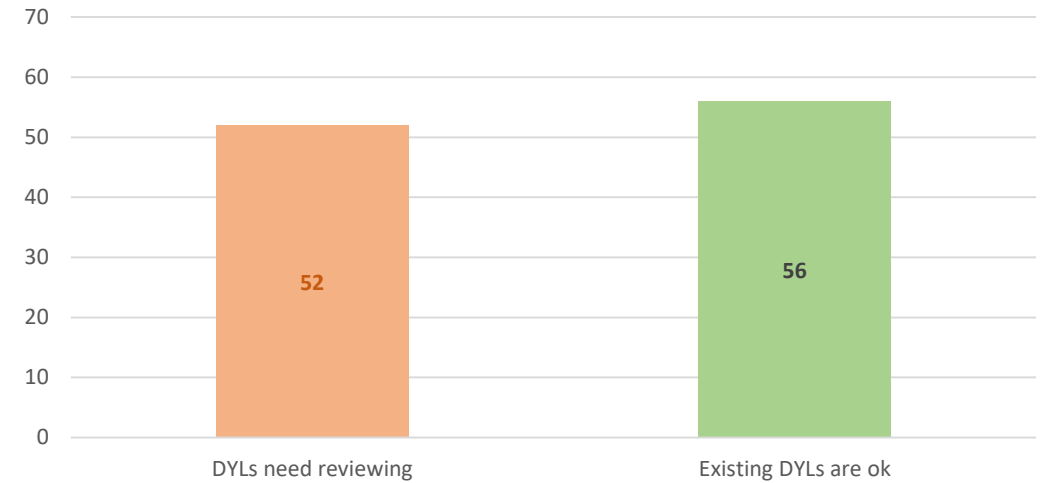
Difficulty in Parking for Residents



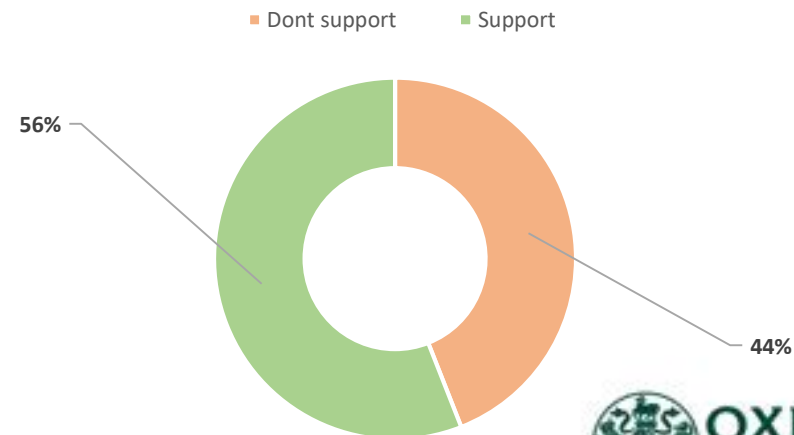
Duration of Visitor Parking



Existing Parking Restrictions

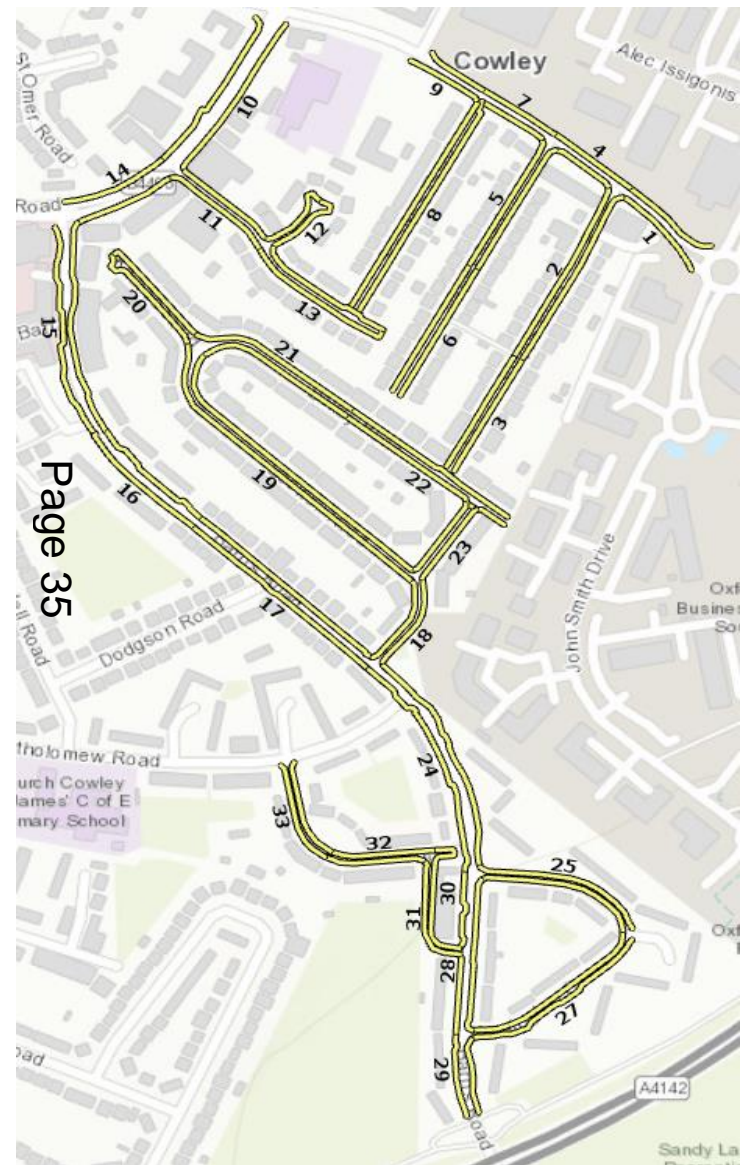


Local Level of Support



Cowley Centre East

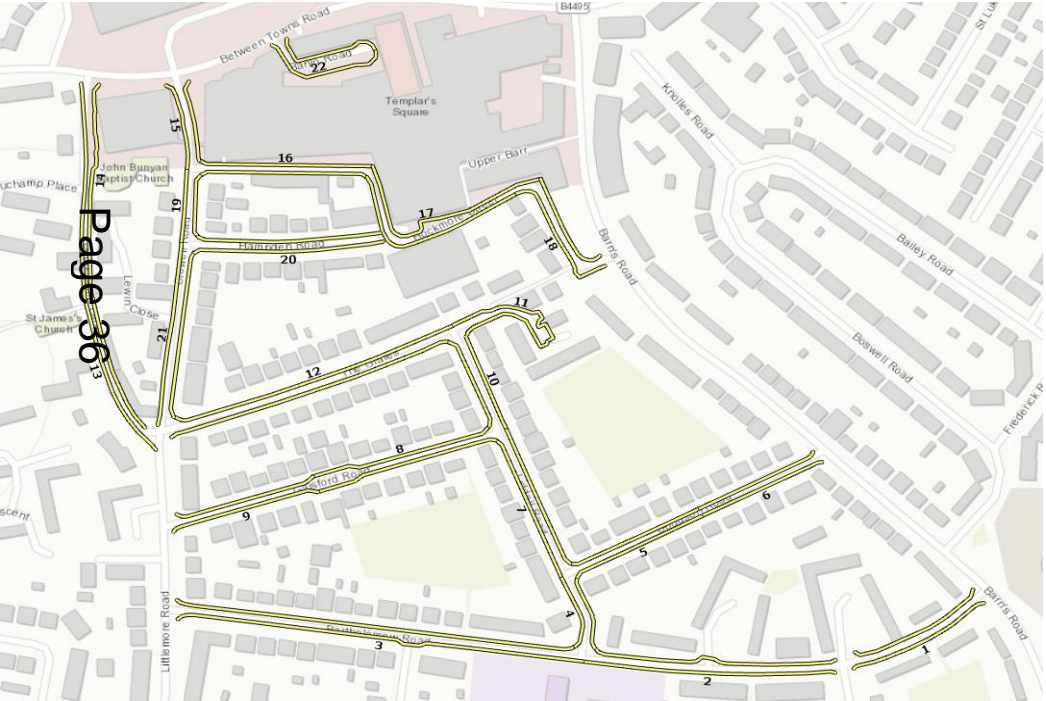
On-street car parking survey, 27 November 2018



ID	ROAD SECTION - Description	North		South		East		West	
		01:00 - 05:00	09:30 - 14:00	01:00 - 05:00	09:30 - 14:00	01:00 - 05:00	09:30 - 14:00	01:00 - 05:00	09:30 - 14:00
1	Garsington Road (from roundabout) to Phipps Road Junction	0	0	0	0				
2	Phipps Road to Phipps Road Footpath	0	0	0	0	10	7	14	9
3	Phipps Road to Phipps Road - Bailey Road Junction					11	7	9	6
4	Garsington Road - Phipps Road Junction to Napier Road Junction	0	0	0	0				
5	Napier Road to Napier Road N25					9	8	12	11
6	Napier Road N25 to Napier Road South End					9	8	11	9
7	Garsington Road - Napier Road Junction to St Lukes Road Junction	1	0	2	0				
8	St Lukes Road to St Lukes Road N41					18	27	16	23
9	Garsington Road - St Lukes Junction to Garsington Road - Hallow Way Junction	0	0	0	0				
10	Between Towns Road to St Lukes Road Junction					0	0	1	0
11	St Lukes Road to Coleridge Close Junction	1	6	1	8				
12	Coleridge Close					2	3	2	3
13	Coleridge Close Junction to end of St Lukes Road	8	15	9	11				
14	Between Towns Road - St Lukes Road Junction to Barns Road Junction	0	0	0	0				
15	Barns Road to Barns Road 214/240 Wolseley House					5	2	4	2
16	Wolseley House to Barns Road N160	5	2	8	8				
17	Barns Road to Boswell Road Junction	19	15	8	10				
18	Boswell Road to Fredrick Road Junction					4	2	4	2
19	Boswell Road to Boswell Road - Knolles Road Junction	15	23	25	28				
20	Knolles Road	7	9	8	10				
21	Bailey Road - Knolles Road Junction to Bailey Road N35	10	15	11	13				
22	Bailey Road to end of Bailey Road	10	6	10	8				
23	to Frederick Road	5	3	4	3				
24	Barns Road - Boswell Road Junction to Barns Road - Kensington Crescent Junction	12	7	11	6				
25	Kensington Crescent to Amory Close Junction	27	16	8	5				
26	Amory Close								
27	Kensington Crescent - Amory Close Junction to Kensington Crescent - Barns Close Junction	19	13	16	10				
28	Barns Road - Kensington Crescent Junction North to Barns North - Kensington Crescent Junction South					11	8	19	10
29	Barns Road - Kensington Crescent South to A412 Eastern Bypass					0	0	6	3
30	Lockheart Crescent to Lockheart Crescent - Barns Road Junction	1	1	0	0				
31	Barns Road - South of Lockheart Crescent	0	0	3	1				
32	Lockheart Crescent - Barns Road Junction to corner N16	5	5	2	1				
33	Lockheart Crescent N16 to Bartholomew Road Junction					6	4	0	0

Cowley Centre West

On-street car parking survey, 27 November 2018



ID	ROAD SECTION - Description	North		South		East		West	
		01:00 - 05:00	09:30 - 14:00	01:00 - 05:00	09:30 - 14:00	01:00 - 05:00	09:30 - 14:00	01:00 - 05:00	09:30 - 14:00
1	Bartholomew Road - Barnes Road Junction to Lockheart Crescent Junction	6	4	2	0				
2	Bartholomew Road - Lockheart Junction to Bartholomew Road - Liddell Road Junction	11	12	1	0				
3	Liddell Junction to Bartholomew Road - Littlemore Junction	16	16	11	10				
4	Liddell Road to Liddel Road - Dodgson Road Junction					1	3	1	1
5	Dodgson Road to Dodgson Road N25	5	5	8	7				
6	Dodgson Road N25 to Barnes Road Junction	6	4	3	3				
7	Liddell Road - Dodgson Road Junction to Liddell Road - Gasford Road Junction					10	8	10	9
8	Gasford Road to Gasford Road N21	21	16	9	4				
9	N21 Gasford Road to Littlemore Road Junction	13	8	0	1				
10	Liddlell Road - Gasford Road Junction to Liddell Road - The Grates Junction					2	4	7	6
11	The Grates (East of Liddell Road)	5	3	1	2				
12	The Grates - Liddell Road Junction to The Grates - Cowell Road Junction	20	23	13	21				
13	Beauchamp Lane to Beuchamp Lane N8					0	2	0	1
14	Beauchamp Lane N8 to Beuchamp Lane - Between Towns Road Junction	0	0	0	0				
15	Crowell Road to Crowell Road - Hockmore Street Junction	5	8	1	3				
16	Hockmore Street to Corner	3	7	1	1				
17	Hockmore Street Corner to N17 Corner	8	10	4	3				
18	Hockmore Street to Barnes Road Junction					1	8	0	0
19	Cowell Road - Hockmore Junction to Cowell Road - Hampden Road Junction					2	7	1	1
20	Hampden Road					1	0	1	3
21	Cowell Road - Hockmore Junction to The Grates - B449 Junction					2	2	1	0
22	Banjo Road - Between Towns Road	5	8	1	4				

Cowley Marsh

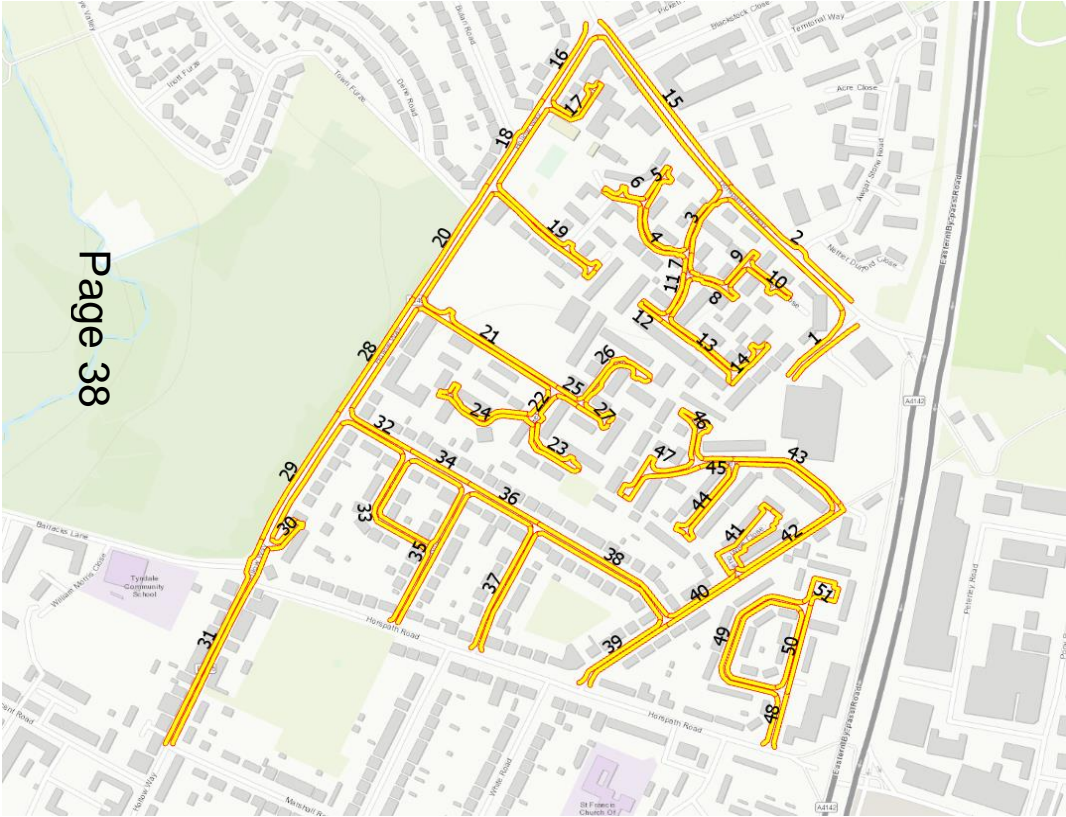
On-street car parking survey, 27 November 2018



