

Delegated Decisions by Cabinet Member for Transport

**Thursday, 3 June 2010 at 10.00 am
County Hall**

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 11 June 2010 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

Tony Cloke

Tony Cloke
Assistant Head of Legal & Democratic Services

May 2010

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

Note: Date of next meeting: 15 July 2010

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 on the working day 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. Extent of the Highway Northfield End Area of Henley-on-Thames

Forward Plan Ref: 2010/036

Contact: Kevin Haines, Group Manager, Policy & Asset Management Tel: (01865) 815687

Report by Head of Transport (**CMDT4**).

5. Contra-Flow Cycle Lane, East Saint Helen Street, Abingdon (Pages 1 - 20)

Forward Plan Ref: 2010/036

Contact: Natalie Moore, Assistant Transport Planner Tel: (01865) 815729

Report by Head of Transport (**CMDT5**)

6. On-Street Pay and Display Tariff Changes

Forward Plan Ref: 2010/075

Contact: Pat Higgins, Group Manager, Traffic Enforcement Tel: (01865) 814022

Report by Head of Transport (**CMDT6**).

7. Headington Central CPZ, Oxford Minor Amendments

Forward Plan Ref: 2009/206

Contact: David Tole, Leader, Traffic Regulation Tel: (01865) 815942

Report by Head of Transport (**CMDT7**).

8. Disabled Persons' Parking Places - Vale of White Horse District

Forward Plan Ref: 2010/068

Contact: Mike Ruse, Traffic Regulation Officer Tel: (01865) 815978

Report by Head of Transport (**CMDT8**).

This page is intentionally left blank

Division(s): Henley North & Chilterns

CABINET MEMBER FOR TRANSPORT - 3 JUNE 2010

EXTENT OF THE HIGHWAY NORTHFIELD END AREA OF HENLEY-ON-THAMES

Report by the Head of Transport

Introduction

1. This report concerns changes to the extent of the known highway in the Northfield End area of Henley-on-Thames and the implication of this change to the County Council as local highway authority. A possible statutory solution for one area is also considered.

Background

2. The current highway record map for this part of Henley shows areas of land on the south west side of Northfield End (A4130), Bell Street (east side of main Bell Street, A4155), the whole of Bell Lane, Rupert Close, Rupert's Lane and Phyllis Court Drive to be excluded from the public highway. The authority, in response to requests has consistently advised over many years that these areas are not highway in line with the map. Adjacent landowners have therefore treated these areas as private for a considerable number of years. It should be noted that the A4130 formed part of the A423 trunk road and was the responsibility of the Department of Transport until it was de-trunked in 1992.
3. Several years ago Henley Town Council and The Henley Society claimed that the areas of Northfield End, Bell Street and Bell Lane do in fact form part of the highway. Research by officers proved to be inconclusive and the issue remained unresolved.
4. Subsequently the Town Council made a formal complaint about encroachments and the parking situated in the area of Bell Street on the understanding that it is highway. Under section 130 (6) of the Highways Act 1980 the authority has a duty to act on the Town Council's request if it is believed to be valid. The Solicitor to the Council took advice from Counsel over this because of the unresolved highway status situation. The advice indicated the authority could postpone any action provided the outstanding highway status issue was resolved within a reasonable time. To act on this advice it was decided to employ an independent specialist consultant to resolve the status issues.
5. The consultant was asked for completeness, to include in the area under consideration all the other roads mentioned in paragraph 2 above and the east side of the Marlow Road in this part of Henley. The attached drawing No 786/G183A at annex 1 shows this area. The consultant produced a report in

February 2009, based on evidence provided and her further research, setting out her conclusions about the extent of the highway in the areas concerned. Following this further evidence was presented which resulted in a supplementary report by the consultant in June 2009.

Consultation

6. Officers felt that the point had been reached when the 40 or so residents/landowners, affected by these reports for the roads described in paragraph 3 only, should be told about what the authority was doing and why and given the opportunity to provide evidence/ information of their own that may have a bearing on the issues. They were all sent an explanatory letter on 10 August 2009 giving them until 13 November that year to make their full representations. The two reports were placed on deposit in Henley and Oxford for inspection by these consultees.
7. About a dozen of the residents and the Town Council submitted evidence/information by the closing date. All this further evidence/information was passed to the consultant, who, having considered it all and discussed it with officers prepared a final report dated March 2010.

Brief Outline of the Conclusions from the Final Report

8. The report concludes that on balance some areas of land not shown as highway on the current highway record map are in fact highway. They are the area on the southwest side of Northfield End, the area on the east side of Bell Street and all of Bell Lane. These areas are shown hatched on the attached drawing No 786/G183B at annex 2.
9. The report also concludes that on balance Rupert's Lane, Rupert Close and Phyllis Court Drive are not highway and that the extent of the highway in Marlow Road is correct. Since this confirms what the highway record map shows no further action is considered necessary for these roads or their residents.
10. In addition the report indicates that there may be a public right of way with the status of footway or bridleway from the end of Bell Lane to the river Thames. This however is not an issue for this report.

Legal Note

11. Under common law land that can be shown to be highway, but not necessarily identified as such by the highway authority, will nonetheless in law be highway. This legal principle is unaffected by the current condition of the highway any current private use or the lapse of time since it was last used by the public. The legal maxim of 'once a highway always a highway' will apply. The highway authority will therefore be obliged to accept it regardless of any adverse implications for the authority and others. Also if it can be shown to have been highway prior to 1835 the highway authority will be expected to

maintain it regardless of its current condition. This is the case for the areas identified in this part of Henley if the conclusions of the report are accepted.

Endorse the Consultant's Conclusions

12. The consultant's report is detailed and exhaustive and officers believe that its conclusions are reasonable and based on sound judgement. If accepted by the Cabinet Member the areas identified in paragraph 8 and shown hatched on drawing no. 786/G183B will be added to the authority's highway record map as land that is publicly maintainable highway and all those residents originally consulted informed.

Implications for the County Council

13. If the consultant's conclusions are accepted the following are the probable implications for the County Council.

13.1 Bell Street

This area of road is currently used for private parking. The land in front of Nos 94 to 102 Bell Street is set out into 10 bays and at the south eastern end where it tapers into the existing highway Rupert House School has a private parking area for 4 vehicles. There will be substantial claims for compensation for the loss of the 10 private spaces in front of Nos 94 to 102 which are estimated to run into 6 figures.

This road and footway will become the maintenance responsibility of the County Council. It is understood that to gain access to these bays vehicles are regularly driven over the adjacent footway; there is no raised kerb here that would normally deter this manoeuvre. Over time this has adversely affected the paths condition and there has been at least one complaint about it.

The authority can include this area in its Henley parking review and the integrated transport scheme.

The authority will be expected to deal with the outstanding complaint from the Town Council as set out in paragraph 4 above.

13.2 Bell Lane

This lane is currently gravelled and will become the responsibility of the highway authority. To date there have been no representations concerning possible claims.

The authority could include this lane in the Henley parking review.

13.3 South West side of Northfield End

This area lies between the public footway and the public carriageway. It currently has various private uses including parking and an area of planting.

The area could be included in the Henley parking review and will require consultation with the residents and businesses affected.

It may be possible to arrange licences to plant and maintain for those areas that are currently covered in planting. It is felt that the associated administration costs, which are normally at the applicant's expense, under the circumstances should be met by the County Council. However the other cost implication for public liability insurance requires further consultation and could cause problems for this approach. It could mean therefore that the authority would have to assume the maintenance responsibility for these areas.

Extinguishment of Highway Status, Bell Street

14. The possibility of extinguishing the rediscovered highway status and returning to the status quo has been considered by officers. It is felt that the only area suitable for this consideration is the road in front of Nos 92 to 102 Bell Street currently used for private parking. Preliminary investigations by officers revealed the public have not used this area for many years and is believed to be unnecessary. However, it is felt that the footway fronting this row of properties is needed for public use and should be excluded from any application.
15. A successful stopping up of this road would remove the possibility of substantial claims. The power to do this is s.116 of the Highways Act 1980 and it allows the authority to make a case at the local Magistrates Court for an order extinguishing the highway status. The magistrates must be satisfied that the area of highway concerned is unnecessary for public use. Any one can make representations to the magistrates and therefore there is no guarantee they will make an order.
16. Under s.116 Henley Town Council and South Oxfordshire District Council have the power to veto the proposal if the highway concerned is part of an unclassified road. Due to the history of this road there is doubt over its classification and it has therefore been accepted that their vetoes would apply.
 - 16.1 The Town Council has been consulted and debated the issues at full Council on 4 May 2010 and has approved the County Council's recommendations to apply to stop up the highway status over the carriageway fronting 92 to 102 Bell Street. They resolved to exclude the area fronting Rupert House School except, we believe, for the bursary at 92 and not to withdraw their formal complaint mentioned in paragraph 4 above.
 - 16.2 South Oxfordshire District Council has also been consulted but more recently and at the time of preparing this report their view is not known. However, it is

hoped to have their written response by 3 June and that they will follow the view expressed by the Town Council.

17. The area of highway proposed for this stopping up, which reflects the Town Council's approval, is shown cross hatched on the attached drawing No 786/G183C at annex 3. It is felt the footway fronting the row of properties is needed for public use and has been specifically excluded from the proposal as mentioned in paragraph 14 above. An Internal consultation within Environment and Economy has revealed there is no highway objection to this proposal.
18. An initial consultation of the public utility companies has concluded that they have no requirement for the relaying of their services as part of this proposed stopping up. This is crucial since under the Act the County Council would be responsible for any costs associated with any relaying works. Only Southern Gas Networks (SGN), who has a large main running down the street, has raised concerns. However, it is anticipated these can be resolved through further negotiations and possible agreements between SGN and the landowners concerned.

Financial Implications

19. It is expected that there will be claims for compensation made against the County Council as described in paragraph 13 above. If the stopping up proposal shown on drawing No.786/G183C is ultimately successful and the parking review moves forward these claims will be substantially reduced.

