

To: Members of the Transport Decision Committee

***Notice of a Meeting of the Transport Decision  
Committee***

**Thursday, 1 October 2009 at 10.00 am**

**County Hall**

*Joanna Simons*

Joanna Simons  
Chief Executive

September 2009

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

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**Membership**

*Councillors*

Ian Hudspeth	-
Rodney Rose	-

*The Agenda is attached. Decisions taken at the meeting  
will become effective at the end of the working day on 2009  
unless called in by that date for review by the appropriate Scrutiny Committee.*

*Copies of this Notice, Agenda and supporting papers are circulated  
to all Members of the County Council.*

*Date of next meeting: 26 November 2009*

## Declarations of Interest

This note briefly summarises the position on interests which you must declare at the meeting. Please refer to the Members' Code of Conduct in Section DD of the Constitution for a fuller description.

### **The duty to declare ...**

You must always declare any "personal interest" in a matter under consideration, ie where the matter affects (either positively or negatively):

- (i) any of the financial and other interests which you are required to notify for inclusion in the statutory Register of Members' Interests; or
- (ii) your own well-being or financial position or that of any member of your family or any person with whom you have a close association more than it would affect other people in the County.

### **Whose interests are included ...**

"Member of your family" in (ii) above includes spouses and partners and other relatives' spouses and partners, and extends to the employment and investment interests of relatives and friends and their involvement in other bodies of various descriptions. For a full list of what "relative" covers, please see the Code of Conduct.

### **When and what to declare ...**

The best time to make any declaration is under the agenda item "Declarations of Interest". Under the Code you must declare not later than at the start of the item concerned or (if different) as soon as the interest "becomes apparent".

In making a declaration you must state the nature of the interest.

### **Taking part if you have an interest ...**

Having made a declaration you may still take part in the debate and vote on the matter unless your personal interest is also a "prejudicial" interest.

### **"Prejudicial" interests ...**

A prejudicial interest is one which a member of the public knowing the relevant facts would think so significant as to be likely to affect your judgment of the public interest.

### **What to do if your interest is prejudicial ...**

If you have a prejudicial interest in any matter under consideration, you may remain in the room but only for the purpose of making representations, answering questions or giving evidence relating to the matter under consideration, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise.

### **Exceptions ...**

There are a few circumstances where you may regard yourself as not having a prejudicial interest or may participate even though you may have one. These, together with other rules about participation in the case of a prejudicial interest, are set out in paragraphs 10 – 12 of the Code.

### **Seeking Advice ...**

It is your responsibility to decide whether any of these provisions apply to you in particular circumstances, but you may wish to seek the advice of the Monitoring Officer before the meeting.

**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.**

# AGENDA

## 1. Apologies for Absence

## 2. Declarations of Interest - see guidance note opposite

## 3. Minutes

To confirm the minutes of the meeting held on 3 September 2009 (**TDC3**) and to receive for information any matters arising therefrom.

## 4. 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 any question on any matter in respect of the Cabinet's delegated powers.

This could include significant issues affecting the councillor's division, which otherwise might be the subject of an address, petition or motion at council.

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

Questions submitted after agenda despatch and by 9 am on the working day before the meeting will be placed on a schedule of Addenda and tabled at the meeting.

## 5. Petitions and Public Address

## 6. County Speed Limit Review

Report by Head of Transport (**TDC6**)

The Department for Transport's (DfT) advice (Circular 01/06) on the setting of local speed limits has requested that highway authorities review current speed limits on their A and B road network in the light of the advice and implement any changes judged necessary by 2011. The scope of the project in Oxfordshire has been extended to include some of the more significant unnumbered roads, although it should also be noted that following the major village speed limit project (between 1999 and 2003) and ongoing work in rural speed management – both of which anticipated DfT advice – a large proportion of the network already complies with the DfT guidance.

The County's road safety team has carried out a comprehensive assessment applying the DfT criteria, and has – with the input of the Speed Reference Group (an advisory

cross-party group of county councillors supported by police traffic management officers) – identified draft recommendations for changes to speed limits, both up and down, on the network. Informal consultation with the Police, parish councils and neighbouring authorities (where the limit meets the county boundary) has been undertaken to seek their views on the draft proposals and to give them the opportunity to suggest other roads for a speed limit change.

The report details the results of the consultation, recommends the roads within Oxfordshire that should be progressed to formal consultation and seeks authority to proceed with the statutory process to draft, consult on and make the speed limit orders, subject to any objections received on the changes being referred back to this Committee for a decision on how to proceed.

### **The Committee is RECOMMENDED**

- (a) ***to authorise officers to prepare, consult on and implement speed limit orders necessary to effect the changes identified by the speed limit review on the roads listed in Annex 3, subject to any formal objections being referred to this committee at a later date for a decision on how to proceed; and***
- (b) ***to authorise the Cabinet Member for Transport Implementation and Head of Transport to approve additions to the list of A & B roads for formal consultation identified from Annex 2 table B following the outcome of the Speed Reference Groups review.***

## **7. Oxford, Magdalen Road Area Controlled Parking Zone**

### **Report by Head of Transport (TDC7)**

This report outlines the statutory consultation process on the Draft Traffic Regulation Orders (TROs) for the proposed Divinity Road Area Controlled Parking Zone (CPZ). It provides information on the policy context, development of the process to date, an outline of the consultations carried out, specific issues that have been raised by the consultees and recommendations in light of responses received. Its content and recommendations are closely related to agenda item?? which contains a report on the consultation process for the proposed Magdalen Road Area Controlled Parking Zone. Consultation on the zones was carried out simultaneously.