ID	ROAD SECTION - Description	North		South		East		West	
		01:00 - 05:00	09:30 - 14:00	01:00 - 05:00	09:30 - 14:00	01:00 - 05:00	09:30 - 14:00	01:00 - 05:00	09:30 - 14:00
1	Bhandari Close (Northend) to Bhandari Close Corner N22					3	3	0	0
2	Bhandari Close Corner N22 to Cricket Road Junction	1	1	3	3				
3	Cricket Road Southend - Rymers Lane Junction to St Gregory Great School					3	3	0	1
4	St Gregory Great School to Cricket Road - Milton Road Junction					3	1	0	0
5	Cricket Road - Milton Road Junction to Cricket Road Shelley Road Junction					2	5	9	10
6	Shelley Road Junction to Cricket Road - Ridgfield Road Junction					6	7	8	6
7	Ridgfield Road Junction to Cricket Road Cricket Road Side Track					6	4	2	2
8	Cricket Road Side Track to Cricket Road Howard St Junction					15	13	12	10
9	Ridgfield Road North End - Howard Street Junction to Ridgfield Road N78-99					16	12	11	7
10	Ridgfield Road N78-99 to Corner/Community Centre Car Park					9	11	9	6
11	Corner/Community Centre to Cricket Road Junction	7	7	2	3				
12	Shelley Road - Cricket Road Junction to Shelley Road - Morris Crescent Junction footpath	6	3	5	2				
13	Morris Crescent to Morris Crescent - Milton Road Junction					0	1	8	5
14	Milton Road to Milton Road B480 - Cowley Road Junction					5	5	4	1
15	Morris Crescent - Milton Road Junction to Milton Road - Cricket Road Junction					2	2	5	3
16	Shelley Road to Shelley Road - B480 Junction	4	4	1	1				
17	B480 - Cowley road Junction to Cowley Road - Glanville Road Junction	0	0	0	0				
18	Glanville Road to Don Stuart Place Junction					8	9	9	8
19	Don Stuart Place to Don Stuart Place Corner N1	7	7	0	0				
20	Don Stuart Place N1 Corner to end of Don Stuart Place					2	2	6	6
21	Glanville Road to Glanville Road - Barrack Lane Junction					22	14	13	11
22	Cowley Road - Glanville Road Junction to Cowley Road - Cumberland Road Junction	8	8	9	9				
23	Cumberland Road to side road (opposite to N26)					8	8	8	10
24	Cumberland Road to Side Road	0	0	3	0				
25	Cumberland Road to Cumberland Road - Barracks Lane Junction					11	5	10	3
26	Barracks Lane to barracks Lane Community Garden	0	0	10	4				
27	Barracks Lane - Cumberland Road Junction to Barracks Lane - Glanville Road Junction	8	10	12	19				
28	Glanville Road - Barracks Lane Junction to end of Barracks Lane - Cycle Path	1	2	0	0				
29	Cowley Road - Cumberland Road Junction to Cowley Road - Kenilworth Avenue Junction					7	6	10	12
30	Kenilworth Avenue to Kenilworth Avenue N7					8	9	9	14
31	Kenilworth Avenue N7 to Kenilworth Avenue - Barracks Lane Junction					9	10	12	11
32	Cowley Road - Kenilworth Avenue Junction to Belvedere Road Junction					7	8	6	7
33	Belvedere Road to Belvedere Road N7					8	8	8	8
34	Belvedere Road N7 to Belvedere Road - Barracks Lane Junction					6	5	7	7
35	Cowley road - Belvedere Junction to Cowley Road - Bartlemas Close Junction					7	7	9	9
36	Cowley Road - Shelley Road Junction to Saunders Road Junction	0	0	0	0				
37	Saunders Road to Saunders Road Side Street	5	2	2	2				
38	Saunders Road Side Street to Reliance Way	11	15	0	0				
39	Cowley Road - Saunders Road Junction to Cowley Road - Gillians Way	0	0	0	0				
40	Gillians Way to Westfield Close	0	0	8	7				
41	Westfield Close	5	2	7	5				
42	Gillians Way - Westfield Close Junction to End of Gillians Way	3	4	2	4				
43	Cowley Road to Cowley Road - Marsh Road Junction					13	15	0	0

Hollow Way North

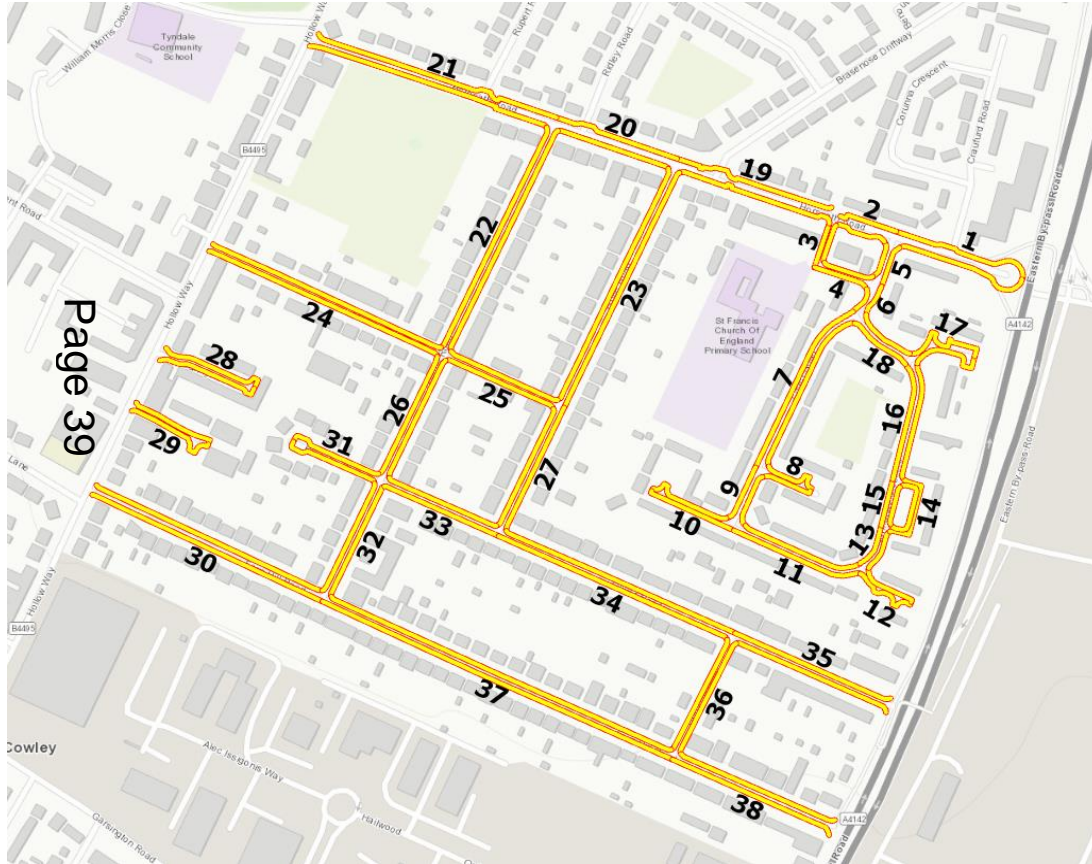
On-street car parking survey, 22 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Horspath Driftway - Shopping Center Access	0	0	0	0				
2	Horspath Driftway - Shopping Center Access to East Field Close					0	0	0	0
3	East Field Close - Horspath Driftway to Troy Close	1	5	0	0				
4	Troy Close - N.1 to N.19					1	5	0	1
5	Troy Close - NE Extent	0	0	10	8				
6	Troy Close - NW Extent	2	2	6	3				
7	East Field Close - Troy Close to Meyseys Road					0	0	0	0
8	Meyseys Road - East Field Close to N.10	2	0	2	1				
9	Meyseys Road 0 N.10 to N.18					0	0	5	0
10	Meyseys Road - End	5	2	0	1				
11	East Field Close - Meyseys Road to N.19					0	0	1	3
12	East Field Close - N.24	0	0	0	0				
13	East Field Close - N.19 to N.27	1	2	0	0				
14	East Field Close - End					1	1	1	1
15	Horspath Driftway - Hollow Way to East Field Close					0	0	0	0
16	Hollow Way - Horspath Driftway to St Francis Court					0	0	0	2
17	St Francis Court	4	2	6	5				
18	Hollow Way - St Francis Court to Hundred Acres Close					0	0	0	0
19	Hundred Acres Close	6	8	3	3				
20	Hollow Way - Hundred Acres Close to James Wolfe Road					0	0	0	0
21	James Wolfe Road - Hollow Way to Hunter Close	2	3	3	7				
22	Hunter Close - James Wolfe Road to Lambton Close					0	1	2	5
23	Hunter Close - Lambton Close to End	5	2	5	2				
24	Lambton Close	2	2	4	2				
25	James Wolfe Road - Hunter Close to Kennedy Close	0	0	0	2				
26	Kennedy Close					7	3	3	2
27	James Wolfe Road - End	1	0	0	1				
28	Hollow Way - James Wolfe Road to Cranmer Road					0	0	0	0
29	Hollow Way - Cranmer Road to N.170					0	0	0	0
30	Hollow Way - N.170 to N.190					5	3	4	0
31	Hollow Way - Until Marshall Road					0	0	0	0
32	Cranmer Road - Hollow Way to Fairfax Road	2	3	2	1				
33	Fairfax Road					5	8	8	5
34	Cranmer Road - Fairfax Road to Rupert Road	4	2	1	0				
35	Rupert Road					12	7	2	4
36	Cranmer Road - Rupert Road to Ridley Road	4	4	2	0				
37	Ridley Road					8	6	9	5
38	Cranmer Road - Ridley road to Brasenose Driftway	4	5	8	8				
39	Brasenose Driftway - Cranmer Road to Horspath Road	0	2	1	2				
40	Brasenose Driftway - Cranmer Road to Benouville Close	1	0	8	4				
41	Benouville Close	5	8	1	6				
42	Brasenose Driftway - Benouville Close to Fletcher Road	0	0	12	6				
43	Fletcher Road - Brasenose Driftway to Burton Place	7	3	0	1				
44	Burton Place					3	6	0	8
45	Fletcher Road - Burton Place to Yeats Close	0	0	3	1				
46	Yeats Close					1	2	5	3
47	Fletcher Road - End	1	3	4	8				
48	Craufurd Road - Horspath Road to Corunna Crescent					0	0	5	8
49	Corunna Crescent					5	6	7	13
50	Craufurd Road - Corunna Crescent to Corunna Crescent					2	7	4	3
51	Craufurd Road - End	7	16						

Hollow Way South

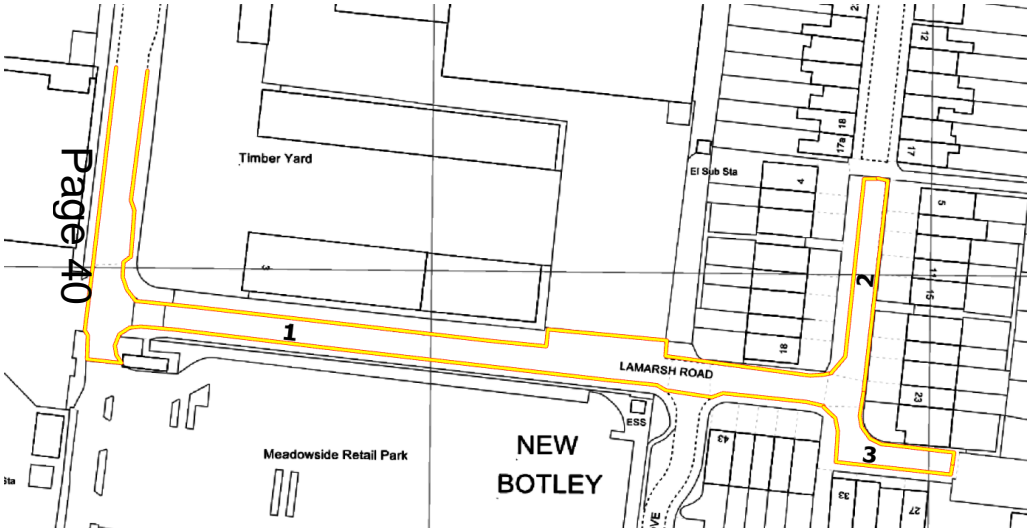
On-street car parking survey, 22 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Horspath Road - Eastern By-Pass Road to Paget Road	0	0	3	3				
2	Horspath Road - Paget Road to Paget Road	5	2	0	0				
3	Paget Road - Horspath Road to N.96					0	3	0	0
4	Paget Road - N.96 to N.104	3	0	1	2				
5	Paget Road - Horspath Road to N.1					3	3	1	1
6	Paget Road - N.1 to Normandy Crescent					0	0	0	0
7	Paget Road - Normandy Crescent to Fanshawe Place					8	3	3	4
8	Fanshawe Place	7	4	0	0				
9	Paget Road - Fanshawe Place to Normandy Crescent					2	1	2	2
10	Normandy Crescent - Paget Road to N.102	0	0	3	3				
11	Normandy Crescent - Paget Road to N. 54	5	2	7	5				
12	Normandy Crescent - N.54 to N.113	0	0	0	0				
13	Normandy Crescent - N.54 to N. 46					2	2	0	0
14	Normandy Crescent - Square					0	0	7	4
15	Normandy Crescent - N.46 to N.36					0	0	3	1
16	Normandy Crescent - N.36 to N.22					3	2	8	4
17	Normandy Crescent - N.22 to N35	10	7	2	1				
18	Normandy Crescent - N.22 to Paget Road	0	0	4	1				
19	Horspath Road - Paget Road to White Road	3	10	3	0				
20	Horspath Road - White Road to Wilkins Road	2	3	4	1				
21	Horspath Road - Wilkins Road to Hollow Way	2	4	5	7				
22	Wilkins Road - Horspath Road to Marshall Road					6	7	10	4
23	White Road - Horspath Road to Marshall Road					10	9	12	9
24	Marshall Road - Hollow Way to Wilkins Road	7	5	11	6				
25	Marshall Road - Wilkins Road to White Road	3	2	3	2				
26	Wilkins Road - Marshall Road to Oliver Road					5	5	7	6
27	White Road - Marshall Road to Oliver Road					7	4	3	4
28	Sunnyside	7	5	7	5				
29	Ivy Close	0	2	6	9				
30	Fern Hill Road - Hollow Way to Wilkins Road	10	11	18	15				
31	Bleache Place	8	7	7	7				
32	Wilkins Road - Oliver Road to Fern Hill Road					7	10	0	1
33	Oliver Road - Wilkins Road to White Road	5	3	5	3				
34	Oliver Road - White Road to Burbush Road	15	10	27	12				
35	Oliver Road - Burbush Road to Eastern By-Pass Road	8	7	7	5				
36	Burbush Road					3	3	4	4
37	Fern Hill Road - Wilkins Road to Burbush Road	19	17	23	15				
38	Fern Hill Road - Burbush Road to Eastern By-Pass Road	1	2	0	0				