RECOMMENDATION

20. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **accept the consultant's final report dated March 2010 and endorse its conclusions;**
 - (b) **authorise the Head of Transport to update the authority's highway record map in line with the consultant's conclusions and inform the landowners/residents affected;**
 - (c) **authorise the Head of Transport to undertake pre-application consultations associated with a stopping up of the highway for the area shown cross hatched on drawing no. 786/G183C under section 116 of the Highways Act 1980 and if the consultations support the proposal authorise the Solicitor to the Council at the direction of the Head of Transport to make an application to the Magistrates' Court for an order stopping up this section of highway on the grounds that it is unnecessary;**
 - (d) **authorise the Head of Transport to include Northfield End, Bell Street and Bell Lane in Henley-on-Thames in the parking review including any associated minor works and consult all the**

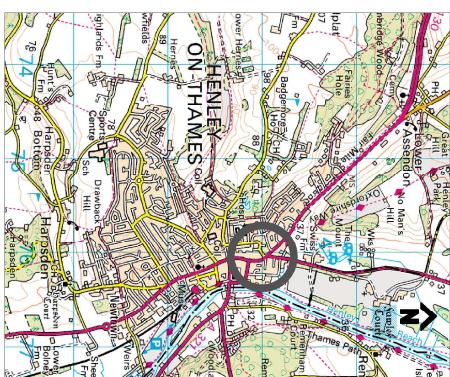
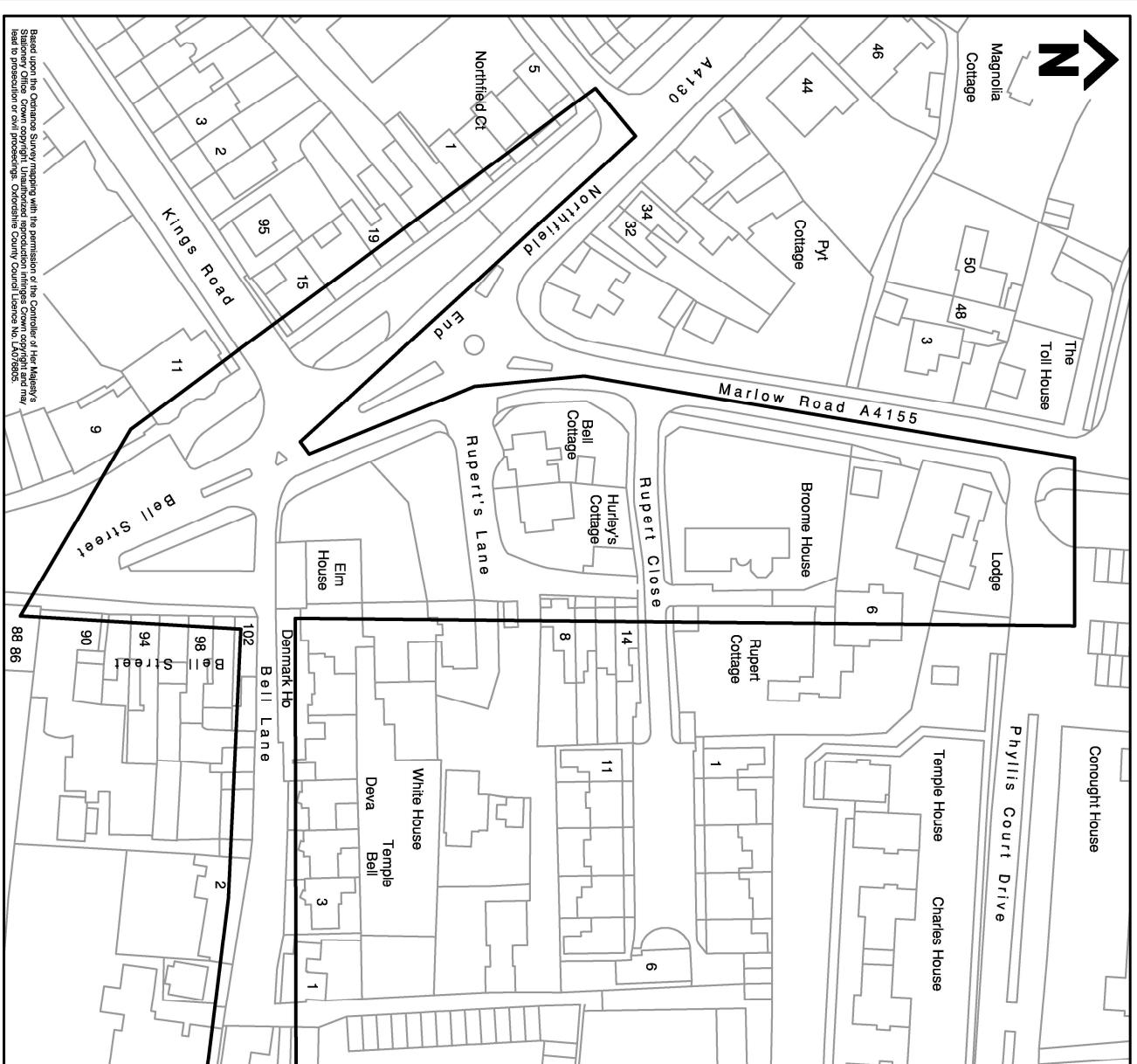
residents and businesses affected and where possible arrange planting licenses with the administration costs to be met by the County Council but subject to the satisfactory resolution of the public liability insurance issue.

STEVE HOWELL
Head of Transport
Environment & Economy

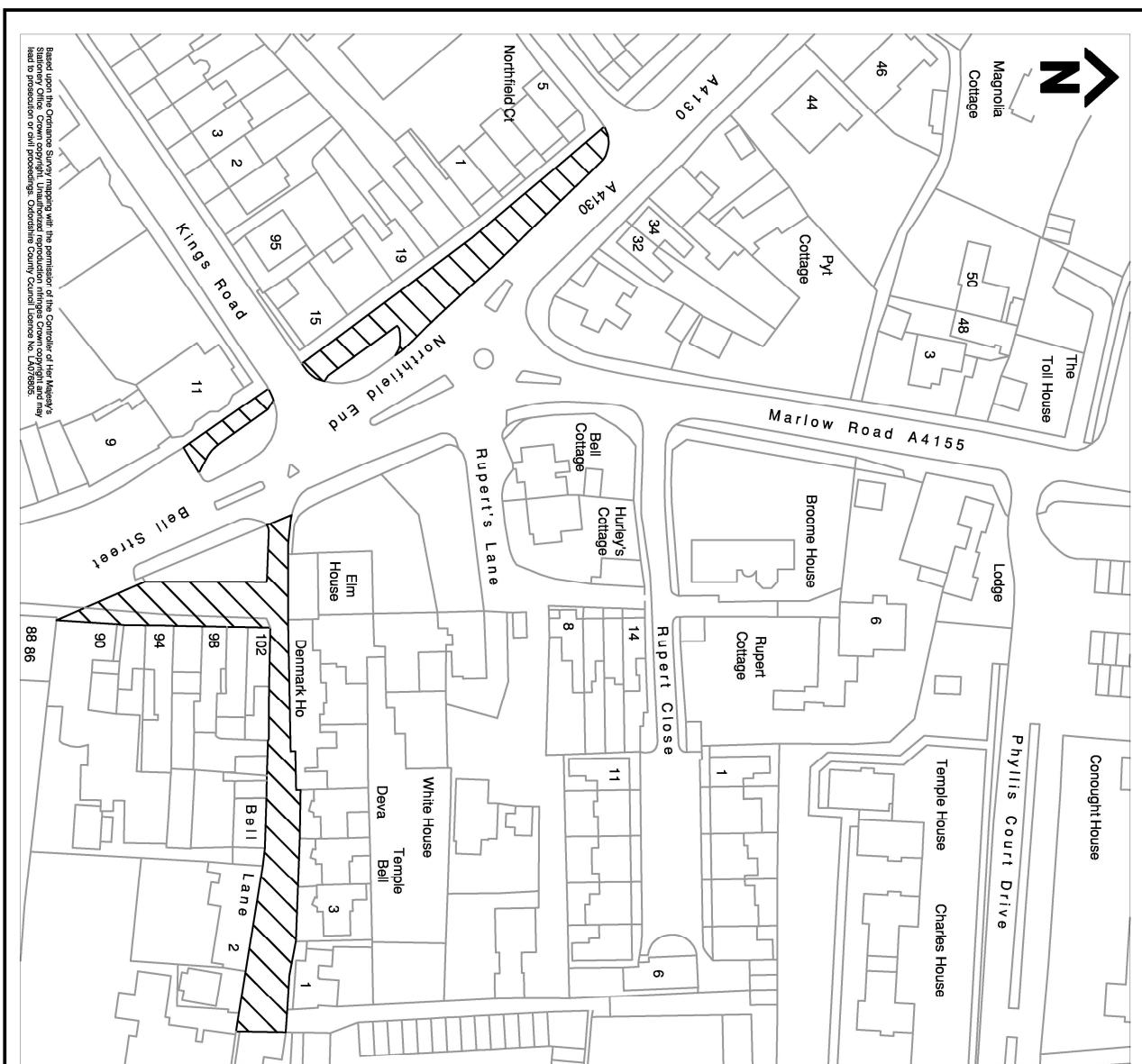
Background papers: Consultant's report dated March 2010

Contact Officers: Kevin Haines Tel: 815687 & John Boyd Tel: 815667

May 2010



OXFORDSHIRE
COUNTY COUNCIL
www.oxfordshire.gov.uk



Land considered to be highway from consultant's report shown hatched

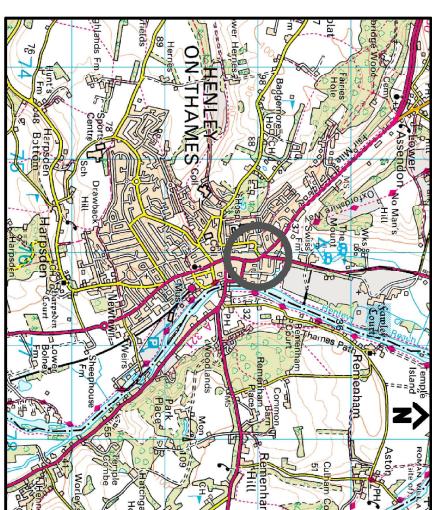
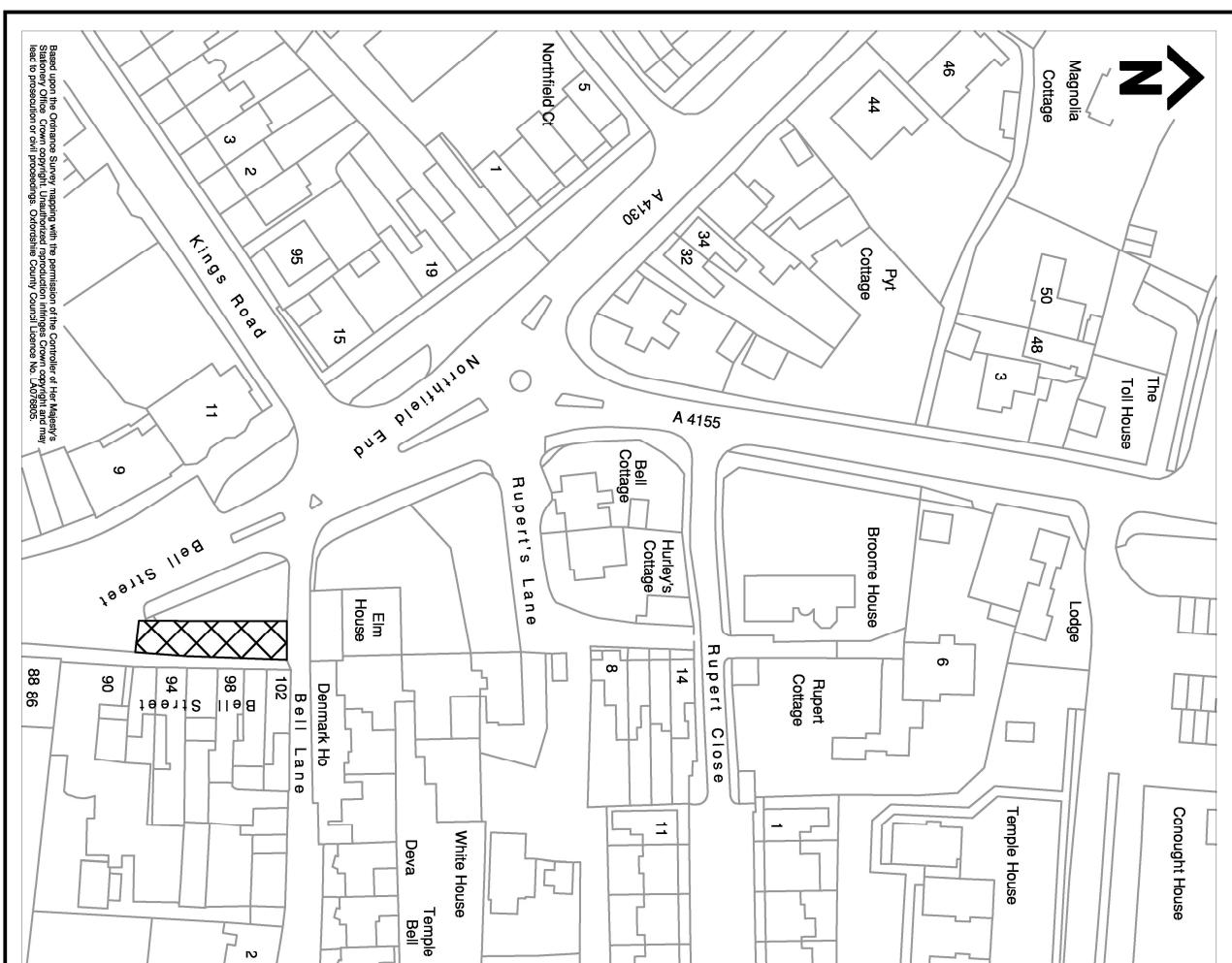