### ***The Committee is RECOMMENDED to:***

- (a) ***approve the principle of a CPZ in the Magdalen Road Area on the basis of the current proposals, with the exception of removing the Iffley Fields area from the zone; and***
- (b) ***authorise officers to advertise a new Traffic Regulation Order for the zone, excluding the Iffley Fields area and incorporating minor changes arising from responses to the formal consultation.***

## 8. Oxford, Divinity Road Area Controlled Parking Zone

Report by Head of Transport (TDC8)

This report outlines the statutory consultation process on the Draft Traffic Regulation Orders (TROs) for the proposed Divinity Road Area Controlled Parking Zone (CPZ). It provides information on the policy context, development of the process to date, an outline of the consultations carried out, specific issues that have been raised by the consultees and recommendations in light of responses received. Its content and recommendations are closely related to agenda item?? which contains a report on the consultation process for the proposed Magdalen Road Area Controlled Parking Zone. Consultation on the zones was carried out simultaneously.

***The Committee is recommended:***

- (a) ***subject to final approval of a Controlled Parking Zone in the Magdalen Road area to authorise the making of the Oxfordshire County Council (Oxford – Divinity Road area) (Controlled Parking Zone and Waiting Restrictions) Order 20\*\*;***
- (b) ***authorise officers to reconsult locally on amendments to the scheme, as set out in Annex D to this report; and***
- (c) ***authorise the Head of Transport in consultation with the Cabinet Member for Transport Implementation and Cabinet Member for Growth & Infrastructure to carry out further minor amendments to the scheme and the Traffic Regulation Order that might be required when implementing the proposed parking zone.***

## 9. East Oxford Controlled Parking Zone Review 2008/09

Report by Head of Transport (TDC9)

This report discusses the outcome of a review of the East Oxford Controlled Parking Zone and its associated Permit Parking Scheme, which was carried out during 2008/09. It also makes recommendations concerning changes to the layout of parking places and the restrictions that operate within them.

***The Committee is RECOMMENDED to authorise the making of:***

- (a) ***the Oxfordshire County Council (East Oxford) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 20\*\* subject to the following amendments:***
  - (i) ***Boulter Street – Change the controls in the existing 1 hour parking***

*place, 8am – 6.30pm Monday – Saturday into 2 hour parking where permit holders are exempt from the time limit;*

- (ii) *Cherwell Street – Remove the proposed Permit Holders Only Parking outside 25 Cherwell Street and replace with No Waiting at Any Time;*
- (iii) *Cowley Place – Replace the proposed Parking Places without time limit with No Waiting, 8am – 6.30pm, Monday – Friday;*
- (iv) *Jeune Street – Change Proposed TRO to reflect the existing layout of permit holders' only parking;*
- (v) *Princes Street – Remove the existing parking places outside numbers 66 and 74 Princes Street and replace with No Waiting at Any Time;*
- (vi) *Temple Street – Reduce the extent of proposed additional permit holder parking place near Kingdom Hall by approximately one third and extend the No Waiting at any time protecting the adjacent access to meet it;*

(b) *the Oxfordshire County Council (Disabled Persons Parking Places - Oxford) (Amendment No.[8]) Order 20\*\* as advertised.*

## 10. Banbury, Springfield Avenue - Proposed Humped Zebra Crossing

Report by Head of Transport (TDC11)

The report describes the proposed humped zebra crossing scheme close to the main pedestrian entrance to Blessed George Napier Roman Catholic Secondary School and presents both the objections and the support received in response to public consultation.

*The Committee is RECOMMENDED to authorise implementation of the proposed humped zebra crossing on Springfield Avenue, Banbury close to the main pedestrian entrance to Blessed George Napier Roman Catholic School.*

### EXEMPT ITEM

*It is RECOMMENDED that the public be excluded for the duration of item 12E since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.*

**NOTE:** The main report relating to item 12E does not itself contain exempt information and is thus available to the public. The exempt information is contained either in an Annex which has been circulated only to members and officers entitled to receive it, or will be reported orally at the meeting.

**MEMBERS AND OFFICERS ARE REMINDED THAT THE EXEMPT FINANCIAL INFORMATION RELATING TO SUBSIDY AGREEMENTS REPORTED AT THE MEETING (WHETHER IN WRITING OR ORALLY) MUST NOT BE DIVULGED TO ANY THIRD PARTY.**

## 11. Bus Service Subsidies

Report by Head of Transport (**CMDT12E**)

The report describes bus services for which subsidy agreements are due to terminate in December 2009, mainly covering services in the Bicester and Kidlington area. Four further contracts outside the review area have also been reviewed, as follows:

Service 4B (Contract PT/V4): Cumnor-Wootton-Abingdon (evenings and Sundays)  
Service 31 (Contract PT/V43): Wantage-Abingdon-Oxford (Mon-Thurs evenings)  
Service 36 (Contract PT/V36): Grove-Wantage-Milton Park peak service (Mon-Fri)  
Services 105/106/136 (Contract PT/S81): Wallingford-Oxford, Oxford-Oxford Science Park and Wallingford to Cholsey (Mon-Fri a.m peak)

The financial position of the bus subsidy budget is also described in the report. Recent commercial withdrawals combined with continued tender price rises and only a small increase in the bus subsidy budget mean that some reductions in service are likely as a result of this review.