Lamarsh Road

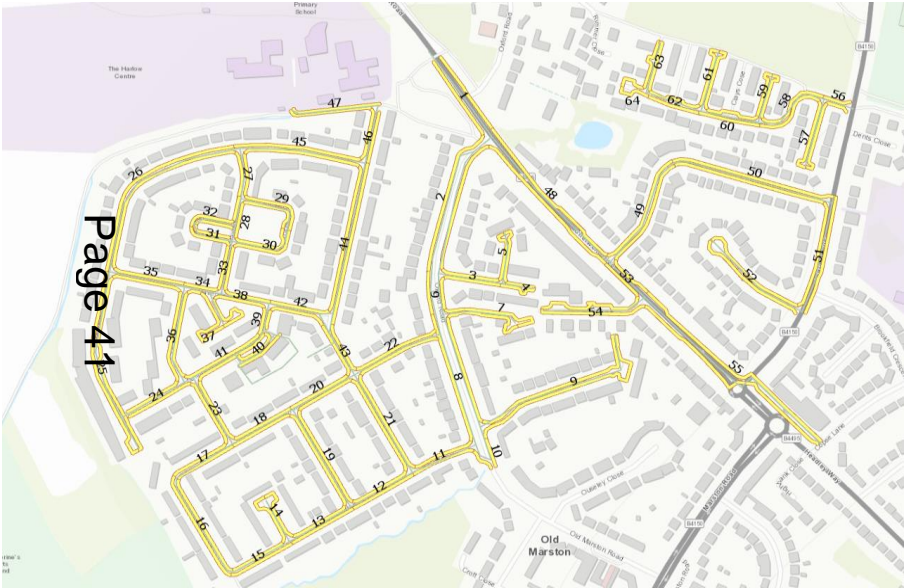
On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Lamarsh Road - Main	4	6	0	0				
2	Lamarsh Road - North					1	3	3	0
3	Lamarsh Road - South	0	3	4	0				

New Marston

On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Marston Ferry Road - Subway to Oxford Road					0	0	0	0
2	Oxford Road - Cherwell Drive to Gordon Close					2	7	16	21
3	Gordon Close - Oxford Road to Broughton Close	1	0	2	4				
4	Gordon Close - End	0	0	0	0				
5	Broughton Close					0	0	0	1
6	Oxford Road - Grodon Close to Rylands					0	0	4	2
7	Rylands	0	0	0	0				
8	Oxford Road - Rylands to Beechey Avenue					1	9	12	13
9	Beechey Avenue	6	3	10	10				
10	Oxford Road - End					0	0	0	0
11	Rippington Drive - Oxford Road to Lewell Avenue	3	1	2	1				
12	Rippington Drive - Lewell Avenue to Nicholas Avenue	4	9	16	12				
13	Rippington Drive - Nicholas Avenue to Cromwell Close	1	7	3	6				
14	Cromwell Close					1	3	3	2
15	Rippington Drive - Cromwell Close to Fairfax Avenue	6	4	3	8				
16	Fairfax Avenue					6	8	7	12
17	Mortimer Drive - Fairfax Avenue to The Link	0	4	2	2				
18	Mortimer Drive - The Link to Nicholas Avenue	7	4	2	5				
19	Nicholas Avenue					6	9	4	12
20	Mortimer Drive - Nicholas Avenue to Lewell Avenue	1	2	3	8				
21	Lewell Avenue					8	9	11	10
22	Mortimer Drive - Lewell Avenue to Oxford Road	8	12	0	1				
23	The Link					1	0	1	6
24	Salford Road - The Link to Arlington Drive	6	3	0	0				
25	Arlington Drive - until Cavendish Drive					2	1	6	5
26	Arlington Drive - Cavendish Drive to Haynes Road					5	4	8	6
27	Haynes Road - Arlington Drive to Cotswold Crescent					0	0	0	1
28	Haynes Road - Cotswold Crescent to Windsor Crescent					0	0	2	2
29	Cotswold Crescent - Haynes Road to N.7	1	1	4	2				
30	Cotswold Crescent - N.7 to Haynes Road	0	0	1	2				
31	Windsor Crescent - Haynes Road to N.4	0	0	6	1				
32	Windsor Crescent - N.4 to Haynes Road	3	2	0	0				
33	Haynes Road - Wisdor Crescent to Cavendish Drive					2	0	1	1
34	Cavendish Drive - Haynes Road to Fane Road	1	0	1	1				
35	Cavendish Drive - Fane Road to Arlington Drive	1	4	0	0				
36	Fane Road					0	0	11	9
37	Cavendish Drive - Square					0	1	7	5
38	Cavendish Drive - Square to Salford Road	0	0	0	0				
39	Salford Road - Cavendish Drive to N.1					0	0	4	5
40	Salford Road - Square	0	0	2	5				
41	Salford Road - Square to The Link	6	9	0	3				
42	Cavendish Drive - Salford Road to Raymund Road	3	2	2	0				
43	Raymund Road - Cavendish Drive to Mortimer Drive					0	1	0	0
44	Raymund Road - Cavendish Drive to Arlington Drive					6	13	0	1
45	Arlington Drive - Raymund Road to Haynes Road	5	9	2	2				
46	Raymund Road - Arlington Drive to school access					1	3	0	0
47	Raymund Road - school access	0	0	0	0				
48	Cherwell Drive - Oxford Road to Elms Drive					1	3	1	4
49	Elms Drive - Cherwell Drive to N.42					0	0	0	0
50	Elms Drive - N.42 to Marsh Lane	3	2	6	8				
51	B4150 - Marsh Lane to Ashlong Road					0	0	0	0
52	Ashlong Road	7	8	15	17				
53	Cherwell Drive - Elms Drive to Ewin Close					2	0	1	0
54	Ewin Close	5	4	0	0				
55	Cherwell Drive - Ewin Close to Copse Lane					0	8	4	4
56	Horseman Close - Marsh Lane to N.57	0	0	0	0				
57	Horseman Close - Rear Access N.1 to 19					6	4	6	2
58	Horseman Close - N.1 to N.27	4	0	6	1				
59	Clays Close - Rear Access					4	2	5	4
60	Horseman Close - N.18 to N.24	6	0	0	0				
61	Jessops Close - Rear Access - Even Numbers					3	2	6	5
62	Horseman Close - N.26 to N.32	9	8	1	1				
63	Jessops Close - Rear Access - Odd Numbers					1	1	2	2
64	Horseman Close - End	3	0	1	0				

Waterways

On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Elizabeth Jennings Way - A4144 to Lark Hill	0	0	0	0				
2	Lark Hill - Elizabeth Jennings Way to N.27	9	7	10	7				
3	Rackham Place - Lark Hill to Pedestrian Path					1	1	1	1
4	Lark Hill - End	5	4	0	0				
5	Elizabeth Jennings Way - Lark Hill to Clear Water Place					3	4	0	0
6	Clear Water Place - Elizabeth Jennings Way to Square					0	0	0	0
7	Clear Water Place - N.1 to N.17	5	3	0	2				
8	Clear Water Place - Car Park - East					6	5	6	5
9	Clear Water Place - N.45 to N.50	1	3	9	3				
10	Clear Water Place - Car Park - West					3	4	3	6
11	Elizabeth Jennings Way - Clean Water Place to N.56-126 Entrance	0	0	0	0				
12	Elizabeth Jennings Way - N.56-126 Entrance Path					1	1	1	1
13	Elizabeth Jennings Way - N.56 to N.90	3	2	5	3				
14	Elizabeth Jennings Way - N.92 to N.126	1	1	4	3				
15	Elizabeth Jennings Way - N.56-126 Entrance Path to Rackham Place	0	0	4	3				
16	Rackham Place					7	6	3	0
17	Ryder Close					3	4	1	5
18	Elizabeth Jennings Way - Ryder Close to Frenchay Road	3	6	4	5				
19	Complins Close					8	9	6	6
20	Frenchay Road - Elizabeth Jennings Way to Oxford Canal					8	21	2	3
21	Frenchay Road - Oxford Canal to Bainton Road	4	1	2	0				
22	Elizabeth Jennings Way - Frenchay Road to Cox's Ground	3	3	5	8				
23	Cox's Ground					0	0	3	5
24	Stone Meadow - Cox's Ground to N.38					1	5	7	20
25	Stone Meadow - N.43 to N.55	0	0	0	0				
26	Stone Meadow - N.38 to N.58					4	9	0	2
27	Stone Meadow - N.75 to N.91	0	0	2	0				
28	Stone Meadow - End					2	3	0	1

Donnington

On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Iffley Road - Howard Street to Addison Crescent					0	0	0	0
2	Iffley Road - N.299 to N.303	1	1	0	0				
3	Iffley Road - Addison Crescent to Donnington Bridge Road					0	0	0	1
4	Donnington Bridge Road - Iffley Road to Townsend Square	1	0	0	0				
5	Townsend Square - Donnington Bridge Road to N.13					0	0	3	4
6	Townsend Square - N.13 to N.34	0	0	13	9				
7	Townsend Square - N.35 to Donnington Bridge Road					0	0	6	5
8	Donnington Bridge Road - Townsend Square to Addison Crescent	1	0	0	0				
9	Addison Crescent - Donnington Bridge Road to Swinburne Road					1	2	1	4
10	Addison Crescent - Swinburne Road to Iffley Road	4	5	6	5				
11	Donnington Bridge Road - Addison Crescent to Arnold Road	3	2	2	0				
12	Arnold Road - Donnington Bridge Road to Swinburne Road					5	3	7	3
13	Swinburne Road - Addison Crescent to Arnold Road	10	7	7	3				
14	Swinburne Road - Arnold Road to N.45	4	2	5	3				
15	Swinburne Road - N.45 to Donnington Bridge Road					3	3	5	7
16	Donnington Bridge Road - Arnold Road to Swinburne Road	0	0	3	3				
17	Donnington Bridge Road - Swinburne Road to Meadow Lane	1	1	0	1				
18	Meadow Lane - North of Donnington Bridge Road					14	2	11	14
19	Meadow Lane - South of Donnington Bridge Road					19	8	6	8
20	Freelands Road - Donnington Bridge Road to Arnold Road					20	5	12	11
21	Arnold Road - Donnington Bridge Road to Freelands Road					8	4	12	6
22	Freelands Road - Arnold Road to Radcliffe Road	5	4	8	5				
23	Boundary Brook Road - Iffley Road to N.25	0	0	0	0				
24	Boundary Brook Road - N.25 to Quartermain Close					9	11	7	8
25	Quartermain Close					1	2	0	0
26	Boundary Brook Road - Quartermain Close to Pipkin Way	9	5	2	8				
27	Pipkin Way - North					7	3	6	5
28	Boundary Brook Road - Pipkin Way to Pipkin Way					19	19	27	25
29	Pipkin Way - South					5	5	5	3
30	Boundary Brook Road - Pipkin Way to George Moore Close	5	3	3	3				
31	Boundary Brook Road - George Moore Close to N.33	0	0	0	0				
32	George Moore Close - Boundary Brook Road to N.5					0	0	9	8
33	George Moore Close - N.5 to N.12	4	4	4	0				
34	George Moore Close - End					6	2	2	2
35	Iffley Road - Boundary Brook Road to Freelands Road					5	4	0	0
36	Freelands Road - Boundary Brook Road to Nixon Road	8	10	5	5				
37	Freelands Road - Nixon Road to Radcliffe Road	5	3	7	3				
38	Radcliffe Road - Freelands Road to Nixon Road	8	5	11	5				
39	Nixon Road					0	0	0	0
40	Radcliffe Road - Nixon Road to Iffley Road	3	5	5	6				
41	Iffley Road - Freelands Road to Radcliffe Road					5	4	0	0
42	Iffley Road - Radcliffe Road to Cavell Road					2	4	4	8
43	Cavell Road	11	14	11	8				