Notes	Amendments	Date

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

Location Plan

 **OXFORDSHIRE
COUNTY COUNCIL**
www.oxfordshire.gov.uk



Proposed Stopping up of Highway at Bell Street

Henley
Northfield End Area

Amendments	Date

Scale	Initial	Date
As Shown	Drawn	JB 04.10
	Traced	DAB 04.10
Checked		

Steve Howell
Head of Transport
Environment and Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford OX1 1NE

Drawing No.
786/G183C

OXFORDSHIRE
COUNTY COUNCIL
www.oxfordshire.gov.uk

Notes

This page is intentionally left blank

Division(s): Abingdon East

CABINET MEMBER FOR TRANSPORT – 3 JUNE 2010

CONTRA-FLOW CYCLE LANE, EAST SAINT HELEN STREET, ABINGDON

Report by Head of Transport

Introduction

1. This report discusses the principle of introducing a contra-flow cycle lane on the northern most section of East Saint Helen Street in Abingdon; from the junction with Lombard Street to the High Street / Bridge Street junction and considers the results of an informal consultation undertaken in February 2010. The extent of the proposed contra-flow cycle lane is shown on the plan at Annex 1.

Background

2. In May 2001, a 'Preferred Strategy' report written by consultants Halcrow Fox was presented to Oxfordshire County Council, the Vale of White Horse and South Oxfordshire District Councils and Abingdon Town Council. The report consisted of the work activities and results of the third and final stage of the Abingdon Integrated Transport and Land Use Study (AbITLUS) and comprised the refinement and development of the agreed approach from Stage Two into a preferred strategy. The overarching aim of the study was to *'identify practical and implementable measures as part of a strategy which will create a more sustainable transport framework and improve the environment of the town as a whole, and its historic centre in particular, without detriment to its vitality and viability'*.
3. One of the key objectives from the Preferred Strategy was *'to promote safer, more pleasant and more convenient conditions for pedestrians and cyclists'*. Particular emphasis was to be placed on improving conditions in the town centre, especially for pedestrians, cyclists and public transport users and specific objectives set for the town centre were to be given high priority.
4. The Preferred Strategy included many proposed improvements for pedestrians and cyclists including a network of linked cycle routes in and around Abingdon. Initially, little support was indicated at the public consultation (held in September / October 2000) for contra-flow cycle lanes along one way streets in the town centre and was subsequently not included in the final proposals. However, after another round of public consultations in 2004, a proposed contra-flow cycle lane in East Saint Helen Street was included in the Town Centre Schemes.

5. East Saint Helen Street is situated within the town centre area of Abingdon encompassing a mixture of business and residential properties. The street itself has many issues with space as there are competing demands from traffic, pedestrians, cyclists, taxis and loading, as well as on-carriageway public and residential parking.
6. The northernmost section of East Saint Helen Street, from Lombard Street to its junction with Bridge Street, is part of the National Cycle Network Route 5 (NCR) and yet cyclists are currently signed to dismount and wheel their bicycle in a northbound direction. This is due to East Saint Helen Street being one-way southbound. Many cyclists currently ignore the cyclist dismount signs and cycle, illegally, in a contra-flow direction to the southbound traffic.
7. Many comments were received on the issues around East Saint Helen Street, in particular the lack of cycling facilities in the area which had been highlighted at a public consultation held in July 2004 on the Town Centre Schemes. At the AbITS Steering Group meeting on 2 September 2004, it was agreed that the contra-flow cycle lane would be incorporated into the Town Centre Scheme subject to the necessary safety audit and detailed design. The scheme has been debated on numerous occasions by the AbITS Members Working Group (MWG) which can be seen at Annex 2.

Public Consultation

8. An informal consultation on the East Saint Helen Street contra-flow cycle lane took place between Friday 5 February 2010 and Monday 1 March 2010.
9. Frontagers and key stakeholders (including emergency services, Town and District Councils, cycle groups and parking enforcement) were asked for their views on the principle of the contra-flow cycle lane.
10. During the informal consultation, 77 letters were sent to consultees. Of these, 3 were returned due to the addressee no longer residing at the premises and there were 15 responses in total. Of these, 4 supported and 4 objected to the principle of the contra-flow cycle lane. The remaining 7 consultees did not state a formal preference. A summary of the informal consultation responses is available at Annex 3, along with officer comments.
11. The main comments by informal consultees were:
 - If the contra-flow cycle lane goes ahead there will be a loss of five pay and display car parking spaces which residents can currently use.
 - Loss of parking bays will make it hard to justify the cost of a £100 parking permit which residents are charged to park on-street.
 - The pay and display system in Abingdon is in deficit. Officers from the Parking Enforcement Team at Oxfordshire County Council report that there is strong criticism of taking money with no benefits for residents;
 - Weekly complaints are received about lack of parking for residents in Abingdon.
 - There would be interruption of the historic view of the area with traffic signage.

- The contra-flow will not make it any less dangerous as a cyclist and may even create a greater hazard with pedestrians, cars and delivery trucks.

12. Although there were four respondents in favour of the principle of the contra-flow cycle lane and four respondents against it, of the seven that did not state a preference; the majority voiced concerns regarding the contra-flow scheme. However, a large number of those contacted did not reply to the consultation. Overall, of the comments received, there appears to be more concern than support for the contra-flow cycle lane.

Officer Comments

13. The principle of the proposed scheme is to legalise the current practice of cycling on East Saint Helen Street against the flow of traffic and to link the two sections of the NCR 5, thus encouraging more people to utilise the facility and cycle around Abingdon. Despite the lack of a cycle lane currently, there have been no reported accidents between cars, pedestrians and cyclists in the last five years.

14. Issues concerning the safety of the proposed contra-flow cycle lane have been raised during the consultation by both consultees and County officers and engineers. The taxi rank currently located at the northern end of East Saint Helen Street is due to be relocated to Queen Street / Broad Street. Although East Saint Helen Street will be subject to a decrease in speed limit to 20mph (as approved at the former Transport Decisions Committee on 11 February 2010), the freeing up of road space caused by the removal of the taxis may enable motorists to increase their speed on that section of road, thus posing more of a danger to on - carriageway cyclists.

15. The area in which the contra-flow cycle lane would be situated is susceptible to ponding when heavy rain occurs. This could force cyclists out into the middle of the road thus increasing the chances of a collision with vehicles. In order for the ponding issue to be rectified, the section of road will need to be re-surfaced and the drainage issues will need to be fixed. This will significantly increase the cost of the scheme.

16. East Saint Helen Street is a primary diversionary route when High Street is closed off, for example, to accommodate the fair during October. If prior warning is given, the contra-flow cycle lane could be suspended for the duration of the diversion. However, if there is an emergency which causes East Saint Helen Street to become the primary diversionary route, there would not be enough notice to suspend the contra-flow cycle lane and the risk of an incident could increase further due to the additional traffic that would be travelling down the road.

17. As detailed in paragraph 2, East Saint Helen Street deals with many competing spatial demands on a daily basis. To coincide with the works that will take place on the County Hall area by Abingdon Town Council in the 2010/11 financial year, Oxfordshire County Council will be implementing a footway to the front of County Hall, to enable access around the building. Due to this the informal loading / unloading that takes place at the front of County Hall, will be formalised with a new loading bay on East Saint Helen Street to the rear of the County Hall. Although the removal of the taxi rank frees up road space, the loading bay will place additional demands on the new road layout.
18. The implementation of the contra-flow cycle lane would result in the loss of five pay and display parking spaces which visitors, residents and disabled drivers can currently use. There are not enough parking spaces for residents therefore taking away five spaces in this area would be detrimental. In conjunction, residents pay £100 per parking permit for the ability to park on East Saint Helen Street (and surrounding area) and the removal of these parking spaces would make it difficult to justify the cost and value for money of the on-street parking permit.

Conclusion

19. Oxfordshire County Council officers fully support the aims and objectives of the AbITS strategy and continue to actively seek ways to promote more sustainable ways to travel and explore alternative options to support the aim of a sustainable transport network.
20. Officers are aware of the need for adequate cycling facilities in and around Abingdon. However, in the case of the contra-flow cycle lane in East Saint Helen Street it is felt that the overall impact would create more problems for residents and road users than it would solve as outlined in this report. Therefore, Oxfordshire County Council Officers recommend that the best course of action would be to remove the contra-flow cycle lane from the Abingdon Town Centre Scheme due to the safety, spatial and parking issues at this location as outlined above.
21. Road Safety Officers at Oxfordshire County Council state that, from experience, contra-flow layouts seem to work well in safety terms. Therefore, should a contra-flow cycle scheme be identified as a suitable scheme at another location in Abingdon or Oxfordshire each scheme should be explored on its own merit.

Financial and Staff Implications

22. If this scheme is not implemented, there will be a saving of £10,000.
23. There are no staffing implications arising from this report.

RECOMMENDATION

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

- (a) approve that the contra-flow cycle lane be removed from the Abingdon Town Centre scheme;**
- (b) authorise officers to continue to explore options of implementing other cycle schemes within Abingdon.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Informal consultation documentation