***The Committee is RECOMMENDED to:***

- (a) ***make its decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to be reported subsequently;***
- (b) ***record that in the opinion of the Committee the decisions made in (a) above are urgent in that any delay likely to be caused by the call in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process; and***
- (c) ***agree that a publicity leaflet is published and distributed containing bus timetables for all the new bus services in the Bicester, Kidlington and Woodstock area dealt with in this review.***

***The information in this report is exempt in that it falls within the following prescribed category:***

***Information relating to the financial or business affairs of any particular person***

*(including the authority holding that information)*

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# Agenda Item 3

ITEM TDC3

## TRANSPORT DECISIONS COMMITTEE

**MINUTES** of the meeting held on 3 September 2009 commencing at 10.00 am and finishing at 10.25 am

**Present:**

**Voting Members:** Councillor Rodney Rose - in the chair

Councillor Ian Hudspeth

**Other Members in Attendance:** Councillor David Turner (Shadow Cabinet for Agenda Items 5 and 6)

**Attendance:**

**Officers:**

Whole of meeting: G. Warrington (Corporate Core)

Part of meeting:

<b>Agenda Item</b>	<b>Officer Attending</b>
5	D. Tole (Environment & Economy)
6	M. Ruse (Environment & Economy)

*The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, and decided as set out below. Except insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.*

### 12/09 MINUTES

The Minutes of the meeting of the Committee held on 2 July 2009 were approved and signed.

### 9/09 – Exclusion of Residential Properties from Various Controlled Parking Zone Orders, Oxford

Mr Ruse advised that as far as he was aware the resident of 9 Gathorne Road who had addressed the July meeting had not submitted an appeal to the City Council.

### 13/09 OXFORD, SUMMERTOWN CPZ – MINOR AMENDMENTS (Agenda Item 5)

The Committee considered (TD5) amendments to parking arrangements in a number of streets in and around Summertown CPZ in the light of comments

received to a consultation to vary the Traffic regulation Orders for the Summertown Controlled parking Zone and Disabled Persons Parking Places Order.

With regard to alternative arrangements for residents of Dorchester Court and Marston Ferry Road Councillor Jean Fooks (Local Member) who had been unable to attend this meeting had commented as follows. She considered that spaces should be available for a 24 hour period as many residents would not find it easy or convenient to have to move their cars before 0800 or whenever the daytime tariff started. She could foresee problems if this arrangement was available to all Summertown permit holders and felt that it should be limited to only those residents of Dorchester Court and Marston Ferry Road. She supported the remaining changes.

Mr Tole confirmed that the Area Committee would be considering the request for Summertown CPZ permit holders to use Ferry Pool Road public car park and that he would be discussing the detail of that arrangement with City officials.

Councillor Hudspeth stressed the need for careful monitoring and supported review of any alternative parking arrangement after 12 months.

**RESOLVED:**

- (a) subject to finalising parking arrangements with the City Council for the use by Summertown CPZ permit holders of the car park off Ferry Pool Road the Head of Transport in consultation with the Cabinet Member for Transport Implementation and the Cabinet Member for Growth & Infrastructure be authorised to approve the proposed changes to the Summertown CPZ and Disabled Persons Parking Places Order as advertised in the Oxfordshire County Council (Summertown) (Controlled Parking Zone and Various Restrictions) (Variation No 7\*) Order 200\*, and the Oxfordshire County Council (Disabled Persons Parking Places) Oxford (Amendment No 7\*) Order 200\* and described in the report TCD5;
- (b) in the event that these alternative arrangements were not agreed with the City Council the matter affecting the parking arrangements for residents of Dorchester Court be referred back to the Transport Decisions Committee for further consideration.

**14/09 DISABLED PERSONS PARKING PLACES – CHERWELL DISTRICT**  
(Agenda Item 6)

The Committee considered (TDC6) provision of new Disabled Persons' Parking Places (DPPPs) and formalisation of "advisory" DPPPs in the light of comments received in response to formal consultation.

**RESOLVED:** to:

- (a) authorise variations to the Oxfordshire County Council (Cherwell District) (Disabled Persons' Parking Places) Order 2007 as amended in the report TD6 to provide for:
  - (i) fourteen new DPPPs as set out in Annex 1 to the report TDC6;
  - (ii) the formalisation of twelve existing advisory DPPPs as specified in Annex 1 to the report TDC6;
- (b) not to proceed with provision of a new DPPP outside No 38 and 2 Canterbury Close, Westminster Way, Banbury.

.....in the Chair

Date of signing.....2009

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Division(s): All

**ITEM TDC6**

## **TRANSPORT DECISIONS COMMITTEE - 1 OCTOBER 2009**

### **COUNTY SPEED LIMIT REVIEW**

Report by Head of Transport

#### **Introduction**

1. The Department for Transport's (DfT) advice (Circular 01/06) on the setting of local speed limits has requested that highway authorities review current speed limits on their A and B road network in the light of the advice, and implement any changes judged necessary by 2011.
2. The scope of the project in Oxfordshire has been extended to include some of the more significant unnumbered roads, although it should also be noted that following the major village speed limit project (between 1999 and 2003) and ongoing work in rural speed management – both of which anticipated DfT advice – a large proportion of the network already complies with the DfT guidance.
3. The County's road safety team has carried out a comprehensive assessment applying the DfT criteria, and has – with the input of the Speed Reference Group (an advisory cross-party group of county councillors supported by police traffic management officers) – identified draft recommendations for changes to speed limits, both up and down, on the network.
4. Informal consultation with the Police, parish councils and neighbouring authorities (where the limit meets the county boundary) has been undertaken to seek their views on the draft proposals and to give them the opportunity to suggest other roads for a speed limit change.
5. This report details the results of the consultation, recommends the roads within Oxfordshire that should be progressed to formal consultation and seeks authority to proceed with the statutory process to draft, consult on and make the speed limit orders, subject to any objections received on the changes being referred back to this committee for a decision on how to proceed.