Florence Park

On-street car parking survey, 12 February 2019

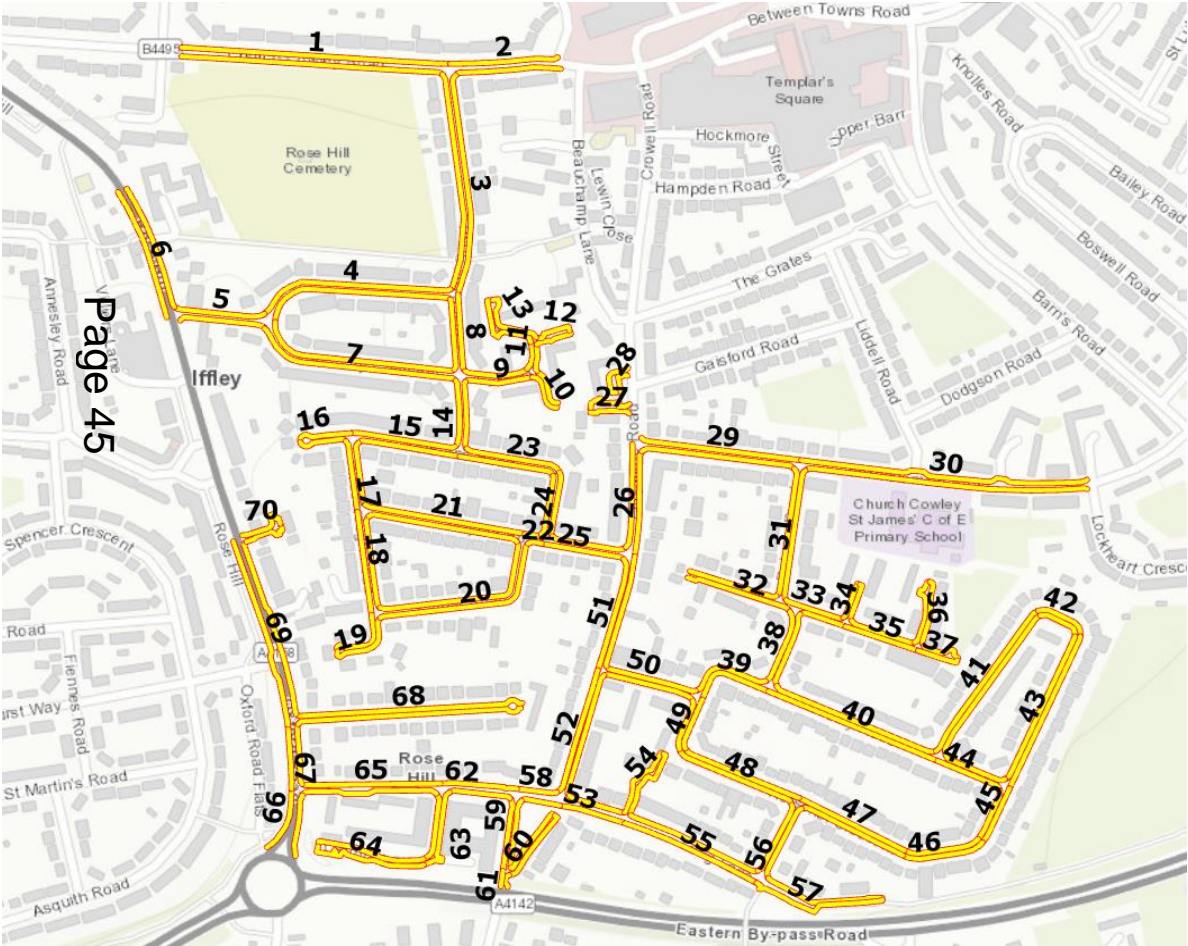


ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Henley Avenue - Cornwallis Road to Church Cowley Road					0	1	0	0
2	Church Cowley Road - Henly Avenue to Florence Park Road	20	14	10	9				
3	Eleanor Close - Florence Park Road to N.10					2	1	4	1
4	Eleanor Close - N.10 to N.7	0	0	0	0				
5	Eleanor Close - N.10 to N.1	0	0	0	0				
6	Florence Park Road - Church Cowley Road to Campbell Road					4	6	0	0
7	Cornwallis Road - Henley Avenue to Cornwallis Close	0	5	2	5				
8	Cornwallis Close					4	5	3	2
9	Cornwallis Road - Cornwallis Close to Campbell Road	1	10	3	8				
10	Campbell Road - Cornwallis Road to North End					12	13	10	12
11	Campbell Road - Cornwallis Road to Lytton Road					3	2	7	7
12	Campbell Road - Lytton Road to N.147					6	2	5	4
13	Cornwallis Road - Campbell Road to Florence Park Road	8	6	3	2				
14	Lytton Road - Campbell Road to Florence Park Road	15	10	12	8				
15	Campbell Road - N.147 to Florence Park Road	18	12	18	16				
16	Florence Park Road - Campbell Road to Lytton Road					0	5	3	2
17	Florence Park Road - Lytton Road to Cornwallis Road					2	2	0	1
18	Florence Park Road - Park Entrance					0	0	0	1
19	Cornwallis Road - Florence Park Road to Outram Road	5	3	0	0				
20	Lytton Road - Florence Park Road to Outram Road	9	10	5	2				
21	Campbell Road - Florence Park Road to Outram Road	12	9	10	7				
22	Outram Road - Campbell Road to Lytton Road					6	3	5	3
23	Outram Road - Lytton Road to Cornwallis Road					7	3	4	6
24	Cornwallis Road - Outram Road to Rymers Lane	4	5	2	5				
25	Lytton Road - Outram Road to Rymers Lane	10	3	10	7				
26	Campbell Road - Outram Road to Rymers Lane	12	10	16	9				
27	Church Cowley Road - John Allen Way to Rymers Lane	0	0	0	0				
28	Rymers Lane - Church Cowley Road to Campbell Road					9	14	3	3
29	Rymers Lane - Campbell Road to Trevor Place					0	0	6	4
30	Trevor Place	0	0	5	4				
31	Rymers Lane - Trevor Place to Lytton Road					2	2	0	0
32	Rymers Lane - Lytton Road to Kames Close					1	0	1	0
33	Kames Close	3	2	0	0				
34	Rymers Lane - Kames Close to Cornwallis Road					1	0	2	1
35	Rymers Lane - Cornwallis Road to Park Entrance					1	17	2	14
36	Littlehay Road - Rymers Lane to Maidcroft Road	4	6	3	4				
37	Clive Road - Rymers Lane to Maidcroft Road	12	10	10	9				
38	Maidcroft Road - Littlehay Road to Clive Road					18	15	17	14
39	Maidcroft Road - Clive Road to End					6	3	6	6
40	Oxford Road - Marsh Road to Hendred Street					0	0	0	0
41	Hendred Street	19	19	18	16				
42	Littlehay Road - Maidcroft Road to Oxford Road	13	13	9	10				
43	Edmund Road	1	2	11	7				
44	Oxford Road - Edmund Road to Clive Road					0	0	0	0
45	Clive Road - Oxford Road to Lawrence Road	5	5	4	8				
46	Clive Road - Lawrence Road to Maidcroft Road	2	3	3	2				
47	Lawrence Road	0	1	4	5				
48	Oxford Road - Clive Road to Havelock Road	0	1	0	0				
49	Havelock Road - Oxford Road to Lawrence Road					6	7	0	1
50	Havelock Road - Lawrence Road to End					3	5	0	0
51	Cleveland Drive - N.29 to Stomer Road	0	3	3	4				
52	Stomer Road - Cleveland Drive to Gerard Place	0	1	6	9				
53	Gerard Place	4	3	1	0				
54	Stomer Road - Gerard Place to End					7	7	1	3
55	Cleveland Road - Stomer Road to Oxford Road	7	6	7	13				
56	Oxford Road - Cleveland Drive to Temple Road	0	0	0	0				
57	Cedar Court					0	0	0	0
58	Between Towers Road - St Luke's Road to Barns Road	0	0	0	1				
59	Between Towers Road - Barns Road to N.51	0	0	0	0				

Littlemore North

On-street car parking survey,

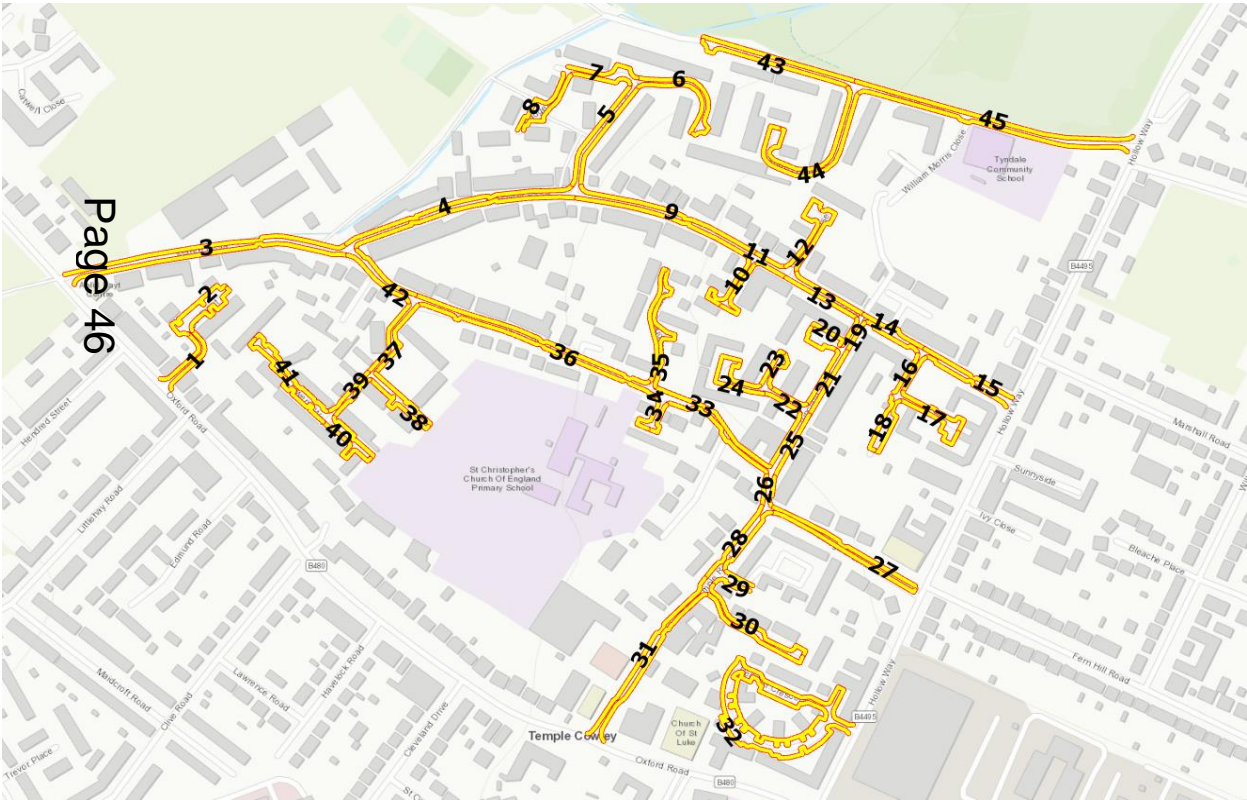
12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Church Cowley Road - Florence Park Road to Church Hill Road	29	21	0	0				
2	Church Cowley Road - Church Hill Road to Rymers Lane	2	1	2	0				
3	Church Hill Road - Church Cowley Road to Westbury Crescent					14	11	16	10
4	Westbury Crescent - Church Hill Road to N.40	19	9	10	5				
5	Westbury Crescent - N.40 to Rose Hill	0	0	3	7				
6	Rose Hill - Westbury Crescent to N.11					0	0	0	0
7	Westbury Crescent - N.48 to Church Hill Road	10	7	8	3				
8	Church Hill Road - Westbury Crescent to Westbury Crescent					2	3	2	3
9	Wykeham Crescent - Church Hill Road to N.20	4	5	2	1				
10	Wykeham Crescent - South					1	0	1	1
11	Wykeham Crescent - N.20 to N.29					0	0	0	0
12	Wykeham Crescent - N.29 to N.66	0	0	0	0				
13	Wykeham Crescent - North					8	5	3	1
14	Church Hill Road - Westbury Crescent to Kelburne Road					3	8	0	1
15	Kelburne Road - Church Hill Road to Hillsborough Road	4	5	7	6				
16	Kelburne Road - Hillsborough Road to N.72	1	4	2	3				
17	Hillsborough Road - Kelburne Road to Mayfair Road					3	3	3	1
18	Hillsborough Road - Mayfair Road to Fairlie Road					2	2	8	8
19	Hillsborough Close	0	0	0	0				
20	Fairlie Road	12	9	10	2				
21	Mayfair Road - Hillsborough Road to Fairlie Road	7	1	16	5				
22	Mayfair Road - Fairlie Road to Kelburne Road	0	0	0	0				
23	Kelburne Road - Church Hill Road to N.10	16	3	10	4				
24	Kelburne Road - N.10 to Mayfair Road					2	1	4	2
25	Mayfair Road - Kelburne Road to Littlemore Road	6	2	8	7				
26	Littlemore Road - Mayfair Road to Bartholomew Road					2	2	5	5
27	Compass Close	5	4	1	1				
28	Pulker Close					1	2	0	0
29	Bartholomew Road - Littlemore Road to Rahere Road	7	4	8	4				
30	Bartholomew Road - Rahere Road to Lockheart Crescent	1	5	7	13				
31	Rahere Road					0	4	6	6
32	Van-Dieman's Lane - N.1 to Rahere Road	2	3	0	0				
33	Van-Dieman's Lane - Rahere Road to N.22	0	0	0	0				
34	Van-Dieman's Lane - N.21 to N.34					2	2	0	0
35	Van-Dieman's Lane - N.45 to N.55	0	0	2	2				
36	Van-Dieman's Lane - N.55 to N.91					0	0	0	0
37	Van-Dieman's Lane - N.91 to End	0	0	2	2				
38	Orchard Way					4	0	6	6
39	Bodley Road - Orchard Way to Addison Drive	0	3	0	0				
40	Bodley Road - Orchard Way to Herschel Crescent	3	2	8	5				
41	Herschel Crescent - Bodley Road to N.196					19	6	8	9
42	Herschel Crescent - N.196 to N.174	5	2	2	0				
43	Herschel Crescent - N.174 to Bodley Road					10	3	14	10
44	Bodley Road - Herschel Crescent to Herschel Crescent	2	0	5	4				
45	Herschel Crescent - Bodley Road to N.102					7	4	5	3
46	Herschel Crescent - N.102 to N.85	4	4	5	6				
47	Herschel Crescent - N.85 to Sheldon Way	10	6	8	5				
48	Herschel Crescent - Sheldon Way to N.8	8	3	8	1				
49	Herschel Crescent - N.8 to Addison Drive					1	1	2	2
50	Addison Drive	8	6	4	0				
51	Littlemore Road - Mayfair Road to Addison Drive					0	0	1	1
52	Cowley Road - Addison Drive to Long Lane					3	2	1	1
53	Long Lane - Cowley Road to Goodey Close	6	2	6	3				
54	Goodey Close					0	0	0	0
55	Long Lane - Goodey Close to Sheldon Way	19	8	15	6				
56	Sheldon Way					4	1	0	0
57	Long Lane - Sheldon Way to End	2	0	2	0				
58	Newman Road - Cowley Road to Cowley Road	0	0	0	2				
59	Cowley Road - East of Cardinal House					0	0	0	0
60	Cowley Road - N.54 to N.74					7	4	7	2
61	Cowley Road - N.54 to Eastern By-Pass Road Tunnel					0	0	0	0
62	Newman Road - Cowley Road to Cardinal Close	2	3	2	3				
63	Cardinal Close - Newman Road to N.14					0	0	6	7
64	Cardinal Close - N.14 to End	6	3	4	4				
65	Newman Road - Cardinal Close to Oxford Road	7	5	4	2				
66	Oxford Road - Newman Road to Littlemore Roundabout					0	0	0	0
67	Oxford Road - Newman Road to Eastern Avenue					0	0	0	0
68	Eastern Avenue	11	4	21	9				
69	Rose Hill					0	0	0	0
70	Orchard Court	0	0	0	0				