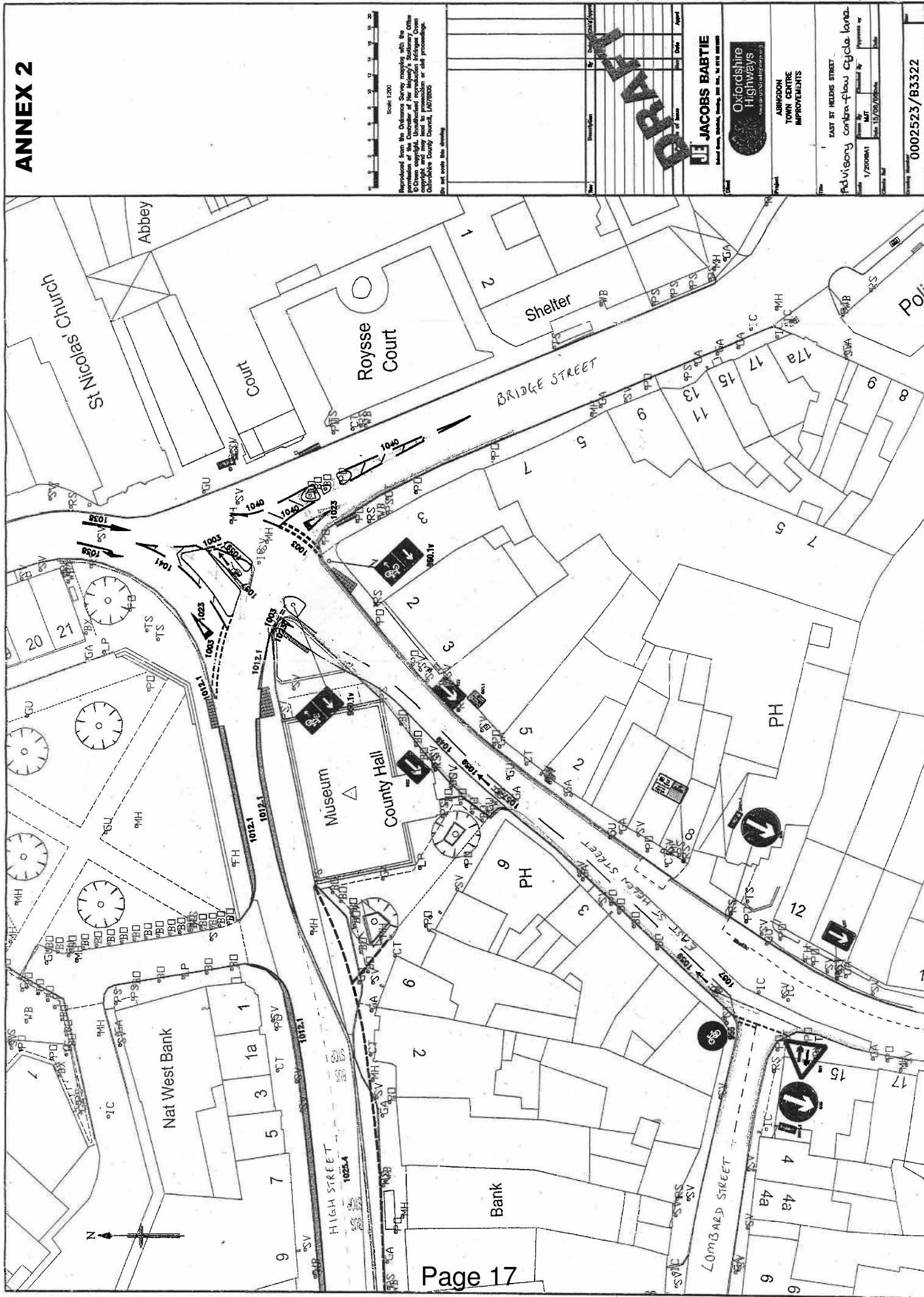
Contact Officer: Natalie Moore, Assistant Transport Planner,
Tel: 01865 815729

May 2010

This page is intentionally left blank

ANNEX 2

CMDT



This page is intentionally left blank

ANNEX 2**Background Information from previous AbITS Members Working Groups****5 October 2006**

The following options for the contra-flow cycle lane were tabled:

- Implement a contra-flow cycle lane from Lombard Street to Bridge Street, or
- Do nothing (cyclists dismount).

A revised loading bay will be shown on both options.

A vote taken by members on the proposals resulted in 3 for the second option of 'do nothing (cyclists dismount)' and 1 in favour of implementing the contra-flow cycle lane. In addition; a letter written by a non-attending member prior to the meeting stated support for the proposal.

28 June 2007

A number of councillors disagreed with the idea of implementing a contra-flow cycle lane at the northern section of East Saint Helen Street as it would impede on the visual effect of the County Hall / Museum and possibly affect the siting of a lift to the rear of the building. The argument was also made that the contra-flow cycle lane should be implemented as it was part of NCR 5 and it would go against Oxfordshire County Council's policy if it was not put in.

22 November 2007

The issue of the contra-flow cycle lane on East Saint Helen Street was considered at the meeting for Delegated Decisions by the Cabinet member for Transport (CMDT) on the. The meeting resolved to "authorise officers to take forward the design as shown on Annex 2 (now Annex 1) and investigate the acquisition of land required to implement the scheme by negotiation, or if necessary, by compulsory purchase".

5 December 2007

It was agreed that a discussion between Oxfordshire County Council and Abingdon Town Council would need to take place to establish the land that would be needed to be purchased in order to implement the cycle lane. The question was raised of suspending the contra-flow cycle lane at such times when East Saint Helen Street became the main route for traffic (i.e. during the fairs) and also whether Oxfordshire County Council would cover the cost.

9 June 2008

The MWG Officer Report noted the need for formal consultation which could not take place until a full review of the town centre schemes had been completed and a decision on how High Street phase 2 should be progressed had been made.

17 November 2008

Oxfordshire County Council agreed to carry out a formal consultation on the East Saint Helen Street contra-flow cycle lane as soon as possible with the final decision being taken to the Cabinet Member for Transport meeting.

14 July 2009

It was noted in the AbITS MWG officer report that funding for High Street phase 2 (which includes the contra-flow cycle lane) had been split between the 2009/10 and 2010/11 financial years. This was due to Abingdon Town Council seeking a Heritage Lottery Fund Grant for the County Hall with funding available from April 2010. Given that the County Hall and surrounding footways could impact the town centre scheme both on High Street and East Saint Helen Street (including the contra-flow cycle lane), it was decided the County Hall area of the scheme would be deferred until the 2010/11 financial year.

6 November 2009

Officers reported to the AbITS MWG meeting that an informal consultation on the principle of a contra-flow cycle lane in East Saint Helen Street was planned for early 2010.

ANNEX 3

Summary of comments received during informal consultation Friday 5 February 2010 to 1 March 2010.

No	Respondent	Date Received	Comments	Officer Comments
1	Resident, Abingdon	06/02/2010	<p>1) There have been numerous potential collisions between cyclists, cars and pedestrians.</p> <p>2) The current location of the taxi rank is a concern.</p> <p>3) Residents parking should not decrease and the free space from the relocation of the taxi rank used towards more resident and disabled parking.</p> <p>4) How can the contra-flow be implemented without something else being cut.</p>	<p>1) There have been no reported accidents between cars, pedestrians and cyclists in the Lombard Street / East St Helen Street/Bridge Street area within the last 5 years.</p> <p>2) The taxi ranks are to be relocated to Broad Street & Queen Street. OCC has completed the physical works and is now waiting for the Vale of White Horse District Council's Licensing Team to amend the order.</p> <p>3/4) If the contra-flow cycle lane is implemented there will be a loss of five pay & display (P&D) spaces. A disabled bay will be introduced outside No8 East St Helen Street.</p>
2	Saint Helen's Dental Practice	09/02/2010	<p>1) Concerned about illegal parking on double yellow lines.</p> <p>2) Concerned about the lack of visible authority (traffic warden, community officer). Therefore proposed cycle lane could potentially be obstructed without proper enforcement.</p> <p>3) People still cycle on the pavement.</p>	1/2/3) These are enforcement issues covered by the police.
3	Abingdon County Hall Museum	10/02/2010	<p>1) As the plan suggests the contra-flow cycle lane will be in the part of East St Helen Street outside of County Hall. Therefore, space</p>	1) Interpretation of the plan is correct; the back of County Hall will be unaffected as the contra-flow cycle lane will be on carriageway on East

			<p>between back of County Hall and existing roadway will be unaffected.</p> <p>2) Are you aware of museum's impending development involving new disabled access arrangements to cellars of the building?</p>	<p>St Helen Street.</p> <p>2) Oxfordshire County Council, Abingdon Town Council and Vale of White Horse District Council officers met on 11 March 2010 to discuss work taking place at Abingdon County Hall Museum. Following a decision on the contra-flow cycle lane another meeting will be required to progress detailed design of the County Hall area.</p>
4	Ock Meadow Parish Councillor (via Abingdon Pedestrian & Cycle Association)	10/02/2010	<p>1) Contra-flow is an absolute must.</p> <p>2) Issue is talked about by people in south Abingdon</p> <p>3) There is strong public support</p>	
5	Caldecott Parish Councillor (via Abingdon Pedestrian & Cycle Association)	11/02/2010	<p>1) Will contra-flow cycle lane narrow the turning arc for vehicles going from Bridge Street into East St Helen Street?</p> <p>2) Something should be put in place to slow traffic coming along Stert Street so nobody can do above 20mph.</p> <p>3) Would cyclists be asked to dismount before crossing from refuge?</p>	<p>1) Turning circle will not be narrowed; tracking has been done to certify this.</p> <p>2) A 20mph limit for Abingdon town centre was consulted upon December 2009 and agreed in February 2010. Stert Street was included in the list of streets that would be changed to 20mph.</p> <p>3) Cyclists would not be asked to dismount.</p>
6	Abingdon Town Council Officer	18/02/2010 and 01/03/2010	<p>1) Who has been involved in the informal consultation?</p> <p>2) Will OCC go ahead, whichever way, after an informal consultation and not go to formal</p>	<p>1) Frontagers in the vicinity (residents and businesses), AbITS MWG attendees, key stakeholders & Choose Abingdon Partnership.</p> <p>2) If scheme went ahead, then a TRO would</p>

			<p>stage?</p> <p>3) Lack of safety, loss of residents parking space and interruption of the historic view of the area with traffic signage.</p>	<p>be required with a legal requirement for the County Council to formally consult. The scheme could not be implemented without that consultation. Informal consultation assesses opinion on the scheme and enables a decision to be taken to either move to formal consultation and detailed design or to remove it from town centre scheme.</p>
7	ON Communication / The Media Lab	18/02/2010	<p>1) Believe that cyclists coming from Lombard St create a real danger for anyone crossing the northern section of E St Helen Street.</p> <p>2) Convinced that contra-flow cycle lane will not make it any less dangerous and may even create a greater hazard with pedestrians, cars and delivery trucks</p> <p>3) Cannot believe this scheme is a priority and not happy to see public money being spent on unfounded projects.</p>	<p>2) A safety audit will assess this.</p>
8	Thames Valley Police	18/02/2010 and 23/02/2010	<p>1) During a site visit, it was clear that cyclists chose to ignore the cyclists dismount sign at the Lombard Street junction and cycle against the flow of traffic on East St Helen Street.</p> <p>2) The current road width does not allow for this practice to be formalised. The taxi bays and P&D parking on nearside of the road reduce the carriageway width.</p> <p>3) Adjacent to the Punch Bowl PH and Philosophy Hairdressing the road is narrowed.</p> <p>4) Amendments would need to be made to</p>	<p>1) The scheme is trying to address this issue by making it legal to do so.</p> <p>2) These will be removed.</p> <p>5) Cannot park on that side of the road due to the narrowness. Any parking would cause a disruption and be illegal.</p> <p>7) Cyclists are expected to carry on straight across and continue on National Cycle Route 5.</p>