#### **Consultation**

6. Informal consultation was carried out on the draft speed limit proposals listed in Annex 1.
7. The responses received have been tabulated in Annex 2 table A together with officer comments and a recommendation to proceed to formal consultation on the speed limit proposal, delete the proposal or review by other parties.
8. Annex 2 table B lists other roads suggested for a speed limit change by a consultee. The A and B roads listed will receive a further review by the Speed

Reference Group to determine what, if any, speed limit change should be promoted to formal consultation. Changes to speed limits on unclassified roads are not part of the County remit at this time. These will be noted for future reference should the Council progress a speed limit review of all unclassified roads in the County.

9. Annex 3 lists the roads that will be carried forward for formal consultation based on the recommendations in Annex 2 table A.
10. It should be noted that several parishes have indicated that their reply will not meet the deadline for the writing of this report. Any update of Annex 2 and 3 will therefore be presented by officers at the committee meeting.

## **How the project supports LTP2 objectives**

11. This project aims to improve road safety and compliance of drivers with speed limits by setting limits which are consistent with the road environment and therefore seek to reduce accident risks.

## **Financial Implications (including Revenue)**

12. Assessment, consultation and the preparation of the speed limit orders will be carried out by County Council staff. Implementation will be carried out over the financial years 2009/10 and 2010/11.
13. A budget of £100,000 is provided in the Capital Programme for 2009/10. Further funding of a similar level will be required in 2010/11 to complete the changes.

## **RECOMMENDATION**

### **14. The Committee is RECOMMENDED**

- (a) **to authorise officers to prepare, consult on and implement speed limit orders necessary to effect the changes identified by the speed limit review on the roads listed in Annex 3, subject to any formal objections being referred to this committee at a later date for a decision on how to proceed; and**
- (b) **to authorise the Cabinet Member for Transport Implementation and Head of Transport to approve additions to the list of A & B roads for formal consultation identified from Annex 2 table B following the outcome of the Speed Reference Groups review.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers: Nil

Contact Officer: Anthony Kirkwood, Tel 01865 815704  
Mike Collins, Tel 01865 815877

August 2009

## Speed Limit Review - List of sites

A329 Milton Common (M40 Junction) - Consider increase in limit from 30 to 40mph

A329 Stadhampton to Newington - Consider 40mph buffer limit (375m length) S of existing 30mph limit to include outlying properties and bend

A329 Newington to Warborough - Consider 50mph limit

A329 Cholsey - Currently 30mph limit north of Papist Way junction. Consider 40mph limit throughout

A329 Cholsey to Moulsford - Consider 40mph limit

A338 A420 to Frilford - Consider for 50mph limit

A338 East Hanney - Consider reduction of existing 30mph limit at south end by 520m (just south of junction with Steventon Road) with 50mph limit extended northwards to this point

A338 Manor Rd - Consider 40mph limit to extend approx 1km to include semi built up length on hill

A338 Wantage to CB - Proposed 50mph limit on Oxfordshire length

A361 Banbury to Bloxham - Consider 50mph limit between Banbury and Bloxham

A361 Burford Rd Chipping Norton & B4026 - Consider 40mph buffer limit extending to S of existing 30mph limit

A40 CB to B4009 - Consider for 50mph limit

A40 B4009 to Postcombe - Consider 200m extension of 40mph limit northwards from B4009 to include Lambert Arms, and junctions to residential roads

A40 Postcombe - Consider reduction of 30mph limit at N end of village by 350m

A40 Milton Common (NW of A329) - Consider increase in limit from 30mph to 40mph

A4074 North of Shillingford - Consider 40mph from junction with Henley Road southwards to 175m NW of j/w Warborough Road (with existing 30mph limit being shortened by approx 130m)

A4074 B4009 Benson to A4130 - Consider 40mph limit from just NW of Elm Bridge roundabout to 200m SE of j/w Church Road (overall length 780m) - 50mph limit to then extend to just south of j/w Benson Lane to Crowmarsh (overall length 1.3km)

A4074 A4130 to A4130 - Consider replacement of 30mph limit to 40mph limit including A4130 Crowmarsh Hill

A4074 B471 to B4526 – Consider extending existing 50mph limit northwards by 1km to include junction to Exlade Street

A4074 Cane End - Consider 40mph limit at Cane End village 1.3km

A4095 Kirtlington to B4027 - Consider 50mph limit

A4095 B4027 to B4027 - Consider 50mph limit to link into 40mph limit at Bunkers Hill

A4095 Shepherds Hall PH to Witney - Consider reduction from 50 mph limit to 40mph limit in vicinity of Park Road junction (c 380m)

A4095 Curbridge - Consider c 100m extensions to 30mph limit both N and S of existing limit to include houses in these zones

A4095 Clanfield - Consider extension of buffer 40mph limit approx 400m to S of village to include residential and farm accesses

A4095 Clanfield to Faringdon - Consider 50mph limit

A4130 Nettlebed to Crowmarsh - Consider reduction of 30mph limit at W end of Nettlebed village (by approx 100m)

A4130 Didcot perimeter Road - Consider 50mph limit

A415 Burcot to Clifton Hampden - Consider revision upwards of current 30 limit from just W of access to Orchard Stables to approx 100m E of j/w B4015 (c 800m) to 50mph

A415 Culham - Consider raising existing 30mph limit to 40mph

A415 Ducklington Lane Witney - Consider extension of 30mph limit to north – reducing extent of 40 mph limit.