Temple Cowley

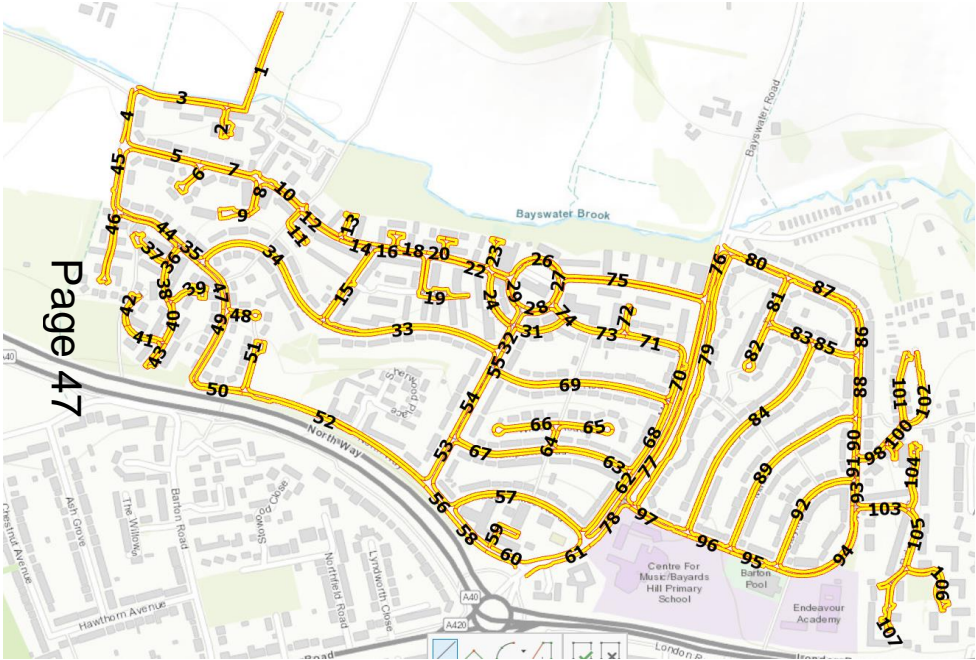
On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Agnes Court - Oxford Road to N.21					0	0	7	3
2	Agnes Court - End	6	6	6	0				
3	Marsh Road	13	16	8	9				
4	Crescent Road - Marsh Road to Leaffield Road	13	10	11	13				
5	Leaffield Road - Crescent Road to N.57					0	0	13	16
6	Leaffield Road - N.57 to N.109	17	8	2	1				
7	Leaffield Road - N.57 to Badger's Walk	9	7	4	3				
8	Badger's Walk					6	7	7	4
9	Crescent Road - Leaffield Road to Salesian Gardens	9	9	6	10				
10	Salesian Gardens					2	1	2	1
11	Crescent Road - Salesian Gardens to Crescent Close	1	1	1	1				
12	Crescent Close					5	3	0	0
13	Crescent Road - Crescent Close to Junction Road	10	6	0	0				
14	Crescent Road - Junction Road to Crescent Court	0	0	0	0				
15	Crescent Road - Crescent Court to Hollow Way	2	0	16	13				
16	Crescent Residence - North					0	0	0	0
17	Crescent Residence - East	0	0	0	0				
18	Crescent Residence - West					0	0	0	0
19	Junction Road - Crescent Road to Temple Cloisters					0	0	0	0
20	Temple Cloisters	7	2	0	0				
21	Junction Road - Temple Cloisters to Don Bosco Close					0	3	12	12
22	Don Bosco Close - Junction Road to N.8	5	7	0	1				
23	Don Bosco Close - N.29 to N.39					1	1	1	1
24	Don Bosco Close - N.11 to N.28	4	6	0	2				
25	Junction Road - Don Bosco Close to Temple Road					9	4	0	0
26	Temple Road - Junction Road to Salegate Lane					2	0	0	0
27	Salegate Lane	6	8	3	1				
28	Temple Road - Salegate Lane to Fitzgerald House					7	9	6	8
29	Fitzgerald House - Access	4	3	0	0				
30	Kirby Place	6	8	3	7				
31	Temple Road - Kirby Place to Oxford Road					9	4	6	2
32	Bennett Crescent	35	23	40	21				
33	Temple Road - Junction Road to Purland Close	1	2	5	1				
34	Purland Close					1	1	1	1
35	St Christopher's Place					0	1	1	2
36	Temple Road - St Christopher's Place to Owens Way	23	21	9	8				
37	Owens Way - Temple Road to N.16					3	7	3	5
38	Owens Way - N.22 to N.78	6	8	4	5				
39	Owens Way - N.16 to N.27					1	4	0	0
40	Owens Way - N.93 to N.113	0	0	0	0				
41	Owens Way - N.93 to N.63	9	3	6	4				
42	Temple Road - Owens Way to Crescent Road	7	7	0	0				
43	Barracks Lane - Turner Close to N.300	0	0	7	5				
44	Turner Close					19	13	18	15
45	Barracks Lane - Turner Close to Hollow Way	3	3	8	16				

Barton

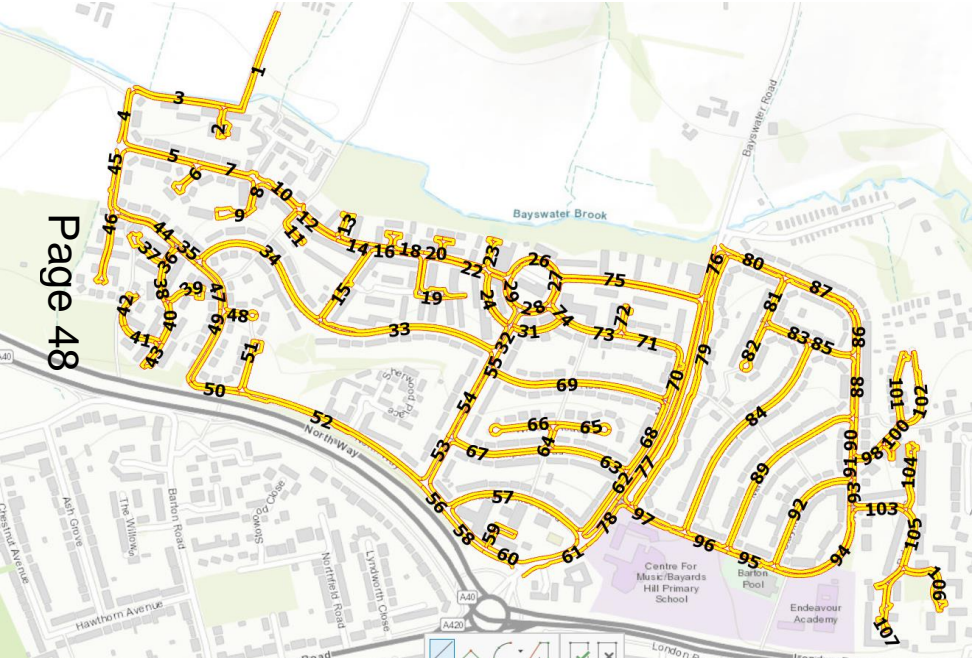
On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Barton Village Road - Wick Farm Park to N.148					0	0	0	0
2	Barton Village Road - N.148 to N.134					0	0	0	0
3	Barton Village Road - N.134 to N.106	0	0	16	12				
4	Barton Village Road - N.106 to Fettiplace Road					5	3	0	0
5	Fettiplace Road - Barton Village Road to Atkinson Close	0	0	10	5				
6	Atkinson Close					4	4	4	3
7	Fettiplace Road - Atkinson Close to Shaftesbury Road	3	0	9	3				
8	Shaftesbury Road - Fettiplace Road to N.1					6	4	0	0
9	Shaftesbury Road - End	1	1	1	1				
10	Fettiplace Road - Shaftesbury Road to High Cross Way	0	0	5	5				
11	High Cross Way					1	0	2	3
12	Fettiplace Road - High Cross Way to Bushey Leys Close	0	0	5	7				
13	Bushey Leys Close					7	7	8	6
14	Fettiplace Road - Bushey Leys Close to Ilsley Road	0	0	3	1				
15	Ilsley Road					14	11	0	0
16	Fettiplace Road - Ilsley Road to Pound Field Close	0	0	0	0				
17	Pound Field Close					0	6	5	3
18	Fettiplace Road - Pound Field Close to Brome Place	0	2	0	0				
19	Brome Place					10	3	34	28
20	Fettiplace Road - Brome Place to Henry Taunt Close	0	0	0	0				
21	Henry Taunt Close					2	4	2	4
22	Fettiplace Road - Henry Taunt Close to Taggs Gate	0	0	0	0				
23	Taggs Gate					8	6	4	0
24	Alden Crescent - Fettiplace Road to Burchester Avenue					6	2	8	4
25	Fettiplace Road - Alden Crescent to Underhill Circus	0	0	0	0				
26	Underhill Circus - Fettiplace Road to Stowford Road	0	0	3	6				
27	Underhill Circus - Stowford Road to Mather Road					0	0	2	3
28	Underhill Circus - Mather Road to Burchester Avenue	0	0	0	0				
29	Underhill Circus - Burchester Avenue to Fettiplace Road					2	4	0	0
30	Burchester Avenue - Underhill Circus to Alden Crescent					0	0	0	0
31	Alden Crescent - Burchester Avenue to Mather Road	6	8	8	8				
32	Burchester Avenue - Alden Crescent to Bernwood Road					4	1	1	1
33	Bernwood Road - Burchester Avenue to Ilsley Road	15	10	9	8				
34	Bernwood Road - Ilsley Road to Barton Village Road	0	0	22	16				
35	Barton Village Road - Bernwood Road to Aldbarton Drive	2	0	0	0				
36	Aldbarton Drive - Barton Village Road to Sturges Close					0	0	0	0
37	Sturges Close					5	5	0	0
38	Aldbarton Drive - Sturges Close to Gurl Close					3	6	0	1
39	Gurl Close	2	2	1	1				
40	Aldbarton Drive - Gurl Close to Harolde Close					1	2	1	2
41	Harolde Close - Aldbarton Drive to N.16	3	3	0	0				
42	Harolde Close - N.16 to end					1	1	0	0
43	Aldbarton Drive - Harolde Close to end					4	3	2	2
44	Barton Village Road - Aldbarton Drive to Hengrove Close	10	2	2	0				
45	Barton Village Road - Hengrove Close to Fettiplace Road					2	2	0	0
46	Hengrove Close					15	9	4	4
47	Barton Village Road - Bernwood Road to Overdale Close					3	6	0	0
48	Overdale Close	1	1	3	2				
49	Barton Village Road - Overdale Close to North Way					1	0	3	3
50	North Way - Barton Village Road to Wick Close	0	0	0	0				
51	Wick Close					3	5	3	3
52	North Way - Wick Close to Burchester Avenue	8	8	2	15				
53	Burchester Avenue - North Way to Brampton Road					3	4	1	1
54	Burchester Avenue - Brampton Road to Bassett Road					7	4	6	5
55	Burchester Avenue - Bassett Road to Bernwood Road					0	0	0	0
56	North Way - Burchester Avenue to Edgecombe Road	1	0	6	11				
57	Edgecombe Road	13	10	0	0				
58	North Way - Edgecombe Road to Cress Hill Place	0	8	0	0				
59	Cress Hill Place					0	0	3	2

Barton cont.

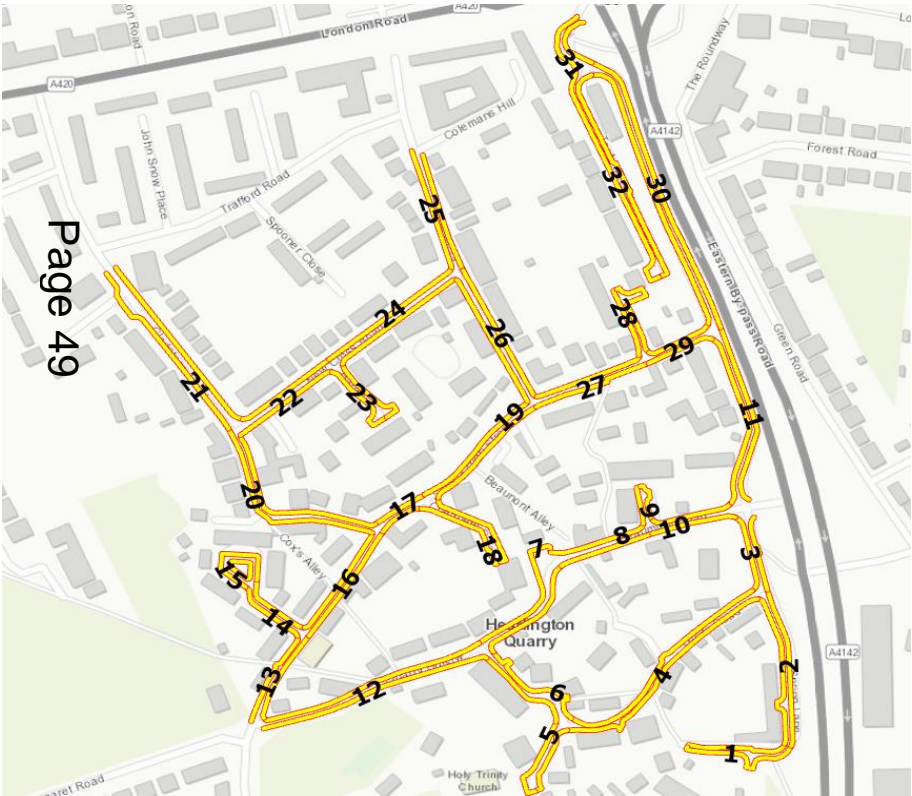
On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
60	Bayswater Road - North Way to Edgecombe Road	0	0	0	0				
61	Bayswater Road - Edgecombe Road to Brampton Road					0	0	6	4
62	Brampton Road - Bayswater Road to Wilcote Road	0	6	12	0				
63	Wilcote Road - Entrance					0	0	0	0
64	Wilcote Road - East	3	3	0	0				
65	Wilcote Road - West	2	3	0	0				
66	Brampton Road - Wilcote Road to Burchester Avenue	6	5	9	8				
67	Bayswater Road - Brampton Road to Bassett Road					0	0	8	6
68	Bassett Road	27	17	0	0				
69	Bayswater Road - Bassett Road to Mather Road					2	2	4	2
70	Mather Road - Bayswater Road to Handlo Place	3	3	0	0				
71	Handlo Place					0	0	1	0
72	Mather Road - Handlo Place to Alden Crescent	7	4	1	1				
73	Mather Road - Alden Crescent to Underhill Circus	2	2	1	2				
74	Stowford Road	6	5	1	1				
75	Bayswater Road - Stowford Road to Waynflete Road					0	0	0	0
76	Bayswater Road - Waynflete Road to Stowford Road					0	0	0	0
77	Bayswater Road - Edgecombe Road to Waynflete Road					0	0	0	0
78	Bayswater Road - Waynflete Road to Waynflete Road					8	4	20	20
79	Waynflete Road - Bayswater Road to Routh Road	4	3	0	0				
80	Routh Road - Waynflete Road to Humfrey Road					0	0	7	2
81	Routh Road - Humfrey Road to end					0	4	6	8
82	Humfrey Road - Routh Road to Cranley Road	4	3	0	1				
83	Cranley Road					5	7	14	12
84	Humfrey Road - Cranley Road to Waynflete Road	3	4	0	0				
85	Waynflete Road - Humfrey Road to Turner View					1	1	3	1
86	Waynflete Road - Routh Road to Turner View	7	5	5	4				
87	Waynflete Road - Humfrey Road to Malford Road					7	1	15	7
88	Malford Road					6	4	17	10
89	Waynflete Road - Malford Road to Bayswater Farm Road					0	0	0	0
90	Waynflete Road - Bayswater Farm Road to Claymond Road					0	0	0	0
91	Claymond Road					11	4	7	6
92	Waynflete Road - Claymond Road to Green Ridges					1	0	2	0
93	Waynflete Road - Green Ridges to Claymond Road					0	0	12	12
94	Waynflete Road - Claymond Road to Malford Road	4	1	1	0				
95	Waynflete Road - Malford Road to Carnley Road	3	4	0	0				
96	Waynflete Road - Carnley Road to Bayswater Road	3	3	0	0				
97	Bayswater Farm Road - Waynflete Road to N.4	2	2	1	1				
98	Bayswater Farm Road - N.4 to N.6	2	1	1	1				
99	Bayswater Farm Road - N.23 to Watermill Way	0	0	0	0				
100	Watermill Way					0	0	2	2
101	Bayswater Farm Road - Watermill Way to end					0	0	0	0
102	Green Ridges - Waynflete Road to Cowell Drive	0	0	0	0				
103	Cowell Drive					0	0	7	6
104	Green Ridges - Cowell Drive to N.42					1	1	11	4
105	Green Ridges - N.42 to N.169					8	6	0	0
106	Green Ridges - N.42 to N.86					4	3	0	0