		<p>current parking and taxi bay TRO's.</p> <p>5) An informal cycle lane does not prevent some motorists who choose to park on that side of the road (i.e., Blue badge holders).</p> <p>6) Need advance warning to drivers where the cycle lane crosses the junction of High Street, Bridge Street and Stert Street.</p> <p>7) On reaching give-way marking on the central island, what is expected of the cyclist from this position (cycle along Bridge Street or cross towards the Abbey grounds in conflict with pedestrians using the footways?)</p> <p>8) If the proposals proceed then additional contra-flow signs are needed on East St Helen Street approaching Lombard Street.</p> <p>9) Considerable ponding was present at the side of the road along East St Helen Street.</p> <p>10) Although proposals legalise current practice, it is considered they will not adequately address the question of making the practice legal.</p> <p>11) While it is appreciated that this road is subject to speed limit change, removing taxi bays and P & D parking, speed may increase.</p> <p>12) East St Helen Street is part of a strategic diversion route for through traffic during events held within town centre where all traffic is diverted.</p> <p>13) This type of facility may have worked well in Oxford but Abingdon has different road</p>	
--	--	---	--

			environment and general use by cyclists.	
9	Resident, Abingdon	18/02/2010	<p>1) Happy with the eventual removal of the taxi ranks.</p> <p>2) Concern over the lost of residential P&D parking spaces.</p> <p>3) There is shortage of parking spaces; would residents parking be added where the taxi stand was?</p>	<p>3) Due to the lack of space, residents parking would not be introduced where the taxi rank is currently sited.</p>
10	Chairman of Abingdon Pedestrian & Cycle Association	23/02/2010	<p>1) Welcome provision of safe contra-flow instead of pushing bike from Lombard Street up East St Helen Street.</p> <p>2) Instruction to dismount is more than a decided irritation. When pushing the cycle up the street, it takes up a width of at least 2 pedestrians walking side by side. This presents problems when other pedestrians are walking in the opposite direction. Cyclists would then move on to the road.</p> <p>3) No footpath on the left hand side of the road between the Punchbowl and High Street junction. Cyclists are forced to stay on road along this section or cross over and face the same problem with oncoming pedestrians.</p> <p>4) Actual precedents close at hand – (wall to wall) St Helens Wharf adjacent to St Helens Church is 21ft wide and distance between parapets of bridge over the Ock is 21ft.</p> <p>Cyclists are permitted to cycle both ways on a</p>	<p>4) St Helen's Church area is a two way street therefore 'shuttle working' (priority system) currently operates at this point. East St Helen Street is one way so the movement is currently illegal.</p> <p>6) There has been a lack of formal response from Abingdon Town Council.</p> <p>7) It is very difficult to provide such facilities of adequate width in historic towns due to available widths and highway land.</p>

			<p>one way street. Compared to East St Helen Street (at narrowest point) is 24 ft wide, there is more room and therefore illogical to ask cyclists to dismount.</p> <p>5) Cyclists emerging from East St Helen Street heading from St Helens Wharf have worse visibility than at the Punchbowl as the road adjacent to the church is only just wide enough for a cycle and car; and when travelling in opposite directions it is possible for them to come unexpectedly face to face.</p> <p>6) Abingdon Town Council (ATC) should support any reasonable measures to promote cycling as a means to reduce car use.</p> <p>7) Should provide safe alternatives to the footpaths or main roads such as cycleways / cycle tracks to keep children / young adults safe.</p> <p>8) Cyclists will cycle safely if there is adequate provision.</p> <p>9) Should extend and improve cycle provision where necessary to encourage cyclists.</p> <p>10) Contra-flow will also close one remaining gap in the local section of Sustrans Route 5.</p>	
11	Vale of White Horse District Council	01/03/2010	<p>1) Vale officers consulted both Vale AbITS members and Abingdon members and as a result the Vale can not provide a single view corporate response.</p> <p>2) In respect of the three AbITS members, views were split 2:1 in favour of the scheme.</p>	<p>(2 for the scheme and 3 against the scheme – 5 consulted in total).</p> <p>Even though the District Council have chosen not to provide a formal response to the consultation, it would seem clear from the members that they consulted that they are</p>

			However, the two Abingdon members opposed the scheme on safety grounds.	more against the proposal than in support.
12	Vale of White Horse District Council Officer	01/03/2010	1) At officer level, the Vale has expressed concerns over the safety of contra-flow cycle lanes. 2) Assumes that OCC have undertaken a safety audit to satisfy concerns over safety.	2) Feasibility stage safety audits have been undertaken previously. If we do go to formal consultation, a new safety audit will be carried out as part of detailed design.
13	Abingdon Town Council	01/03/2010	The Town Council was advised that this was a corporate matter and not enough time was given for debate and recommendation to be made to be made at full Town Council.	The consultation was undertaken over 21 days which is the usual length of time for an informal consultation.
14	Various Town Council Members via the Abingdon Town Council Planning and Highways Committee	01/03/2010	The following comments were made: 1) Members were advised that the consultation was a corporate matter because of its potential impact in planning terms, on the residents' parking scheme and on Town Council owned land, and that any view expressed would require a recommendation to Town Council which does not meet until 24 March 2010. 2) The Abingdon Town Council Planning and Highways Committee (22 February 2010) was advised that any comments made by members would be minuted and forwarded to OCC, however due to the timescale these should be viewed as comments made by various members of the council and not a town council view. 3) No reference of the council's eventual recommendation may be made by either the	6) This will be undertaken as part of the detailed design stage. 11) Track templates have been undertaken – the width is still wide enough to complete the turning movement easily. 15) This is part of a conservation area therefore, we would not put colour of tarmac. 18) We are consulting on the principle, not the detailed design. 19) The consultation period was over three weeks as per Oxfordshire County Council standards. ATC only receiving their consultation letter late can only be attributed to a delay at the post office as all consultation letters were sent out at the same time and we started receiving responses from the 6 Feb 2010. * This topic has been discussed at numerous

		<p>length of the order of the various points made.</p> <p>4) Contra-flow would complete Sustrans Route 5 which would be welcomed by the cyclists who use it.</p> <p>5) Would help to maintain a growth in and encourage cycling and sustainable transport within the town centre.</p> <p>6) Not convinced it is safe, would need a full safety audit.</p> <p>7) Opportunity lost to add or enhance pedestrian footways at the rear of County Hall.</p> <p>8) Loading bay width is narrow and lorries would obstruct the cycle lane.</p> <p>9) Concerns over the island in middle of junction with fast flowing traffic from Stert Street giving little or no indication of which way it intended to travel.</p> <p>10) An area of historic interest and conservation – would require intrusive street signage and street lighting in a very sensitive area.</p> <p>11) Turning access to East St Helen Street from Bridge Street would be more difficult (disabled drivers can park on double yellow lines).</p> <p>12) Loss of 4 parking spaces which form part of the Residents Parking and P&D bays. Needs more not fewer.</p> <p>13) Could impact on the rest of East St Helen Street with cyclists using the rest of the street</p>	<p>AbITS Members Working Group meetings (09/08/2007 and 05/12/2007) at which Abingdon Town Council is represented.</p>
--	--	--	--

			<p>as contra-flow.</p> <p>14) Concerns that cyclists would need to slow or stop twice at what are only give-way lines.</p> <p>15) Could consider coloured tarmac for any cycle lane.</p> <p>16) Present situation of cyclists having to dismount at the end of Lombard Street means cyclists have to walk contra-flow in the road as the pavement is too narrow.</p> <p>17) The contra-flow works at St Helen's Wharf.</p> <p>18) Whilst it was appreciated that this was an informal consultation members considered that the plans lacked the requisite amount of detail required for any meaningful recommendation.</p> <p>19) Members were disappointed that after a number of years of waiting for this consultation, the response period for the informal consultation was so short, particularly as the consultation letter was received on 17 February 2010 although dated 5 February 2010.</p>	
15	Sustrans	01/03/2010	<p>1) East St Helen Street is on National Route 5 of the National Cycle Network and at present constitutes one of the main gaps in provision on the route south of Oxford. We are keen to see this gap closed and welcome the County Council's proposals.</p> <p>2) Northbound cyclists have 2 options – either to get off and push their bikes along the street or to press on against the traffic flow. In the</p>	2) Cyclists should dismount and not cycle contra-flow to traffic.

		<p>absence of a contra-flow cycle lane, this can cause unnecessary conflict with pedestrians and motorists.</p> <p>3) A contra-flow cycle lane will have numerous other benefits. It will complete National Route 5 of National Cycle Network through Abingdon. Make the route more attractive for both local and long distance journeys. Encourage a greater take up of cycling with all the associated health and environmental benefits.</p> <p>4) There is at least the 4 metre width of carriageway suggested by the DfT as the minimum necessary to accommodate an advisory cycle lane on a road like East St Helen Street where traffic pressures are low. The relatively low volume of traffic on the street makes it desirable as a cycle route – and provides a safer route through the town than the more heavily trafficked alternatives.</p> <p>5) There are many examples of successful contra-flow cycle lanes around the country including Little Clarendon Street in Oxford which is a similarly narrow street.</p> <p>6) Also welcome the proposed build-out at the north end of East St Helen Street and would ask that consideration also be given to a crossing of some sort on Bridge Street itself to assist the safe passage of pedestrians and cyclists.</p>	
--	--	---	--

Division(s): All

CABINET MEMBER FOR TRANSPORT – 3 JUNE 2010

ON-STREET PAY & DISPLAY TARIFF CHANGES.

Report by Head of Transport

Introduction

1. The purpose of this report is to propose changes to the on-street tariffs in the centre of Oxford to bring them into line with those applicable in the city centre car parks and the introduction of a 30 minute tariff for drivers who only need to park for a short time. At present drivers have to pay for one hour regardless of how short a time they need to park.

Background

2. The on-street parking tariffs in the central area of Oxford have remained unchanged since January 2007 though the highest charge for the maximum stay allowed has remained the same since 2002. In this time Oxford City Council has reviewed its car park tariffs on an annual basis. The situation is now that the on-street tariffs are significantly lower than those charged in the car parks.
3. In October 2008 parking charges in the park and ride sites were removed, providing a cost-effective alternative to city centre parking.
4. The increase in parking charges is in accordance with the current Local Transport Plan (LTP2) in which, on page 10, there is reference to influencing travel behaviour by pricing mechanisms. By having on-street parking considerably less expensive than using car parks drivers may tend to drive around the city centre looking for empty parking spaces, adding to congestion and affecting air quality.
5. On street parking is generally considered a premium provision. It is often more convenient than using the car parks and it is anomalous that on-street parking costs less than using a car park.
6. On-street parking is primarily intended for shorter visits to the city centre and to assist in this a new 30 minute tariff is proposed in that area.
7. Increasing the on-street pay and display parking charges was approved in principle by Council in the latest budget setting process. There is no requirement for a consultation process to change pay and display tariffs.

Proposed changes to Tariffs

8. The current tariff in the city centre car parks on weekdays is £2.40 for one hour and £4.00 for two hours. There are higher charges on Saturdays and in Gloucester Green car park.

9. The proposed changes to the on-street pay & display tariffs in the bays in the centre of the city are as follows:

	30 minutes	1 hour	2 or 3 hours (depending on location).
Current tariff	n/a	£2.00	£3.00
Proposed tariff	£1.00	£2.50	£4.00

10. There are on-street pay and display areas further from the city centre. These tariffs were last revised at the beginning of 2007. It is proposed that these tariffs are changed as follows:

	30 minutes	1 hour	2 or 3 hours (depending on location).
Current tariff	n/a	£1.50	£2.50
Proposed tariff	£1.00	£2.00	£3.00

The hours of operation are unchanged.

Enforcement

11. In view of the proposed 1 hour tariff being more than twice the 30 minute tariff the restriction on purchasing a second ticket to extend the stay beyond the time first purchased set out in the relevant Traffic Regulation Order will be enforced. As there will now be a shorter stay tariff the time allowed for drivers to obtain a ticket will be reduced to a minimum of 5 minutes.

Affected Streets

12. The following streets have pay and display bays in which the new tariffs will apply.

One Hour maximum stay

- Broad Street (30 minute and 1 hour tariffs only apply)

Two hour maximum stay

- Beaumont Street
- Blackhall Road
- Cromwell Street
- King Edward Street
- Longwall Street
- Merton Street
- Museum Road
- Parks Road
- St Giles
- Woodstock Road
- Wellington Square
- Great Clarendon Street*
- Walton Street*

Three hour maximum stay

- Mansfield Road
- Keble Road
- Saville Road
- Norham Gardens*
- Norham Road*
- Benson Place*
- Bradmore Road*
- Crick Road*
- Fyfield Road*

* Lower tariff areas.