A4155 Shiplake - Consider upward revision from 30mph to 40mph from approximately 200 m S of Woodlands Road to 65 m N of Shiplake College lodge

A417 Buscot - Consider 40mph limit over c 500m length by Buscot village

A417/A4130/A4185 Rowstock roundabout - Consider upward revision from 30mph to 40mph limit at Rowstock roundabout

A417 E of Rowstock Rbt to Harwell - Consider 40mph limit to run through to W end of Harwell 30mph limit

A417 Harwell to Upton - Consider for 50mph limit

A417 Upton - Check E terminal of 30mph limit

A417 Upton to Blewbury - Consider 50mph limit

A417 Blewbury to CB - Consider 50mph limit

A418 A329 to Tiddington - Consider 50mph limit

A418 Tiddington to M40 - Consider for 50mph limit

A418 M40 to A40 slip - Consider for 50mph limit

A422 Drayton to Wroxton - Consider for 50mph limit

A422 Wroxton to CB - Consider for 50mph limit

A4260 A4165 Kidlington roundabout - Consider including Kidlington Roundabout as 40mph limit (currently derestricted - all approaches other than A4260 from Loop Farm already subject to 40mph limit)

A4260 Deddington to Adderbury - Consider 40mph limit from j/w Berry Hill Road to S terminal of existing 30mph limit at Adderbury

A4260 Adderbury - Consider extending 30 limit northwards from current terminal just N of B4100 junction to north of j/w Twyford Road (i.e. N terminal of current 40mph limit)

A44 London Rd Chipping Norton – Consider 50mph limit to A44

A44 by Langford Lane - Consider extension NW of 50mph limit by 250m to include j/w Langford Lane

A44 The Turnpike PH to Loop Farm - Consider for 50mph limit

B4012 S end of Thame - Consider minor extension of 30mph limit to south to include development at edge of built up area

B4015 Chiselhampton to A4074 - Consider 50mph limit

B4015 A4074 to Clifton Hampden - Consider for 50mph limit

B4017 S end of Cumnor - Consider 40 mph limits between existing 30mph Cumnor village and to include junctions with A420 (approx 380m)

B4020 Burford to Carterton - Consider 50mph limit

B4020 Upavon Way Carterton - Consider raising speed limit from 30mph to 40mph on length between c Faulder Avenue and just N of mini rbt j/w Alvescot Road

B4022 Hailey to Finstock - Consider for 50mph limit

B4022 Finstock to Charlbury - Consider 50mph limit if part of route treatment

B4022 B4030 to A361 - Consider for 50mph limit

B4026 Charlbury to Spelsbury - Consider 40mph limit

B4027 Islip to A34 -Consider for 50mph limit

B4027 A34 to Bletchingdon - Consider for 50mph limit

B4027 Glympton - Consider for 30mph limit

B4030 at Caulcott- Consider 40mph limit by Caulcott hamlet (c 600m)

B4035 Broughton to Tadmarton - Consider for 50mph limit

B4047 Burford Road, Witney - Consider extending existing 40mph limit in Deer Park Road area eastwards to retracted 30mph limit to start just W of j/w Tower Hill

B4100 A41 to Bicester - Consider extension of 30mph limit to SE of Talisman Road junction

B4100 - Consider extending 50mph limit from Bicester perimeter road (A4095) - 1.5km length

B4150 - Consider extension of 30mph limit to include cluster site at junction with A40 Wbound

B430 Weston on the Green - Consider 40mph limit covering access to airfield to just N of Akeman Street crossroads

B4437 Woodstock Rd Charlbury - Consider minor extension of 30mph limit to include adjacent accesses to houses

B4449 Bampton - Consider minor extension of 30mph limit to east to include accesses to properties

B4450 Chipping Norton to Churchill - Consider for 50mph limit

B4493 - A4130 to Station Road Didcot - Consider for 40mph limit

B4493 Didcot to Harwell - Consider for 40mph limit

B4508 Fernham - Consider minor extension of eastern limit to include nearby side road junction and bend

B471 Crays Pond to Woodcote - Consider extension of 40mph limit (in place of current 30mph limit) to c 75m S of j/w Shirvells Hill crossroads

B478 W of Sonning - Consider raising speed limit from 30mph to 40mph given limited roadside development

B480 Pishill - Consider substantial (1.2km) retraction of existing 30mph limit from current NW terminal point to just W of Crown PH in Pishill village

B480 Watlington to Stadhampton - Consider for 50mph limit

B480 Grenoble Rd to Sandy Lane - Consider retraction of existing 30mph limit to just SE of j/w Berry Close and replacement by 40mph limit

B481 CB to Sonning Common - Consider for 50mph limit

B481 Rotherfield Peppard to Sonning Common - Consider upward revision from 30mph to 40mph between Sonning Common and Rotherfield Peppard

B481 Rotherfield Peppard to Highmoor - Consider 50mph limit as part of route

B481 Highmoor to Nettlebed - Consider for 50mph limit

A40 Vicinity of Collinwood Road - Review extent of 30mph limit - marginal extension eastward to include j/w Collinwood Road

A40 Oxford northern bypass - B4150 to A4165 - Consider 50mph limit adjacent to Cutteslowe area