Headington Quarry

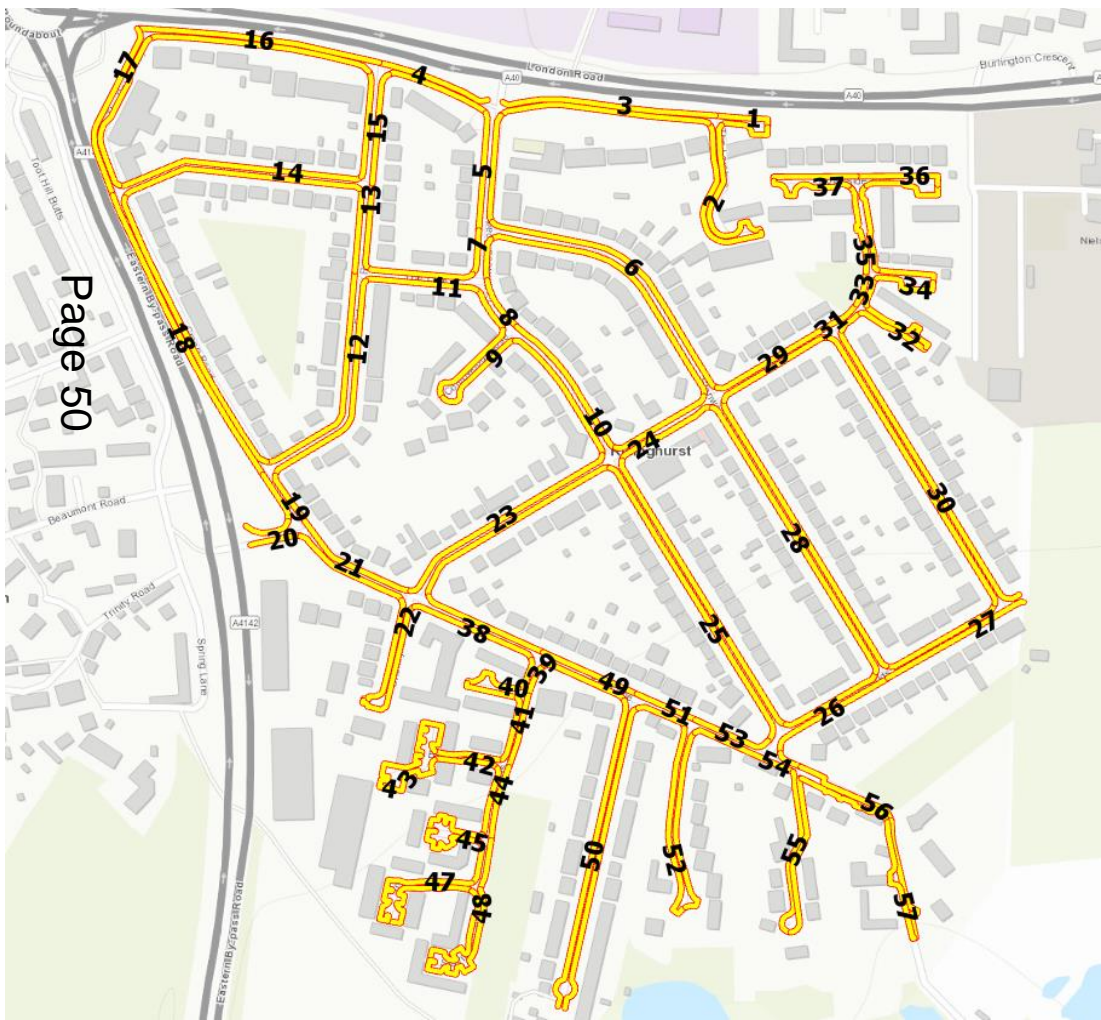
On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Spring Lane - South End	0	0	0	0				
2	Spring Lane					0	0	0	0
3	Trinity Road - Spring Lane to Beaumont Road					2	7	0	0
4	Trinity Road - Spring Lane to Quarry School Place	3	3	6	4				
5	Trinity Road - Quarry School Place to N.44					0	0	0	0
6	Quarry School Place					1	2	0	0
7	Quarry Hollow - Quarry School Place to Beaumont Road	5	4	0	0				
8	Beaumont Road - Quarry Hollow to Cooper Place	0	5	0	0				
9	Cooper Place					2	1	0	0
10	Beaumont Road - Cooper Place to Trinity Road	2	3	0	0				
11	Green Road - Beaumont Road to Quarry High Street					9	14	0	0
12	Quarry Hollow - Quarry School Place to Quarry High Street	5	4	0	0				
13	Quarry High Street - Quarry Hollow to Coppock Close					4	5	0	0
14	Coppock Close - Quarry High Street to square	0	6	0	0				
15	Coppock Close - square	0	0	9	9				
16	Quarry High Street - Coppock Close to Gladstone Road					9	8	0	0
17	Quarry High Street - Gladstone Road to Chequers Place	0	0	0	0				
18	Chequers Place					2	0	1	0
19	Quarry High Street - Chequers Place to Pitts Road	9	11	0	0				
20	Gladstone Road - Quarry High Road to New Cross Road					11	15	0	0
21	Gladstone Road - New Cross Road to Trafford Road					9	11	9	12
22	New Cross Road - Gladstone Road to Bankside	0	2	9	10				
23	Bankside					2	3	1	1
24	New Cross Road - Bankside to Pitts Road	7	7	11	8				
25	Pitts Road - Colemans Hill to New Cross Road					10	8	0	0
26	Pitts Road - New Cross Road to Quarry High Street					13	14	4	3
27	Quarry High Street - Pitts Road to Bushnell Close	4	4	0	0				
28	Bushnell Close					2	0	1	0
29	Quarry High Street - Bushnell Close to Green Road	8	7	0	0				
30	Green Road - Quarry High Street to Toot Hill Butts					0	0	19	23
31	Green Road - Toot Hill Butts to Headington Roundabout					0	0	0	0
32	Toot Hill Butts					0	0	6	7

Headington Quarry

On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	London Road - N.394 to The Larches	0	1	0	1				
2	The Larches					0	1	0	1
3	London Road - The Larches to Collinwood Road	0	0	0	5				
4	London Road - Collinwood Road to Ridgeway Road	0	0	1	3				
5	Collinwood Road - London Road to Stanway Road					3	5	2	1
6	Stanway Road	11	8	13	8				
7	Collinwood Road - Stanway Road to The Link					2	1	2	1
8	Collinwood Road - The Link to Collinwood Close					4	2	3	1
9	Collinwood Close	2	2	6	4				
10	Collinwood Road - Collinwood Close to Downside Road					9	5	8	5
11	The Link	2	3	2	3				
12	Ridgeway Road - The Link to Green Road					6	7	8	9
13	Ridgeway Road - The Link to Forest Road					4	4	3	4
14	Forest Road	7	5	6	8				
15	Ridgeway Road - Forest Road to London Road					3	3	6	12
16	London Road - Ridgeway Road to The Roundway	0	0	4	7				
17	The Roundway					2	7	0	3
18	Green Road - The Roundway to Ridgeway Road					4	7	0	0
19	Green Road - Ridgeway Road to N.105					0	0	0	0
20	Eastern By-Pass Road - Access	0	0	0	0				
21	Kiln Lane - Green Road to Downside Road	2	2	0	0				
22	Shelley Close					2	3	1	0
23	Downside Road - Kiln Lane to Collinwood Road	5	3	7	5				
24	Downside Road - Collinwood Road to Stanway Road	1	0	0	2				
25	Collinwood Road - Downside Road to Grovelands Road					8	4	13	8
26	Grovelands Road - Collinwood Road to Stanway Road	1	0	6	5				
27	Grovelands Road - Stanway Road to Ringwood Road	5	3	14	9				
28	Stanway Road - Grovelands Road to Downside Road					13	10	10	6
29	Downside Road - Stanway Road to Ringwood Road	8	5	0	0				
30	Ringwood Road					12	8	13	10
31	Downside Road - Ringwood Road to Pond Close	0	0	0	0				
32	Pond Close	0	0	0	0				
33	Downside Road - Pond Close to Rowlands House					0	0	0	0
34	Rowlands House	4	3	9	4				
35	Downside Road - Rowlands House to Downside End					5	6	5	4
36	Downside End - East	1	0	2	1				
37	Downside End - West	3	3	4	0				
38	Kiln Lane - Downside Road to Richards Way	7	2	0	0				
39	Richards Way - Kiln lane to Harold White Close					0	0	0	0
40	Harold White Close	0	0	0	0				
41	Richards Way - Harold White Close to Baker Close					0	0	1	1
42	Baker Close - Richards Way to N.10	4	1	1	1				
43	Baker Close - End	5	4	0	0				
44	Richards Way - Baker Close to Carter Close					0	0	4	1
45	Carter Close	0	0	0	0				
46	Richards Way - Carter Close to Sermon Close					0	0	0	0
47	Sermon Close	10	8	9	6				
48	Slaymaker Close					5	5	3	2
49	Kiln Lane - Richards Way to Netherwoods Road	2	6	0	0				
50	Netherwoods Road					11	8	12	10
51	Kiln Lane - Netherwoods Road to Lewis Close	0	0	0	0				
52	Lewis Close					1	0	0	0
53	Kiln Lane - Lewis Close to Grovelands Road	6	4	1	2				
54	Kiln Lane - Grovelands Road to Wychwood Lane	0	0	0	0				
55	Wychwood Lane					1	0	0	0
56	Kiln Lane - Wychwood Lane to N.64	6	5	3	3				
57	Kiln Lane - N.64 to Monk's Acre					0	0	1	0

Sandhills

On-street car parking survey, 12 February 2019



ID	ROAD SECTION - Description	North		South		East		West	
		00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00	00:00 - 05:00	09:00 - 14:00
1	Burlington Crescent	0	0	1	1				
2	Merewood Avenue - London Road to Terrett Avenue					0	0	0	0
3	Terrett Avenue - Merewood Avenue to Sweet Green Close	3	4	0	0				
4	Sweet Green Close	2	1	0	0				
5	Elton Close	0	0	4	2				
6	Terrett Avenue					6	9	2	2
7	Merewood Avenue - Terrett Avenue to Delbush Avenue	0	0	0	0				
8	Merewood Avenue - Delbush Avenue to Burdell Avenue	0	0	0	1				
9	Delbush Avenue - Merewood Avenue to Hill View					3	4	3	1
10	Delbush Avenue - Hill View to end					0	0	0	0
11	Hill View	2	0	0	1				
12	Burdell Avenue - Hill View to end					0	0	0	0
13	Burdell Avenue - Hill View to Merewood Avenue					1	0	1	0
14	Burdell Avenue - Merewood Avenue to Merewood Avenue					0	0	7	4
15	Merewood Avenue - Burdell Avenue to Roberts Close	3	1	11	4				
16	Merewood Avenue - Roberts Close to N.32					1	1	2	3
17	Merewood Avenue - N.32 to Hosker Close	2	1	2	1				
18	Merewood Avenue - Hosker Close to Burdell Avenue	0	0	0	0				
19	Hosker Close - Merewood Avenue to Bursill Close					0	0	2	2
20	Bursill Close	2	0	1	3				
21	Hosker Close - Bursill Close to N.6					0	0	1	0
22	Hosker Close - N.5 to N.11	0	0	0	1				
23	Hosker Close - N.6 to N.26	2	1	3	2				

This page is intentionally left blank

Division(s): Wallingford

CABINET MEMBER FOR ENVIRONMENT – 25 APRIL 2019

WALLINGFORD, CHARTER WAY - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed additional waiting restrictions on Charter Way, Wallingford.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development, and when requested by the local member or local councils due to concerns over parking obstructing traffic and / or being detrimental to road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce additional waiting restrictions at Charter Way, Wallingford.

Background

4. The above proposal as shown at Annex 1 has been put forward as a result of development of adjacent land.

Consultation

5. Formal consultation on the proposal was carried out between 21 February and 22 March 2019. A public notice was placed in the Oxfordshire Herald series newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Wallingford Town Council and the local County Councillor. Street notices were placed on site and letters sent to properties adjacent to the proposals.
6. Four responses were received to the consultation as summarised below:

Proposal	Support	Object	Neither/No opinion	Total
Double Yellow Lines	2	1	1	4

7. The responses are summarised at Annex 2 with copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police did not object to the proposals but commented that the enforcement of waiting restrictions would be a low priority for police resources.
9. County Councillor Lynda Atkins objected to the proposal on the grounds of the loss of parking for residents in an area already under significant parking pressure due to the character of older development in the area where many properties did not have off street parking and the risk of parking problems being displaced to other locations. Councillor Atkins also expressed a concern that the impact of the development on parking pressures in the area should have been given more consideration at the planning stage.
10. Two expressions of support were received from members of the public who are residents of the area, though one of these responses noted that there were already difficulties due to inconsiderate parking obstructing visibility at the access to driveways in the area and expressed concerns that these problems would likely increase when the development is fully occupied.
11. The concerns of Councillor Atkins are noted and it is accepted that parking pressures in the area will likely increase as a result of the approved development. However, on balance it is considered that the benefits of the proposals in helping ensure the road is not obstructed by parking outweigh the anticipated problems of parking being displaced to other areas.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