13. The proposed changes, if approved, will be made by means of a notice displayed on street furniture in the affected areas. The information on the pay and display machines will be amended and the council's website will reflect any changes

Financial and Staff Implications

14. Varying the tariff will cost £52 per machine, the total cost including set up costs will be £4232 before VAT. There are no staff implications

RECOMMENDATION

15. **The Cabinet Member for Transport is RECOMMENDED to approve the changes to the on-street parking tariffs.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Local Transport Plan (LTP2), available on Oxfordshire County Council's website.

Contact Officer: Pat Higgins Tel: 01865 815865

May 2010

This page is intentionally left blank

Division(s): Headington & Marston,
Barton & Churchill

CABINET MEMBER FOR TRANSPORT – 3 JUNE 2010

HEADINGTON CENTRAL CPZ, OXFORD MINOR AMENDMENTS

Report by Head of Transport

Introduction

1. This report considers comments and objections received to a formal advertisement and statutory consultation to vary the Traffic Regulation Order (TRO) for the Headington Central Controlled Parking Zone (CPZ) to amend permit eligibility for Holyoake Hall and the parking arrangements in several streets in response to requests from local residents, councillors and businesses.

Background

2. Since the introduction of the Headington Central CPZ there have been a number of requests for amendments to better reflect the needs of those who live in the area. Some changes were made last year, but further requests have been received.
3. In addition there have been ongoing requests from residents of Holyoake Hall to reconsider the exclusion of these flats from eligibility for permits. When in June 2008 the proposal to exclude Holyoake Hall from eligibility for parking permits was advertised, a number of objections were received from residents of Holyoake Hall (some of whom were already in receipt of permits). These were reported to the Cabinet Member for Transport in September 2008 where the proposed exclusion was confirmed and it was agreed that those residents with existing permits would be allowed to keep them until June 2010 (ie existing permits could be renewed for a further year after expiry, a practice which has been applied elsewhere) to give time for residents to adjust, move or apply to have planning conditions removed/amended.
4. Since autumn 2008 the Council has been approached on numerous occasions by residents and/or owners of flats in Holyoake Hall asking how they can overturn this exclusion which they say is severely restricting the sale/letting of the flats. It has been explained that, as the reason properties are excluded is to mirror the decision of the planning authority, it would be necessary to approach the City Council on the matter of amending the planning consent. At least one has done that and been told that as the actual planning consent has no condition requiring exclusion, there is nothing that the City can change. As a result, your officers have put forward a proposal to

partially relax the exclusion so that each flat can apply for a maximum of one permit.

5. The consultation also sought to correct an error in the original Order regarding the limit on permits in eligible properties. Annex 1 describes all the proposals.

Formal Consultation

6. Formal consultation on the proposed changes took place in February/March 2010. Letters and plans were sent to all properties in the streets in the vicinity of the proposed principle changes, notices explaining the proposals placed on site and in the Oxford Times and information sent to local Councillors and the emergency services. A copy of the public notice and the other legal documents, which were placed on deposit at Headington Library and at County Hall, are available for inspection in the Members' Resource Centre
7. In total, 34 letters or e-mails were received in response to the advertised proposals. A précis of these together with the observations of the Head of Transport is attached at Annex 2. Copies of all these communications are available in the Members' Resource Centre.
8. In addition, an officer was invited to attend a meeting of the City Council's Area Committee where this consultation – particularly the proposals concerning Holyoake Hall – were extensively discussed. That meeting decided to ask the Head of City Development to prepare a report which would be submitted to a further meeting of the Area Committee to take place prior to this meeting (extract of Minutes attached at Annex 3)

Consultation responses

9. Thames Valley Police raised no objection to any of the proposals. No comments were received regarding the proposed change in Osler Road; only one letter was received concerning the change in The Croft and two responses regarding the loss of part of a parking bay on Windmill Road. The proposed deletion of a parking bay on Holyoake Road received seven objections generally on the grounds that it was un-necessary and would exacerbate the current difficulties in finding parking space.
10. The vast majority (30 out of 34) of comments received concerned the proposal to allow residents of Holyoake Hall to apply for one permit per flat. Six residents of the flats and non-resident owners of five flats wrote in support of the proposal arguing that the flats were purchased without the knowledge that there would be no parking, that to remove parking from the flats would have a serious effect on their value and that there were generally spaces to park on the streets nearby.
11. A total of 22 residents of Holyoake Road and 10 from Stile Road (which is adjacent) wrote objecting to the proposed change to permit eligibility. These residents argued that to increase the number of permits on issue would make

a difficult parking situation even worse, that the development was approved on the condition that it would be car-free which the prospective owners/tenants should have known from the start and that to allow Holyoake Hall to have permits would lead to similar claims from other recent developments.

12. It is understood that the report referred to in paragraph 8 above has yet to be prepared and the Area Committee will therefore not be able to reach a conclusion in time to advise this meeting.

Comment

13. The issue of permit eligibility for Holyoake Hall has raised strong views on both sides. The problem has arisen because when, in October 2004, the Area Committee resolved to approve the application for the redevelopment of Holyoake Hall it was with the intention to "impose a planning condition to remove the development from the Residents Parking Zone" (extract from minutes of meeting). However when planning consent was granted, it was done so without such a condition, although the developer did enter into a Unilateral Undertaking with the County Council to exclude the development from the CPZ. Unfortunately this requirement was not acted upon until 2008 by which time permits had been issued to around 12 residents.

Conclusions

14. Apart from the Holyoake Hall issue, the proposals have been generally accepted and should proceed as planned. However, the proposed removal of one parking bay in Holyoake Road has attracted a number of objections from residents concerned that this is unnecessary and will exacerbate an already difficult parking situation; it is therefore suggested that this proposal does not proceed.
15. With Holyoake Hall, it would be appropriate to await the further deliberations of the City Council's Area Committee (see paragraph 12 above) before reaching a final conclusion. However, there are currently 5 residents permits on issue which expire on 15 June 2010 and in the circumstances it is suggested that these permits be renewed on a temporary basis until there is a final decision on eligibility, at which point the permits can be withdrawn if necessary.

How the Project Supports LTP2 Objectives

16. The proposals described in this report relate to the LTP2 objectives of Tackling Congestion (encouraging development that minimises congestion) and improving the Street Environment (better management of parking).

Financial Implications (including Revenue)

17. Funding for the costs of implementing the proposals described in this report, estimated to be around £1000 (including advertising) will be met from existing budgets.

RECOMMENDATION

18. **The Cabinet Member for Transport is RECOMMENDED to approve the proposed changes to the Headington Central CPZ as advertised in the Oxfordshire County Council (Headington Central) (Controlled Parking Zone and Various Restrictions) (Variation No 11*) Order 200* as amended as set out in this report**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Copies of all the legal documents plus letters and emails received in response are available in the Members' Resource room.

Contact Officer: David Tole Tel: 01865 815942

May 2010

HEADINGTON CENTRAL CPZ**DESCRIPTION OF EFFECT OF PROPOSED CHANGES****WINDMILL ROAD**

Replace part of a 2-hour shared use parking bay with daytime no-waiting restriction (8.00am to 6.30pm) opposite No.85 Windmill Road, to assist vehicle access at removals yard

OSLER ROAD

Reduce length of parking bay (Permit Holders only) outside No.11 Osler Road extending No Waiting at Any Time to improve access to off street parking

THE CROFT

Replace part of daytime no-waiting restriction (8.00am to 6.30pm) on The Croft (northern arm) with no-waiting at any time to improve access to/from off street bin storage.

HOLYOAKE ROAD

Remove one footway parking bay (Permit Holders only) outside No.25 Holyoake Road extending No Waiting at Any Time, to improve access to off street parking

Amend list of properties eligible for permits so as to limit residents of Holyoake Hall, Holyoake Road to apply for 1 resident permit per flat

GENERAL

Amend an Article in the Order to clarify there are no limits to the number of residents permits per dwelling unless otherwise specified

David Tole
May 2009

ANNEX 2

PROPOSED CHANGES TO PARKING – HEADINGTON CENTRAL CPZ, OXFORD
Summary of Public Comments

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Thames Valley Police	No objection	Noted
2.	A Resident, The Croft (Old Headington)	Welcomes the proposed change in The Croft Objects to the proposal to allow more than two permits per household.	Noted Less than 20 households in the entire Zone have more than 2 permits, so limiting to 2 would have only a very small effect on parking
3.	Clearwater Swimming Pools	Concerned that the proposed loss of 2-hour parking on Windmill Road will cause difficulties for occasional visitors to the business	Only 2 of the current 5 spaces will be lost on this part of Windmill Road so there will still be room for occasional visitors
4.	A G Jacob & Sons, Removals & Storage	Welcomes the proposal to reinstate single yellow line in Windmill Road which will greatly assist accessing their yard	Noted
5.	A Resident, Holyoake Hall	Supports proposal to reinstate eligibility for permits. Purchased flat in 2006 having been told by City Council that there were no parking restrictions. Removing permits from residents who have had them for 3-4 years is a flawed process. There is no problem parking on Holyoake Road.	Noted
6.	A Resident, Holyoake Hall	Strongly supports the proposal to reinstate eligibility for permits. Commutes out of Oxford by car so requires a place to park. The parking problems caused by pizza delivery staff are a far greater disturbance than that caused by Holyoake Hall residents	Noted
7.	A Resident, Holyoake Hall	Supports the proposal for one permit per flat in Holyoake Hall. Particularly concerned that the	Noted

		resale value of the flat will be significantly affected if there was no parking	
8.	A Resident and Company Director of Holyoake Hall Management Company	Supports the proposal for one permit per flat in Holyoake Hall. Particularly concerned that the resale value of the flat will be significantly affected if there was no parking, especially as the flats were initially purchased at the height of the housing market in 2007. Has been checking parking availability on Holyoake Road and found that on average there are 2/3 spaces available.	Noted
9.	A Resident, Holyoake Hall	Supports the proposal for one permit per flat in Holyoake Hall. Not to have a permit would affect the value of the flat and would make life difficult for residents given that parts of Oxford are difficult to reach by public transport. There seems to be parking generally available in the street.	Noted
10.	A Resident, Holyoake Hall	Supports the proposal for one permit per flat in Holyoake Hall.	Noted
11.	Owner of a flat, Holyoake Hall	It is crucial to retain parking permits for Holyoake Hall. These flats were sold by the developers stipulating that there would be parking available. The flats were intended for key workers including those in the medical profession who work unsociable hours when public transport options are limited	Noted
12.	Owner of a flat, Holyoake Hall	Supports the proposal for one permit per flat in Holyoake Hall. As prospective owners they were not informed by solicitors of the lack of parking, and occupiers were indeed initially granted permits. Does not think the owners/residents of Holyoake Hall should be made scapegoats in a disagreement between the Council and the developers	Noted

13.	Owner of a flat, Holyoake Hall	Requests provision of one permit per flat. Was assured by the developers when the flat was purchased that there were no parking controls when planning consent was granted. Lack of parking will affect the value of the property.	Noted
14.	Owners of two flats, Holyoake Hall	Supports the proposal for one permit per flat in Holyoake Hall. The removal of permit eligibility in 2008 was flawed as there was no planning condition imposed by Oxford City Council – had there been the potential owners would have been aware before they purchased.	Noted
15.	A Resident, Holyoake Road	Considers that the number of permits per dwelling should be limited to 2 or even 1 Has sympathy with needs of Holyoake Hall residents but considers the principle of that development being car-free was important when it was approved. Concerned that if Holyoake Hall were allowed permits then other similar developments would seek to have the same.	Less than 20 households in the entire Zone have more than 2 permits, so limiting to 2 would have only a very small effect on parking. This matter is to be the subject of an investigation by the City Council
16.	A Resident, Holyoake Road	Objects to the proposed provision of permits to Holyoake Hall as the original planning application emphasised that it would be a car-free development	This matter is to be the subject of an investigation by the City Council
17.	A Resident, Holyoake Road	Objects to the proposed provision of permits to Holyoake Hall as the original planning application emphasised that it would be a car-free development. Concerned that the space available for permit holders is already under pressure and any extension of permit eligibility would exacerbate this	This matter is to be the subject of an investigation by the City Council