Hanney - Steventon Road - Consider for 50mph limit

B4017 at Henwood – Consider raising 30mph limit to 40mph limit

B4449 S of Wantage – Consider 50mph limit

B4449- A40 to B4044 – Consider 50mph limit

B4100 SE of A43 – Consider 50mph limit

A4183 Oxford Road Abingdon to Boars Hill – Consider 50mph limit

## Cherwell - Proposed Speed Limit Changes

### *A361 between Bloxham and Banbury: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Keith Mitchell		
Parish Council	Banbury Town Council	Yes	considers not unreasonable
Parish Council	Bloxham Parish Council	Yes	majority supportive
Police			object on grounds that accidents clustered, speed and appearance

### Recommendation: advertise draft order for proposals as shown in informal consultation

### *A4095 between Kirtlington and Bunkers Hill: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Kirtlington Parish Council	Yes	
Police			No objection

### Recommendation: advertise draft order for proposals as shown in informal consultation

### *A422 N of Wroxton: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr George Reynolds	No	
Parish Council	Hornton Parish Council	Yes	
Parish Council	Drayton Parish Council	No	not supportive of limit NW of Wroxton
Parish Council	Wroxton and Balscote Parish Council	No	feel money better spent getting better compliance with 30mph limit in Wroxton
District Council	Cherwell District Council		considered unnecessary
Police			No objection

### Recommendation: refer to Speed management reference Group for further consideration

## Cherwell - Proposed Speed Limit Changes

**A4260 at S end of Adderbury: consider 40mph limit S of existing 30mph limit to junction with Berry Hill Road**

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Keith Mitchell		concerned about enforcement expectations
Parish Council	Adderbury Parish Council	Yes	Request minimal signing
District Council	Cherwell District Council		suggest limit slightly further south of Berry Hill Road junction
Police			Object on grounds that roadside development is insufficient

**Recommendation: advertise draft order for proposals as shown in informal consultation**

**A4260 at N end of Adderbury: consider 30mph limit in place of existing 40mph limit N of B4100 junction to N of Twyford Road junction**

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Keith Mitchell		concerned about benefits / disbenefits and whether limit will be perceived as appropriate
Parish Council	Adderbury Parish Council	Yes	Request minimal signing
Police			No objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## Cherwell - Proposed Speed Limit Changes

### *A4260 Kidlington roundabout: consider 40mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Michael Gibbard	Yes	
Parish Council	Gosford and Water Eaton Parish Council	Yes	suggested whether all of A4260 through Kidlington could be 30mph (but does not appear to be a major issue if remains at 40mph)
Parish Council	Kidlington Parish Council	Yes	suggested whether all of A4260 through Kidlington could be 30mph (but does not appear to be a major issue if remains at 40mph)
Police			No objection

### Recommendation: advertise draft order for proposals as shown in informal consultation

### *A44 between Yarnton and A4260 Loop Farm roundabout: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Michael Gibbard	Yes	
Parish Council	Gosford and Water Eaton Parish Council	Yes	
Parish Council	Begbroke Parish Council	Yes	
Police			No objection

### Recommendation: advertise draft order for proposals as shown in informal consultation

## Cherwell - Proposed Speed Limit Changes

*A44 vicinity of Langford Lane junction: consider extension of 50mph limit to include Langford Lane junction*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Michael Gibbard	Yes	
Parish Council	Begbroke Parish Council	Yes	Suggests 50mph limit continued on Langford Lane to current 30mph limit
Parish Council	Kidlington Parish Council	Yes	
District Council	Cherwell District Council	Yes	
Police			No objection

Recommendation: advertise draft order for proposals as shown in informal consultation

*B430 vicinity of RAF Weston on the Green: consider 40mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Police			Preliminary response was not supportive but will reconsider objection

Recommendation: advertise draft order for proposals as shown in informal consultation

*B4027 Islip to Bletchingdon*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Stanton St John Parish Council	Yes	
Police			object on grounds of collision rate and appearance

Recommendation: advertise draft order for proposals as shown in informal consultation

## Cherwell - Proposed Speed Limit Changes

### *B4030 at Caulcott: consider 40mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Lower Heyford Parish Council	Yes	
District Council	James Macnamara (District Councillor)	Yes	Strong support
District Council Member of public Police	Cherwell District Council	Yes Yes	Strong support object on grounds of collision rate and appearance

### Recommendation: advertise draft order for proposals as shown in informal consultation

### *B4035 Broughton to Tadmarton: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Keith Mitchell		considers not unreasonable
OCC Member	Cllr George Reynolds	Yes	
Parish Council	Tadmarton Parish Council	Yes	also requests consideration of 30mph limit in Lower Tadmarton
District Council Police	Cherwell District Council	Yes	request consideration of 40mph limit rather than 50mph No objection

### Recommendation: advertise draft order for proposals as shown in informal consultation

## Cherwell - Proposed Speed Limit Changes

*B4100 London Road Bicester: consider extension of 30mph limit to include roundabout junction with Mallards Way*

Group	Representative	Support Proposals Yes/No	General Comments
Police			No objection

Recommendation: advertise draft order for proposals as shown in informal consultation

*B4100 N of A4095 Lords Lane to NW of layby at Caversfield: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Fulljames	Yes	
Police			object on grounds of collision history , appearance and speeds

Recommendation: advertise draft order for proposals as shown in informal consultation

*B4100 SE of A43 Baynards Green to Stoke Lyne junction: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Fulljames	Yes	
District Council	Cherwell District Council		query need
Police			object on grounds of collision rate and appearance

Recommendation: advertise draft order for proposals as shown in informal consultation

## Oxford City - Proposed Speed Limit Changes

### ***A40 E of Cutteslowe roundabout (to just E of access to Cutteslowe Park) : consider 50mph limit***

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Jean Fooks	Yes	
OCC Member	Cllr John Goddard	Yes	supportive, but suggests lower limit (40mph?) may be more appropriate
District Council Police	City Cllr Michael Gotch		requests consideration of 40mph limit rather than 50mph object on grounds of road side frontage and enforcement burden