13. Funding for the proposed measures has been provided by the funding developers of adjacent land.

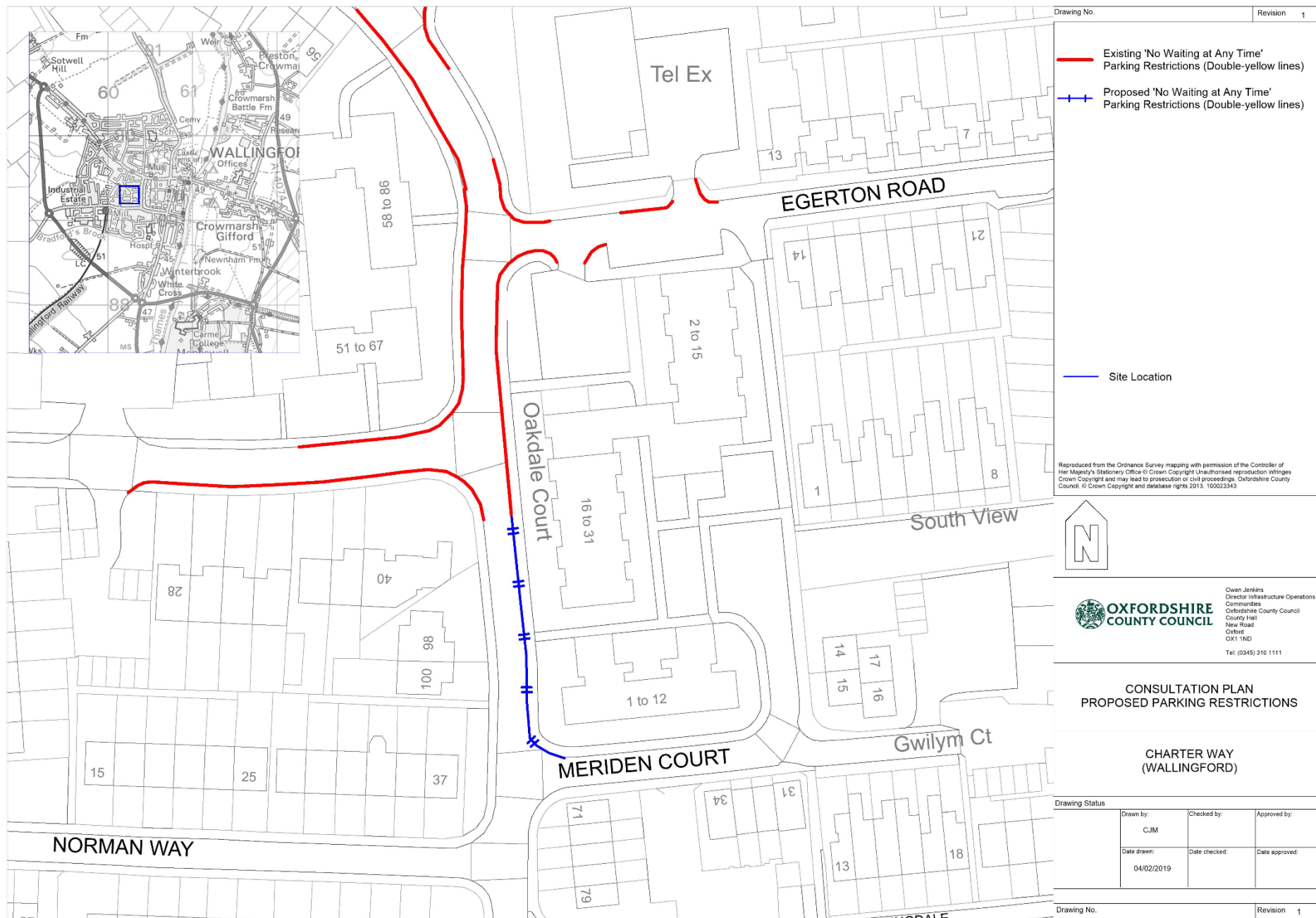
OWEN JENKINS

Director for Community Operations

Background papers: Plan of proposed waiting restrictions
Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2019



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - Such restrictions will NOT feature for any level of targeted enforcement by Thames Valley Police. Wallingford is already subject of many complaints of illegal parking. The restrictions must be reliant on good driver behaviour.
(2) Local County Councillor (Wallingford Division)	<p>Object – There is a significant shortage of parking in the area around this development as many of the local houses are old enough not to have any parking provision within their curtilage and the streets are very narrow which restricts parking on them. If this space is no longer available for parking it will displace vehicles which simply have nowhere else to go. There is already a problem along Croft Road with vehicles frequently parking on double yellow lines there and there have been significant disputes between some residents over what space is available.</p> <p>Those developing the site should have thought more carefully about the impact of their plans on existing residents before trying to add extra restrictions on, simply because of the needs of new residents.</p>
(3) Local Resident, (Wallingford)	Support - I can't I agree more and as a resident here I remember that there used a double line before the new estate moved in and resurfaced the junction furthermore we would do with a pedestrian crossing too.
(4) Local Resident, (Wallingford)	<p>Support (with concerns) - We live on Charter Way and currently have issues with people parking and blocking our drive. We do have a dropped curb, but people are constantly parking across the slope and the dropped curb part. Apart from being inconsiderate, this makes it unsafe for us when leaving our drive as our visibility is reduced and we have had a number of near misses with other road users.</p> <p>We welcome the proposal for the parking restrictions, however we are concerned that parking across our drive will become the norm, especially given the increase to the housing across the road. We understand that parking will be increased for the new development, however we feel there will most likely be insufficient parking for visitors and those households with more than 2 cars.</p>

This page is intentionally left blank

Division(s): Berinsfield and Garsington

CABINET MEMBER FOR ENVIRONMENT – 25 APRIL 2019

A415 BETWEEN ABINGDON AND CULHAM - PROPOSED 40MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed reduction in speed limit to 40mph speed limit (from the current national speed limit) on the A415 between Abingdon and Culham, and on The Burycroft between its junction with the A415 and the existing 30mph speed limit at Culham village as advertised.

Executive summary

2. Speed limits are reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Proposed changes are assessed applying the County Council's Procedure for Speed Limits.

Introduction

3. This report presents responses received to a statutory consultation to introduce a 40mph speed limit on the A415 between Abingdon and Culham (in place of the current national speed limit) as a result of safety concerns on the part of Culham Parish Council.

Background

4. The above proposal as shown at Annex 1 has been put forward at the request of Culham Parish Council and if approved would be funded by the parish council and the Councillors Priority Fund.
5. The initial request from Culham Parish Council was for a 30mph speed limit, but an appraisal carried out by officers taking account of national guidance on setting local speed limits and speed surveys carried out in November 2018 indicated that this would not be consistent with such guidance or Oxfordshire County Council's own speed limit policy and procedures. However, taking account of the character of the road and the measured speeds (average speeds being 44mph north of the junction with The Burycroft and 41mph to the south of this junction) a 40mph speed limit was judged to be appropriate. It was also judged appropriate if making a speed limit reduction on the A415

to include the length of The Burycroft between the A415 and the 30mph speed limit at Culham village, which is also currently subject to the national speed limit, in this proposal.

Consultation

6. Formal consultation on the proposal was carried out between 13 February and 15 March 2019. A public notice was placed in the Oxfordshire Herald series newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, Culham Parish Council and the local County Councillor.
7. Three responses were received. Two objections and one expression of support for the proposal. The responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police objected to the proposal on the grounds that the road environment and existing speeds on the road were not consistent with a 40mph speed limit and that the accident history was modest. An objection was also received from a member of the public on similar grounds.
9. It is accepted that the road environment is largely non-built up, with only a small number of accesses to private properties and one junction (The Burycroft) with a public highway, and that on these grounds the case for a 40mph speed limit might be considered marginal, noting also that the accident history here is also quite modest (one serious and one slight injury accident being reported in the most recent 5-year period). However, speed surveys carried out in November 2018 showed average speeds to be within the threshold considered appropriate - under the Oxfordshire County Council procedures for setting speed limits - for a 40mph speed limit without supporting traffic calming measures, noting also that there are a number of local precedents of 40mph speed limits in similar environments which have been effective in reducing accident frequency.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

11. Funding for the proposed measures has been provided by Culham parish Council and the Councillors Priority Fund.

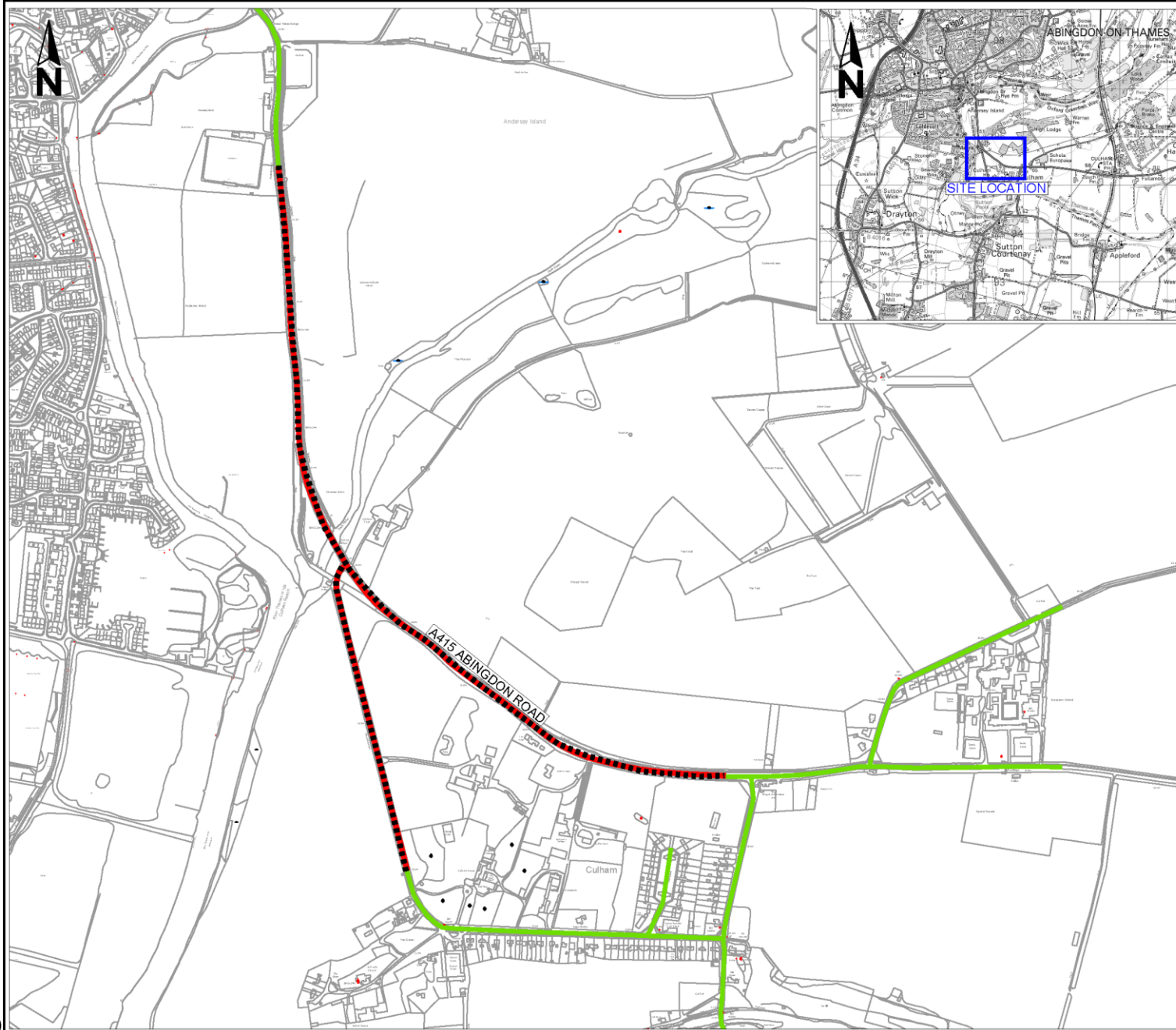
OWEN JENKINS


Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2019



Drawing No.		Revision 0	
Key			
[Red dashed line] Proposed 40mph speed limit in place of existing National speed limit			
[Green solid line] Existing 30mph speed limit (to remain)			
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078895</small>			
Rev.	Date	Purpose of revision	Drawn
 OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
Project title			
PROPOSED 40MPH SPEED LIMIT			
Drawing title			
CULHAM A415			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
01/19			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – After careful consideration of the documents and speed data provided object to the proposals for the reasons given below:</p> <ul style="list-style-type: none"> • The 85th percentile speeds 50.6 mph and 47.8 mph, • The speed data gathered in November 2018 show considerable high numbers of vehicles already exceeding the speed limit prosecution threshold of 46 mph, • Recorded collision history shows only 4 injury collisions in a 5-year period with none at The Burycroft junction, • The current environment does not justify a speed limit as low as 40 mph. (Little development), • The analysis of need given in the application made by the Parish is not evidenced in the history and data already gathered. <p>Based upon factual evidence I cannot see any justification for this limit being lowered to 40 mph.</p>
(2) Local Resident, (Kennington)	<p>Object – Do not consider there is justification for a 40 mph limit along what, after the Culham lights and heading east, is an open stretch of road with no houses along it. In my view limits need to be reasonable otherwise drivers will constantly disobey them which doesn't help the police in their enforcement and the law falls into disrepute</p>
(3) Local Resident, (Kennington)	<p>Support – <i>No comment</i></p>

This page is intentionally left blank

Division(s): Sonning Common

CABINET MEMBER FOR ENVIRONMENT – 25 APRIL 2019

A4155 BETWEEN LOWER AND UPPER SHIPLAKE - PROPOSED 40MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed increase in speed limit to 40mph speed limit (from the current 30mph speed limit) on the A4155 between Lower and Upper Shiplake as advertised.

Executive summary

2. Speed limits are reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Proposed changes are assessed applying the County Council's Procedure for Speed Limits.

Introduction

3. This report presents responses received to a statutory consultation to introduce a 40mph speed limit on the A4155 between Lower and Upper Shiplake (in place of the current 30mph speed limit) as a result of safety concerns on the part of Shiplake Parish Council that the current 30mph speed limit – which runs through largely open countryside – is poorly respected and results in undesirable behaviours (for example following the vehicle ahead too closely and overtaking) and reduces respect for the 30mph speed limit on the A4155 in the more built up parts of Lower and Upper Shiplake.

Background

4. The current 30mph speed limit has been in place since 1999 and it should be noted that at the time of a previous county wide review of speed limits completed in 2011, a possible increase in the speed limit here was not then supported locally. Additionally there have been no reported injury accidents that appear to relate to the current concerns of Shiplake Parish Council and that following the introduction of the 30mph speed limit in 1999 (the speed limit previously being 50mph) a reduction in reported accidents was observed.

5. The above proposal as shown at Annex 1 has been put forward at the request of Shiplake Parish Council and if approved would be funded by them.

Consultation

6. Formal consultation on the proposal was carried out between 8 March and 5 April 2019. A public notice was placed in the Henley Standard newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Shiplake Parish Council and the local County Councillor.
7. Nine responses were received. One objection, six in support and one non-objection. The District Council submitted a no comment response. The responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

8. Thames Valley Police have not objected to the proposal.
9. Henley Town Council objected on road safety grounds citing the alignment of the road and a concern that the proposal would lead to confusion due the number of changes in speed limit along the route.
10. County Councillor David Bartholomew, the local member, supported the proposal on the grounds of the observed driver behaviours such as close following and risky overtaking manoeuvres, also noting that the proposed limit would enable prominent 30mph speed limit signs to be placed at the entry to Lower and Upper Shiplake, which could be expected to lead to greater compliance with the 30mph speed limits through these settlements where most needed.
11. Five other responses in support were received from local residents, with some of these responses specifically raising the above concerns over the current 30mph speed limit.
12. While noting that a small number of changes in speed limit from 30mph to 40mph in similar environments in the county have not seen any increase in accidents, it is nevertheless recommended that safety is monitored closely to confirm that the revised limit is operating safely should the proposal be approved.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by Shiplake Parish Council.