18.	A Resident, Holyoake Road	Objects to the proposed provision of permits to Holyoake Hall as there is already serious difficulties finding anywhere to park and lots of illegal parking especially by pizza delivery drivers	This matter is to be the subject of an investigation by the City Council Additional effort will be directed at this enforcement problem
19.	Two Residents, Holyoake Road	Object to the proposed provision of permits to Holyoake Hall as there is already serious difficulties finding anywhere to park and this would increase permits by 43%	This figure assumes that all Holyoake Hall residents obtain a permit, which is unlikely given the general pattern of permit distribution in the past
20.	Two Residents, Holyoake Road	Object to the proposed provision of permits to Holyoake Hall as there is already serious difficulties finding anywhere to park and this would increase permits by 43%	This figure assumes that all Holyoake Hall residents obtain a permit, which is unlikely given the general pattern of permit distribution in the past
21.	Two Residents, Holyoake Road	Object to the proposed provision of permits to Holyoake Hall as the original planning application emphasised that it would be a car-free development. There are already severe parking problems in the road. Concerned that lifting the exclusion from permits will erode the affordability of the flats in Holyoake Hall for first-time buyers and key workers, and potentially setting a precedent.	This matter is to be the subject of an investigation by the City Council
22.	A resident, Stile Road	Objects to the proposed provision of permits to Holyoake Hall as there are already serious difficulties finding anywhere to park. Wants to know why Stile Road residents were not consulted about the proposal	The proposal was advertised in the local press and on-street in Holyoake Road. Residents of Stile Road (and other roads) parking in Holyoake Road would have these opportunities to be consulted about the proposals
23.	A resident, Stile Road	Objects to the proposed provision of permits to Holyoake Hall as there are already serious difficulties finding anywhere to park across the whole area, not just in Holyoake Road	This matter is to be the subject of an investigation by the City Council

24.	A resident, Stile Road	<p>Thinks it unacceptable to even consider reversing the planning permission to allow Holyoake Hall residents to have permits.</p> <p>Wants to know why they still have to pay for permits when there is no hope of parking</p>	<p>This matter is to be the subject of an investigation by the City Council</p> <p>Permits are available for parking within the CPZ not a specific street</p>
25.	Four residents, Stile Road	<p>Opposed to the proposal to allow Holyoake Hall residents to have permits as parking in Holyoake Road and Stile Road is already difficult. The situation at present is just about acceptable – any more pressure on parking would be intolerable.</p> <p>Development of Holyoake Hall was agreed only with there being no parking permits allowed, and the situation hasn't changed.</p>	<p>This matter is to be the subject of an investigation by the City Council</p>
26.	Two residents, Stile Road	<p>There is no justification for any change to permit eligibility at Holyoake Hall. If this was to change it would affect parking on Stile Road which is already usually impossible to find a space</p>	<p>This matter is to be the subject of an investigation by the City Council</p>
27.	A resident, Stile Road	<p>Development of Holyoake Hall was agreed only with there being no parking permits allowed.</p> <p>Parking on Stile Road is already extremely difficult and this change would make things worse</p>	<p>This matter is to be the subject of an investigation by the City Council</p>
28.	Two residents, Holyoake Road	<p>Object to the proposed removal of a parking space on Holyoake Road as it is unnecessary</p> <p>Object to the proposed allocation of permits to Holyoake Hall as it will only make the parking situation worse; consent for the development was granted for key workers only with no parking; business permit holders make the parking situation in Holyoake Road worse, particularly as there is no parking at the top of Windmill Road.</p> <p>Suggest that if Holyoake Hall residents get permits they should be for the Headington North-East zone</p>	<p>Noted</p> <p>This matter is to be the subject of an investigation by the City Council</p>

29.	A resident, Holyoake Road	<p>Welcomes the previous changes to parking in Holyoake Road which gave a small increase in capacity, but these proposals undo that benefit. Doesn't support the removal of the parking space, but accepts that the loss is manageable.</p> <p>Unable to assess the affect of allowing Holyoake Hall to have permits without information on the number of extra permits.</p>	<p>Noted</p> <p>There are 15 flats in Holyoake Hall, so the maximum additional permits would be 15 although given the general pattern of permit distribution in the past this is unlikely to be realised</p>
30.	Two residents, Holyoake Road	<p>Do not agree with the removal of the parking bay as there are no difficulties in access off street parking</p> <p>Strongly object to the relaxation of the exclusion from permits for Holyoake Hall as the matter was thoroughly discussed when consent was granted; there is severe pressure on parking in the road; the residents of Holyoake Hall should have known there were no permits when they moved in; relaxing for Holyoake Hall risks pressure from John Leon House to be treated the same</p>	<p>Noted</p> <p>This matter is to be the subject of an investigation by the City Council</p>
31.	Two residents, Holyoake Road	<p>Object to the removal of the parking bay as there are no difficulties in accessing off street parking.</p> <p>Strongly object to the relaxation of the exclusion from permits for Holyoake Hall as the matter was thoroughly discussed when consent was granted; there is severe pressure on parking in the road and residents often have to park in adjacent streets; the residents of Holyoake Hall should have known there were no permits when they moved in.</p> <p>Also suggest removal of short-stay parking at London road end of Holyoake Hall and better control of pizza delivery vehicles</p>	<p>Noted</p> <p>This matter is to be the subject of an investigation by the City Council</p> <p>Additional effort will be directed at this enforcement problem</p>

32.	A resident, Holyoake Road	Object to the removal of the parking bay as there are no difficulties in accessing off street parking Object to residents of Holyoake Hall being allowed permits.	Noted This matter is to be the subject of an investigation by the City Council
33.	A resident, Holyoake Road	Object to the removal of the parking bay Object to residents of Holyoake Hall being allowed permits as the parking situation is worse than when it was granted consent	Noted This matter is to be the subject of an investigation by the City Council
34.	Three residents, Holyoake Road	Object to the removal of the parking bay as there are no difficulties in accessing off street parking Object to residents of Holyoake Hall being allowed permits as the parking situation is worse than when it was granted consent	Noted This matter is to be the subject of an investigation by the City Council

NORTH EAST AREA COMMITTEE
Tuesday 20th April 2010

COUNCILLORS PRESENT: The Chair (Councillor Darke), the Vice-Chair (Councillor Rundle), Councillors Altaf-Khan, Clarkson, McManners, Sinclair and Wilkinson.

OFFICERS PRESENT: Angela Cristofoli (Communities and Neighbourhoods Manager), Angela Fettiplace and Rachel Williams (City Development), Andrew Wright (City Works), James Dixon (City Leisure), Colin Gregory (Law and Governance).

County Councillor Smith, Parish Councillors Cox and Foster-Barnes.

138. PROPOSAL TO REVIEW RESIDENTS PARKING PERMITS IN CENTRAL HEADINGTON

The Head of Law and Governance submitted a report on behalf of the County Council (previously circulated, now appended) on the proposal to review the parking permits in the central Headington Area. David Tole from the County Council was in attendance to present the report.

After discussion, the Committee agreed to ask the Head of Service, City Development to prepare a report into the situation regarding Holyoake Hall parking permits to be submitted to a special meeting of the Area Committee so that the matter could be discussed with all the facts present. A report on the Committee's findings would then be sent to the County Council for a meeting of the Cabinet Member for Transport on 3 June.

This page is intentionally left blank

Division(s): All

CABINET MEMBER FOR TRANSPORT– 3 JUNE 2010

DISABLED PERSONS' PARKING PLACES – VALE OF WHITE HORSE DISTRICT

Report by Head of Transport

Introduction

1. This report considers the proposed provision of new Disabled Persons' Parking Places (DPPPs), the proposed formalisation of existing DPPPs, and the proposed removal of existing DPPPs that are no longer needed. This follows the publication of the draft Oxfordshire County Council (Vale of White Horse District) (Disabled Persons' Parking Places) (Amendment No.4) Order 20**.

Background

2. The increasing demand for parking in Oxfordshire can lead to particular difficulties for disabled people who need to park close to their homes or place of work. The County Council may provide a DPPP on a public road where there is a need.
3. On 7 December 2004 the Executive agreed to rationalise policy with regard to disabled parking which included proposals to adopt a uniform approach to be implemented throughout the County. Previously, in Oxfordshire (as opposed to Oxford City) disabled parking was provided by the use of advisory bays. These bays are marked up on the ground but no disabled sign plate is provided and, as they do not appear in a Traffic Regulation Order, are not enforceable. A review of these DPPPs is being carried out across Oxfordshire to ensure they are still required and those that are will be formalised. It will then be possible to enforce them. At the same time, new requests for DPPPs are considered.

Procedure

4. A fact sheet listing the criteria required to qualify for a DPPP is available in the Members' Resource Centre. A primary condition for qualification is that the applicant has to be a Blue Badge holder. Applicants have to complete a detailed Application form and provide a copy of their driving licence and vehicle registration documents to prove that both the driver and the vehicle owner are resident at the address where the DPPP is requested.
5. The site is then assessed by a Highways Inspector to see if a DPPP is feasible. If it is, informal consultation is carried out with various authorities, such as the Emergency Services. If no comments are made, formal

consultation is commenced. This report considers comments in respect of the DPPPs referred to in paragraph 1 received at the formal stage.

Formal Consultation

6. The Directorate sent a copy of the draft Amendment Order, a Statement of Reasons for the Order and a copy of the Public Notice appearing in the local press to formal Consultees on 13 April 2010. These documents, together with supporting documentation as required, and plans of all the DPPPs were deposited for public inspection at County Hall, The Vale of White Horse District Office at Abingdon and Abingdon, Faringdon and Wantage Libraries. They are also available for inspection in the Members' Resource Centre.
7. Separately, the Directorate wrote to local residents in each area where the proposed new and formalised DPPPs would be sited asking for their comments. The Directorate also wrote to local residents in areas where it was proposed to remove existing DPPPs that were no longer required. In addition public notices were displayed at each site and in the Oxford Times. A table showing all the bay proposals is shown at Annex 1.
8. Comments were received in respect of the proposed DPPPs in Herons Walk, Lyford Way, Northcourt Road and Turner Road, Abingdon; Dibleys, Blewbury; Cleyfields, Bourton; Brookside, East Hanney; Pye Street, Faringdon and Upper Cralle, Stanford-in-the-Vale. Comments were also received in respect of the proposed formalisation of DPPPs in Appleford Drive, Abingdon.
9. A synopsis of each comment with an officer response is set out at Annex 2. Copies of the responses can be viewed in the Members' Resource Centre.
10. The only statutory or formal consultees to comment were Thames Valley Police Traffic Management Unit who advised that they had no objections to the draft order and Abingdon Town Council whose comments are dealt with in Annex 2.
11. Only two changes to the advertised proposals are recommended in response to comments made during the consultation: -
 - (a) It had been proposed to provide a DPPP in Berrymere Road, Wootton. However the disabled resident who requested it has withdrawn his request as Vale Housing has now provided a disabled friendly garage for him. Therefore, it is recommended that the proposal does not proceed.
 - (b) It had also been proposed to formalise and lengthen the existing informal DPPP in Field Gardens, East Challow. After further discussions with the residents and the Parish Council, it is recommended that the proposed formalisation does not proceed at this time as the current arrangement works well. This will be looked at again following any subsequent agreement on decriminalisation of parking enforcement.