#### Recommendation: advertise draft order for proposals as shown in informal consultation

### ***A40 E of Headington Roundabout: consider minor extension of existing 30mph limit to include junction with Collinwood Road***

Group	Representative	Support Proposals Yes/No	General Comments
District Council Police	City Cllr Dee Sinclair	Yes	suggests 40mph limit to E (in place of existing 50mph limit) No objection

#### Recommendation: advertise draft order for proposals as shown in informal consultation

## Oxford City - Proposed Speed Limit Changes

***B4150 Marsh Lane: consider extension of 30mph limit to include junction with slip road from / to A40 westbound***

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Roy Darke		Generally supportive
Parish Council	Elsfield Parish Meeting	Yes	
Parish Council	Old Marston Parish Council	Yes	broadly supportive
District Council	City Cllr Beverly Hazell	Yes	requests extension to include Elsfield Road junction Old Marston
District Council	City Cllr Mary Clarkson	Yes	requests extension to include Elsfield Road junction Old Marston
Police			concerned that limit appears to address isolated accident problem site

**Recommendation: advertise draft order for proposals as shown in informal consultation**

***B480 Watlington Road: consider increase of current 30mph limit to 40mph from 50m SE of Berry Close to SE of Grenoble Road roundabout***

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Richard Stevens	No	Not supportive
Member of public Police		No	especially concerned if limit extends to include Berry Close / housings backing onto B480 in Berry Close
			No objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## South Oxfordshire - Proposed Speed Limit Changes

*A329 at Milton Common: consider increase in current 30mph limit to 40mph*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	David Turner	No	Oppose on safety grounds
Parish Council	Great Haseley Parish Council	Yes	
Police			No objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*A329 at S end of Stadhampton: consider 40mph limit to include outlying properties / junction with Drayton St Leonard road*

Group	Representative	Support Proposals Yes/No	General Comments
Police			No objection
OCC Member	Cllr Lindsay gale		No objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*A329 between Warborough and Newington: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Police			No objection
OCC Member	Cllr Lindsay Gale		No objection
Parish Council	Warborough Parish Council	Yes	

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## South Oxfordshire - Proposed Speed Limit Changes

*A329 in Cholsey / Moulsoford area: consider increase in existing 30mph limit NE of Papist Way junction to 40mph,*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Cholsey Parish Council	No	not supportive, especially given development proposals
OCC Member	Cllr Patrick Greene	No	
Police	Reading Road Association	No	not supportive given Fairmile development proposals No objection

**Recommendation: no change in speed limit to be progressed given relatively minor nature of change and development proposals**

*A329 in Cholsey / Moulsoford area: consider introduction of 40mph limit between Cholsey and Moulsoford*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Cholsey Parish Council	Yes	
OCC Member	Cllr Patrick Greene		Supportive of 30mph due to hazards
Police	Reading Road Association		support lower limit, but would like to be 30mph, not 40mph object on grounds of appearance

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*A40 Aston Hill: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Lewknor Parish Council	Yes	
County Council	Bucks CC		No adverse comment but will need to liaise with Bucks CC if terminal more sensibly located in Bucks
Police			No objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## South Oxfordshire - Proposed Speed Limit Changes

### ***A40 NE of B4009: consider 40mph limit to include Butts Way / Lambert Arms***

<b>Group</b>	<b>Representative</b>	<b>Support Proposals Yes/No</b>	<b>General Comments</b>
Parish Council	Aston Rowant Parish Council	Yes	supportive of lower limit, but would prefer 30mph rather than 40mph
Parish Council	Lewknor Parish Council	Yes	supportive of lower limit, but would prefer 30mph rather than 40mph
	Butts Way Residents Association		supportive of lower limit, but would prefer 30mph rather than 40mph
Member of public Police			supportive of lower limit, but would prefer 30mph rather than 40mph No objection

### Recommendation: advertise draft order for proposals as shown in informal consultation

### ***A40 at Postcombe: consider increase in existing 30mph limit to national speed limit N of built up area***

<b>Group</b>	<b>Representative</b>	<b>Support Proposals Yes/No</b>	<b>General Comments</b>
Parish Council	Lewknor Parish Council		suggest 50mph rather than NSL from a point approx 50m N of B4012 with limit changing back to 30mph approx 50m N of existing proposed terminal for 30mph - also wish to see limit on Box Tree lane to remain at 30mph for all length
Police			No objection

### Recommendation: advertise draft order for proposals taken to informal consultation, but with amended length as suggested by parish council

## South Oxfordshire - Proposed Speed Limit Changes

### *A40 at Milton Common: consider increase in current 30mph to 40mph NE of A329*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr David Turner	No	Oppose on safety grounds
Parish Council	Great Haseley Parish Council	Yes	suggest A40 Tetsworth Road also raised to 40mph for consistency
Parish Council	Waterstock Parish Meeting	Yes	
3 No Member of public Police		No	Oppose on safety grounds
			No objection

### Recommendation: advertise draft order for proposals as shown in informal consultation

### *A4074 at Cane End: consider 40mph limit and extension of existing 50mph limit northwards to junction with Exlade Street*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Carol Viney	Yes	
OCC Member	Cllr Dave Sexon	Yes	
Parish Council	Woodcote Parish Council	Yes	
Parish Council	Checkendon Parish Council	Yes	
Parish Council	Kidmore End Parish Council	Yes	supportive of 40mph proposal
Police			police to review objection to 50mph limit