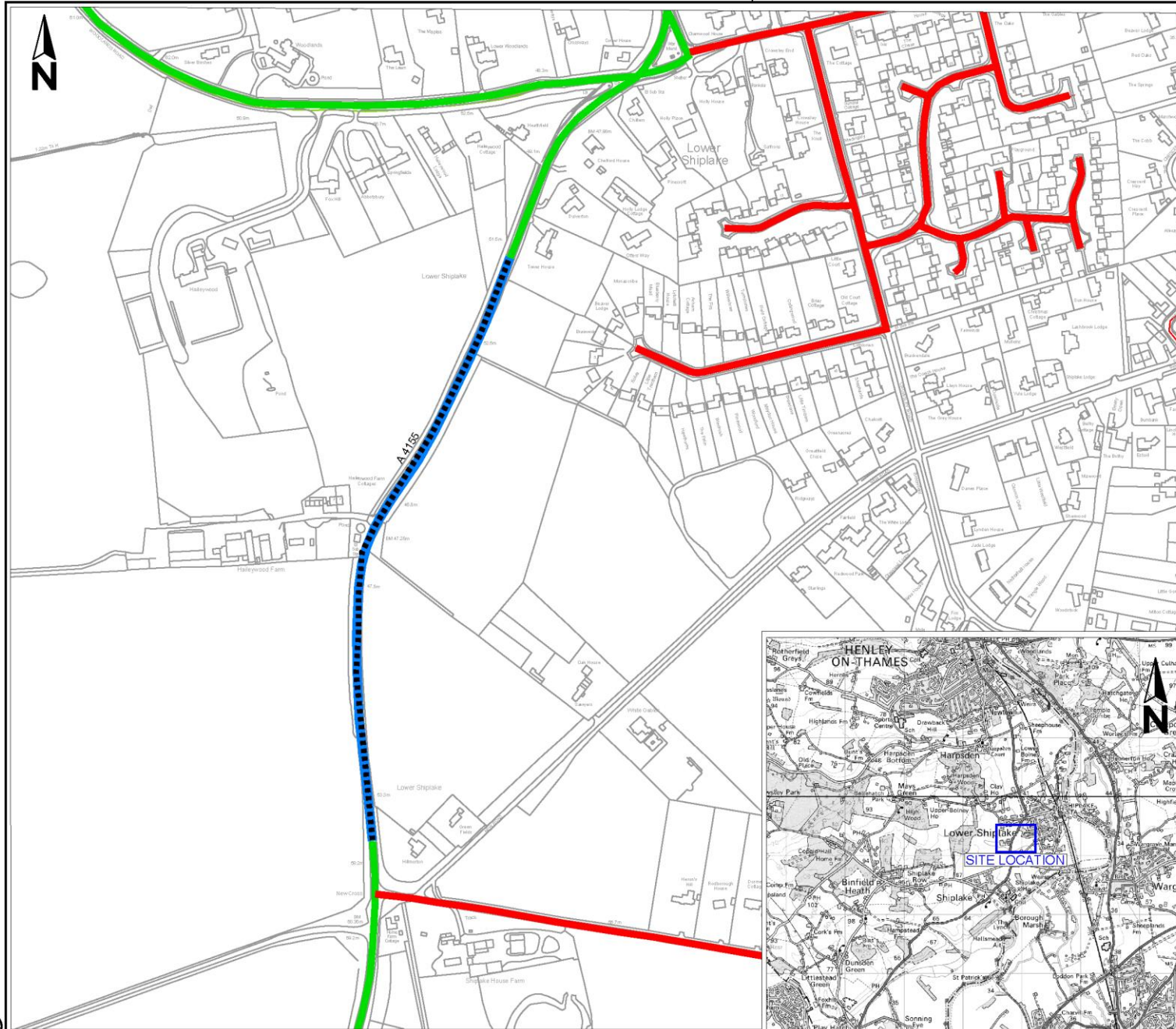
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed speed limit
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2019



Drawing No.		Revision 0	
Key Proposed 40mph Speed Limit in place of existing 30mph (approx 345 metres) Existing 30mph Speed Limit (to remain) Existing 30mph Speed Limit (to remain)			
<small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076895</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<div style="float: right; text-align: right;"> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577 </div>			
Project title <p style="text-align: center;">PROPOSED 40 MPH SPEED LIMIT</p>			
Drawing title <p style="text-align: center;">SHIPLAKE A4155</p>			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
02/19			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – <i>No comment</i>
(2) Henley-on-Thames Town Council	<p>Object – The Committee voted against the proposal and would not like to support the increase in speed from 30mph to 40mph.</p> <p>The reason for not supporting the proposal is due to safety concerns. Increasing the speed limit to 40mph is deemed to be too fast for the safe usage of this stretch of road.</p> <p>In the proposed small stretch of road, changes in speed limits in quick succession was not thought to encourage safe road usage by vehicles, creating confusion with rapid speed changes. There is a junction, a bend and dip in the proposed stretch of road.</p>
(3) South Oxfordshire District Council	No comment
(4) Local County Councillor, (Sonning Common Division)	<p>Support – I fully support this proposal to revise an inappropriate speed limit.</p> <p>Non-local motorists often fail to realise this is a 30mph limit as the visual cues indicate otherwise and the 30mph repeater signs can become concealed by vegetation. The consequence of this is that many of these non-local motorists tailgate other motorists complying with the limit or attempt dangerous overtaking manoeuvres. The recent traffic survey confirmed the existing limit is widely flouted.</p> <p>An additional benefit of this proposal is that where the speed limit will drop back to 30mph, large 30mph signs will be erected and thus slow south-travelling motorists before the college and north-travelling motorists before the crossroads at Station Road.</p>

(5) Local Resident, (Shiplake)	Support – Since its introduction the current 30mph limit has been impractical and largely ignored by motorists. It is inappropriate for a major road linking large centres of population, and unnecessary. The result of this speed limit is that it causes a build-up of frustrated drivers behind individuals who do observe it, and as a local resident I have seen many instances of dangerous overtaking as drivers seek to pass those observing this limit which is clearly too low.
(6) Local Resident, (Shiplake)	Support – <i>No comment</i>
(7) Local Resident, (Lower Shiplake)	Support – I have seen first-hand that the current 30 mph encourages dangerous driving, tailgating and can lead to reckless overtaking.
(8) Local Resident, (Shiplake)	Support – <i>No comment</i>
(9) Local Resident, (Shiplake)	Support – <i>No comment</i>

Division(s): N/A

CABINET MEMBER FOR ENVIRONMENT – 25 APRIL 2019

STATEMENT ON LOW EMISSION VEHICLES IN OXFORDSHIRE COUNTY COUNCIL OWNED OR LEASED FLEET – FOR ADDITION TO INTERNAL ENERGY STRATEGY 2015-2020

Report by Director of Community Operations

Introduction

1. This document builds on a policy commitment in LTP4 Connecting Oxfordshire to introduce Low Emission Vehicles into our own fleet.
2. The Cabinet Member for Environment is asked to agree Annex 1 to become an Annex of the 2015-2020 Internal Energy Strategy, and to be used to inform procurement processes.

Background

3. We have an opportunity to make a direct impact on local air pollution, and carbon emissions by moving our fleet predominantly to zero emission electric and other Ultra Low Emission Vehicles¹ including hybrid electric, hydrogen and alternative fuel as these technologies emerge starting now.
4. The Council has already begun this transition; with 9 fully electric vans and cars operating, a further 5 on order, and trials taking place in service areas. Charging infrastructure has been installed at 6 key sites, with a further 12 sites to be installed under Phase 2.
5. The addition of the wording at Annex 1 to our energy strategy creates a statement of intent to inform our procurements and disposal planning, inform bids, and engage the market.
6. Transport is the major contributor to poor air quality and has now surpassed energy as the largest source of carbon emissions in the UK²
7. There is growing national and local commitment to tackle air pollution, as well as a number of impending fiscal drivers (Fig 1). Oxfordshire has 13 Air Quality Management Areas. Oxfordshire County Council and Oxford City Council's plans for the world's first 'zero emission zone' commencing 2020 have received national interest.

¹ The government defines Ultra Low Emission Vehicles as a range of vehicles from those that are pure electric, to plug in hybrids, or cars with CO2 emissions below 75g/km at the tailpipe registered in the UK each year

² <https://www.independent.co.uk/environment/air-pollution-uk-transport-most-polluting-sector-greenhouse-gas-emissions-drop-carbon-dioxide-a8196866.html>

Fig 1: Recent national and local announcements on air quality

- November 2017: OCC motion committing to an **inter-council Air Pollution Action Group** ‘to produce plans for zero-emission or low-emission zones in AQMAs and to restrict the access of polluting traffic in such areas’, recognising that ‘it is incumbent on all councils to play their part in reducing air pollution’.
- Oxford City Council and Oxfordshire County Council have jointly declared Oxford to be the **world’s first Zero Emission Zone**.
- Central government has announced that it intends to **ban the sale of diesel and petrol-driven cars by the year 2040**. The government has begun to change the tax regime to penalise diesel.
- BEIS Clean Growth Plan 2017 includes a commitment to announce plans for the ‘**public sector to lead the way in transitioning to zero carbon vehicles**’
- In addition to action on air quality, Oxfordshire County Council has an ongoing **commitment to reduce carbon emissions at a rate of at least 3% per year**. This includes emissions from our own fleet.
- Governments recent **Road to Zero** strategy, aims to put the UK at the forefront of the design and manufacturing of zero emission vehicles, and for all new cars and vans to be effectively zero emission by 2040.

8. Figure 2 shows the predicted viability of electric vehicle alternatives. Alternatives for cars are increasingly well developed, and small vans also now have electric alternatives. Alternatives for HGVs such as those in the Fire Service are currently very limited but OCC can take a role in innovation projects that support trialling these technologies.

Fig 2: Infographic from Oxford Zero Emission Zone Feasibility Study showing predicted availability of electric vehicles over time

	2020	2025	2030	2035
Car	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Taxi (Hackney Carriage)	✓✓	✓✓	✓✓✓	✓✓✓
Taxi (Private Hire)	✓✓✓	✓✓✓	✓✓✓	✓✓✓
Van (up to 3.5t)	✓✓	✓✓✓	✓✓✓	✓✓✓
Small HGV (3.5-7.5t)	✓	✓✓	✓✓✓	✓✓✓
Large HGV		✓	✓✓	✓✓✓
Bus	✓	✓✓	✓✓✓	✓✓✓
Hydrogen	✓	✓	✓✓	✓✓✓

9. Our position statement (Annex 1) reflects the evidence on predicted availability of electric vehicles set out above and the average replacement cycle of fleet vehicles of 4 years.

Key Issues

10. A programme has been agreed to bring all fleet into one centralised management function. This will be a key supporting element in delivering this ambition.
11. Support has been put in place to support the transition to electric vehicles including an internal budget to provide charging infrastructure on the corporate estate, analytics devices to report on suitability of replacement with EV or Hybrid and fleet assessment advice and vehicle trials.
12. The council also has an important role in supporting the wider uptake of EV and other low emission technologies. Innovative work is already taking place in these areas; including projects aimed at addressing the impact of an increase in electric vehicles on the electricity grid, testing technologies and approaches to provide public charging, vehicle to grid technologies and supporting alternative fuels such as through the Hydrogen Hub.

Budgetary implications

13. Budgets for rental, purchase and operation of vehicles are currently held locally across the organisation. This policy aims to ensure ULEV is chosen where it is financially and operationally viable, and represents the best overall option. This policy therefore does not anticipate putting pressure on local budgets.
14. Whilst many electric vehicles still have a higher list price, when compared with conventionally powered cars, they are often cheaper on a whole lifecycle basis: fuel savings of 6p or more per mile, an estimated 20-30% saving in service, maintenance and repair costs, and Vehicle Excise Duty and Class 1A National Insurance benefits³.
15. Funding for an initial network of charging infrastructure on our estate has already been allocated in the capital budget.

Equalities implications

16. There are no negative equalities impacts associated with this policy.
17. This policy will reduce the council's contribution to poor air quality which is known to adversely impact vulnerable residents including the elderly, children and those with respiratory conditions.

³ <https://www.goultralow.com/company-cars-and-fleet-vehicles/>

Risk Management

- 18. Lack of knowledge in non-specialist teams or time pressures could result in teams continuing in 'business as usual'. Ownership of the ambition by senior management will be key in ensuring the transition to ULEV. Advice on alternatives will be made available through the Energy Strategy Team.
- 19. The move to a One Fleet approach will improve management information. This will improve our ability to engage suppliers and demonstrate a pipeline.
- 20. Consideration of building life and existing electricity capacity could limit where we invest in charging infrastructure. Relationships are being developed with the Distribution Network Operator (DNO) and corporate landlord to address these issues at an early stage.

RECOMMENDATION

- 21. **The Cabinet Member for Environment is RECOMMENDED to agree Annex 1 to become an Annex of the 2015-2020 Internal Energy Strategy, and to be used to inform procurement processes.**

OWEN JENKINS
Director Community Operations

Contact Officer: Sarah Gilbert, Energy Strategy Manager.

April 2019

Policy position on Ultra Low Emission Vehicles in Oxfordshire County Council owned or leased fleet – For addition to Internal Energy Strategy 2015-2020

Oxfordshire County Council is committed to improving air quality; implementing the world's first zero emission zone (ZEZ) alongside Oxford City Council. The County Council has a strong track record on carbon emissions reduction.

Alongside strategies to reduce the need to travel, increase active travel and the use of public transport, we recognise the increasing role zero-emission electric and other ultra-low emission vehicles can play.

The County Council is well positioned to lead the transition of its own fleet to zero and ultra-low emission vehicles; with an active programme on low carbon and smart transport initiatives including autonomous vehicle trials.

Reflecting our commitment in 'Connecting Oxfordshire': Oxfordshire Transport Strategy, **we will work to phase out petrol and diesel vehicles in our own fleet, ensuring where feasible all new vehicle acquisitions are zero tailpipe emission by default.** We will consider other ultra-low emission alternatives where zero emission is not feasible.

Electric alternatives for different vehicle types are at a variety of stages of maturity. **In line with the evidence base for the ZEZ we aim to:**

Transition out cars¹ to ultra-low emission starting immediately, aiming for the majority of vehicles to be zero emission by 2024.

Begin to transition out vans¹ to ultra-low emission starting immediately, whilst recognising the market is less developed, aiming for transition of the majority of vehicles to be complete by 2028.

Actively explore alternatives, and innovative solutions, to reduce emissions from heavy good vehicles and specialist vehicles, bringing forward business cases as they become financially and operationally viable.

To minimise the cost on the public purse we will undertake this transition as vehicles come up for renewal.

We will use our procurement processes to ensure:

- **Alternatives to fully internal combustion engine vehicles are identified by teams in their procurement processes.**
- **Impact on air quality, carbon emissions and operating costs for ultra-low emission vehicles are fully considered.**
- **Zero emission vehicles are the preferred solution in all cases where they are operationally feasible and financially viable.**

¹ Special consideration will be needed for specialist vehicles – particularly emergency response vehicles such as fire service

This page is intentionally left blank