All the other proposals are recommended to proceed as advertised.

How the Project supports LTP2 Objectives

12. The introduction of new DPPPs and the formalising of existing informal DPPPs will help in Delivering Accessibility by enabling disabled people to park near to their homes and thus access a wider range of services.
13. Removal of DPPPs that are no longer required will Improve the Street Environment by reducing sign clutter and result in better management of parking.

Financial and Staff Implications (including Revenue)

14. The cost of installing the DPPPs is approximately £6,000 and will be met from the existing revenue budget provided for these.

RECOMMENDATION

15. **The Cabinet Member for Transport is RECOMMENDED to authorise variations to the Oxfordshire County Council (Vale of White Horse District) (Disabled Persons' Parking Places) Order 2006 as amended in this report to provide for:**
 - (a) **ten new DPPPs, and three DPPP formalisations as set out in Annex 1 to this report; and**
 - (b) **the removal of two DPPPs as detailed in Annex 1 to this report.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Consultation documentation

Contact Officer: Mike Ruse, Tel 01865 815978

May 2010

ANNEX 1

Proposed New Disabled Persons' Parking Places	
Abingdon	
1	Heron's Walk, in the lay-by.
2	Lyford Way, outside No's 21 & 23.
3	Northcourt Road, in the lay-by, outside No's 58 - 68.
4	Turner Road, in the lay-by near No 19.
Blewbury	
5	Dibleys, in the parking area near No 14.
Bourton	
6/7	Cleyfields – in the lay-by - two bays adjacent to central path leading to No's 6 & 7.
East Hanney	
8	Brookside – in the parking area at the intersection of the south and east kerb lines.
Faringdon	
9	Pye Street, outside No 7.
Stanford-in-the-Vale	
10	Upper Crale, outside No 31 Van Diemans.
Wootton	
11	Berrymere Road, outside No's 8 & 10 * not now required.

Proposed Formalisation of Advisory Disabled Persons' Parking Places	
Abingdon	
1	Appleford Drive, outside No's 87 to 89.
Buckland	
2	Summerside Road, outside School House.
East Challow	
3	Field Gardens, outside No 5. * not now to proceed.
Faringdon	
4	Bromsgrove, outside Church Hall.

Proposed Removal of Disabled Persons Parking Places no Longer Required	
Abingdon	
1	Berry Croft, outside No 43.
Faringdon	
2	Marlborough Gardens, outside No.7.

ANNEX 2

Comments on the Proposed Disabled Persons' Parking Places (DPPPs) and the Proposed Formalisation

	Commentor	Comments	Response	Recommendation
DPPP at Heron's Walk, Abingdon				
1	Resident, Heron's Walk	Approves of the proposal.	Noted	Proceed.
2	Resident, Heron's Walk	Approves of the proposal but wants lay-by extended so more residents can park. Suggests DPPP is located on the road outside the flats as nearer, and disabled resident doesn't have to cross road. Wants a "parent parking space." Suggests having parking spaces provided for specific house numbers. Doesn't like to park on road as limited room for large vehicles to pass.	Consultation is purely about the proposed DPPP. If the lay-by were extended, this would require digging up the grassed area which is not highway. Putting any sort of parking bay on the road could create problems for large vehicles passing by. The disabled resident wants the DPPP in the lay-by in the planned position. A "parent parking place" is not a legal highway marking. Under highway legislation no part of the public highway can be allocated to specific individuals or property for parking. Resident directed to District Council/ private landlord to identify owner of grassed area.	As above.
DPPP at Lyford Way, Abingdon				
3	Resident, Lyford Way	Agrees with the proposal but concerned that there will not be room for them to park next to the DPPP as all other parking is taken up. The applicant's husband also parks his van here.	There isn't room for two vehicles to park in front of applicant and commentator's home without the car in the corner being blocked in. DPPP will prevent that happening which will also mean a loss of unrestricted parking. Cannot prevent the applicant's husband parking his van in the road.	Proceed.

DPPP at Northcourt Road, Abingdon				
4	Abingdon Town Council	Vehicles park in the lay-by at an angle leaving the rear end partially in the road. If a DPPP was provided parallel to kerb here this would put more pressure on parking and force vehicles onto the grassed area in front of the flats. They suggest providing more parking on the grass.	When parking is congested, disabled drivers are the most disadvantaged. Although DfT regulations mean DPPPs are large, the disabled resident already parks in the lay-by. The lay-by is not deep enough for a DPPP at an angle. Although the grassed area behind the lay-by is not adopted, the grassed verge between the road and the footway is. Passed to Area Office to consider extending the parking here.	Proceed.
DPPP at Turner Road, Abingdon				
5	Resident, Turner Road	Is a Blue Badge holder and has lived in the road longer than the applicant. Needs more than just one DPPP. Other badge holders here who might want to use the space so might cause trouble. Would be better to have spaces allocated to house numbers.	Applicant applied for the DPPP in the normal way and meets the eligibility criteria. Other Blue Badge holders would need to follow the same procedure. Under highway legislation no part of the public highway can be allocated to a specific individual or property. Applicant accepts that other badge holders could use the DPPP as well.	Proceed.
6	Daughter of resident, Turner Road	Objects to proposal – her mother and several other residents are Blue Badge holders and if OCC provided a DPPP for one resident this would restrict the parking in the lay-by for others. Why not increase the parking here?	As above. The adjacent grassed area is not highway so OCC could not increase the parking area here.	As above.
7	Resident, Turner Road	Thinks the DPPP should cover whole lay-by as all residents here are disabled and	As above. Need to leave room in lay-by for visitors and carers to park as they could not use proposed	As above.

		two residents have cars.	DPPP unless they were taking residents out or bringing them back.	
DPPP at Dibleys, Blewbury				
8	Resident, Dibleys	Pleased with proposal as her husband has a Blue Badge. Thinks applicant will expect the DPPP to be for her sole use. Currently neighbours avoid parking where applicant parks. As there are other badge holders on estate who could legitimately park in the DPPP this could create conflict. This area was originally designated a vehicle turning area.	Applicant is aware that any vehicle correctly displaying a Blue Badge can park in the DPPP. OCC may put a DPPP in a turning area if it assists the disabled resident and vehicles can still turn, as is the case here.	Proceed.
Two DPPPs at Cleyfields, Bourton				
9	Resident, Cleyfields	Approves the proposal because he is one of the two disabled drivers resident here who would use the bays. There are more vehicles parking here than the lay-by can accommodate.	Noted.	Proceed.
10	Resident, Cleyfields	Is disabled and approves of the proposal as it will help him.	Noted.	As above.
11	Resident, Cleyfields	Extended his property and a planning condition required him to extend parking by 2 car widths. He then asked Parish Council whether they could mark up parking bays in lay-by. They told him it was a loading bay not a parking area. What is the area "classed as?" proposed	The lay-by is adopted highway which can be used for parking by anyone. Proposed DPPPs are in response to requests from disabled residents who already park in lay-by when they can so any reduction in parking space for other residents would be small. When parking is congested, disabled residents are penalised.	Proceed.

		DPPPS will reduce parking available by 14% in this congested area. Will extra parking be provided to compensate? DPPPs would only serve Cleyfields – what if disabled residents moved or died? Could unrestricted bay marking be provided also?	Contact No. for Southern Area Office given for further investigation into providing extra parking and to arrange for remainder of lay-by to be marked out. Regular reviews carried out by OCC to establish whether existing DPPPs still needed. Consultations carried out to remove those that aren't.	
DPPP at Brookside, East Hanney				
12	Resident, Brookside	Agrees that DPPP is needed but in planned location would take up 6 parking spaces. Suggests putting bay diagonally in the corner.	DPPP diagonally in corner would block access to path to other people parking here. Space wouldn't be saved as bay would have to be wide enough to allow car doors to be opened fully for disabled access. DPPP has been planned to cater for applicant's vehicle and protect general access to the path.	Proceed as planned.
13	Resident, Brookside	Parking is congested here and a DPPP would take away 2-4 vehicle spaces. Suggests putting bay diagonally in the corner and dropping the kerb.	As above. Request for dropped kerb passed to Area Office.	As above.
14	Daughter of resident, Brookside	Doesn't object to a DPPP but mother is disabled and thinks planned bay would block access to footpath leading to houses.	DPPP has been planned to cater for applicant's vehicle and protect general access to the path while still conforming to DfT specifications.	As above.
15	Resident, Brookside	Doesn't object to DPPP but thinks it will take away 3-4 spaces. Cars currently park at right angles to both kerbs leaving a space where the kerbs meet	As above.	As above.

		and pathway starts. Could bay conform to current practice and go nearest to this space? Or could it actually go diagonally in corner?		
16	Residents, Brookside	They oppose proposed DPPP as it would obstruct access to footpath. They suggest a different location.	As above.	As above.
DPPP at Pye Street, Faringdon				
17	Resident, Pye Street	Objects to DPPP as would be outside their house and they are a family of 5 and eldest child is in a wheelchair. Residents at No's 5 & 9 don't have cars. There is already a DPPP outside No 11. Applicant already rents a garage.	Road is too narrow for parking both sides. Current parking practice in road is for vehicles to park on same side of road as No 7. DPPP is planned to be as near to disabled resident as is practical and is close to a dropped kerb on the other side of road which disabled the resident would need to use to reach bay. Bay outside No 5 is too far away. Not enough room between No 7 and dropped kerb leading to garage of No 9 to provide DPPP. Planned DPPP will only take up part of frontage of No 7 and there will still be room for another vehicle outside No 7. As No 7 & No 9 don't have vehicles there will be ample room for informal parking outside both houses. Applicant has agreed to give up their garage if the proposed bay is implemented	Proceed as planned.
DPPP at Upper Cralle, Stanford in the Vale				
18	The applicant, Van Diemans	Concerned that planned DPPP would obstruct the normal parking practice	There is not enough frontage outside No 10 for a DPPP – it would extend over No 12. The resident	

		which is on other side of road. No 10 Upper Cralle is happy for bay to go directly outside. Bay would also obstruct waste disposal vehicles which go up and down the adjacent private road to collect waste.	at No 12 wants to drop his kerb for a hard-standing in his front garden and objects to a bay encroaching on his frontage.	
19	Resident, Upper Cralle	No objection to DPPP but thinks it should either be located directly outside No 10, or opposite the off-street car park.	As above. A bay opposite the car park would obstruct larger vehicles accessing and exiting the car park including the caravan which is parked in the private half.	
20	Resident, Upper Cralle	Parking is at a premium here – DPPP location would obstruct current parking practice. Off-street car park is half private now so less room for general parking. Applicant able to walk dogs round the village 4 times a day.	As above. Applicant has a current Blue Badge and meets the criteria required to qualify for a DPPP.	

Comments on Proposed Formalisation of Existing Informal Disabled Persons' Parking Places (DPPP)

	Commentor	Comments	Response	Recommendation
DPPP at Appleford Drive, Abingdon				
1	Resident, Appleford Drive.	Could the DPPP be moved outside the user's flat so people could park outside their own flats?	Would require another consultation to propose a move of approximately 10 metres. If current proposal agreed, disabled sign plate could be attached to existing lamp column. If DPPP moved would require an additional post. Not justified.	Proceed as advertised.

This page is intentionally left blank