### Recommendation: advertise draft order for proposals as shown in informal consultation

## South Oxfordshire - Proposed Speed Limit Changes

**A4074 in Benson area: consider 40mph limit in place of existing 50mph limit, and new 50mph limit to extend to the south (to just south of the junction with Benson Lane to Crowmarsh)**

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Tony Crabbe		would like 30 limit in place of currently proposed 40mph limit, - supportive of 50mph limit proposal to Benson Lane t
Parish Council	Crowmarsh Parish Council		would like 30 limit in place of currently proposed 40mph limit, and proposed extension of 50mph limit to Crowmarsh roundabout
Parish Council	Benson Parish Council		would like 30 limit in place of currently proposed 40mph limit, and proposed extension of 50mph limit to Crowmarsh roundabout
Police			Object on grounds of appearance and accident record

**Recommendation: advertise draft order for proposals taken to informal consultation subject to advice of Speed Management Reference Group**

**A4074 in Shillingford / Warborough area: consider 40mph limit from junction with Henley Road (to Dorchester) to approximately 200m north of the Warborough Road junction (existing 30mph limit to be reduced in length to this latter point).**

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Lindsay-Gale		No objection
Parish Council	Warborough Parish Council	Yes	Supportive of 40mph limit to Henley Road junction but request reconsideration of reduction in length of 30mph limit at SE end
Police			Object on grounds of appearance and accident record

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## South Oxfordshire - Proposed Speed Limit Changes

*A4130 / A4074 vicinity of Crowmarsh roundabout: consider increase in current 30mph limit to 40mph*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Tony Crabbe	No	strongly oppose
Parish Council	Crowmarsh Parish Council	No	strongly oppose
3 No Member of public Police		No	1 strong objection
			No objection

Recommendation: refer to Speed Management Reference Group for further consideration

*A4130 at W end of Nettlebed: consider minor reduction in length of existing 30mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council		No	request extension of limit to include Port Hill
Police			No objection

Recommendation: no change to existing limit subject to the advice of the Speed Management Reference Group

*A4130 Didcot Northern perimeter road: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Tony Harbour	Yes	suggest 40 limit is applied between B4016 and Avon Way
Parish Council	Didcot Town Council		(and presumably happy with 50mph to W)
Police			No objection

Recommendation: advertise draft order for proposals as shown in informal consultation

## South Oxfordshire - Proposed Speed Limit Changes

*A415 at Culham: consider increase in current 30mph limit to 40mph*

Group	Representative	Support Proposals Yes/No	General Comments
Police			No objection
OCC Member	Cllr Lindsay gale		No objection
European School		No	

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*A415 between Clifton Hampden and Burcot: consider increase in current 30mph limit to 50mph*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Lindsay gale		No objection
Parish Council	Clifton Hampden and Burcot Parish Council	No	Not supportive – reluctantly would accept 40mph BUT if we do proceed, request close monitoring and measures to prevent overtaking
Parish Council	Berinsfield Parish Council	Yes	
Member of public	A.J.Wheel	Yes	
Member of public	Peter Wood		Consider increase to 40mph acceptable but not 50mph
Police			No objection

**Recommendation: advertise draft order for proposals taken to informal consultation subject to advice of Speed Management  
Reference group**

## South Oxfordshire - Proposed Speed Limit Changes

*A4155 between Shiplake and Lower Shiplake: consider increase in existing 30mph limit to 40mph*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council 4 No Member of public Member of public Police	Shiplake Parish Council	No No Yes	strongly oppose (from letters in Henley Standard 21/08/09)
			No objection

Recommendation: advertise draft order for proposals as shown in informal consultation

## South Oxfordshire - Proposed Speed Limit Changes

**A417 East of Harwell to County boundary at Streatley: consider 50mph limit (excepting existing villages, where current 30mph limits would remain in place) - part in Vale of White Horse district**

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Stewart Lilly	Yes	no objection
Parish Council	Harwell Parish Council		No objection
Parish Council	Aston Tirrold and Upthorpe Parish Council	Yes	
Parish Council	Cholsey Parish Council	Yes	
Parish Council	Blewbury Parish Council	Yes	majority supportive though some comments that measures should be focussed on problem areas
District Council	Cllr Reg Waite and Margaret Turner	Yes	
2 No Member of public		Yes	
2 No Member of public		No	
Police			object on grounds of appearance and accident rate

**Recommendation: advertise draft order for proposals as shown in informal consultation**

***A418: consider 50mph limit between A40 and A329 excluding existing 30mph limit at Tiddington***

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr David Turner	Yes	supports on safety grounds
Parish Council	Waterstock Parish Meeting		concerned over multiplicity of different limits and sign clutter
Parish Council	Thame Town Council		support only for length from Shabbington turn eastwards to A329 roundabout
Police			object on grounds of appearance and accident rate

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## South Oxfordshire - Proposed Speed Limit Changes

*B4012 Thame Park Road: consider minor extension to S of existing 30mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Thame Town Council	Yes	support
Police			No objection

Recommendation: advertise draft order for proposals as shown in informal consultation

*B4015 between Clifton Hampden and Chiselhampton: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr David Turner	Yes	supports on safety grounds
OCC Member	Cllr Lindsay gale		No objection
Parish Council	The Baldons Parish Council		
Parish Council	Clifton Hampden and Burcot Parish Council	Yes	support (though email is a little confusing in respect of this change - clerk reports it as increase in limit from 40mph to 50mph) no objection
Police			

Recommendation: advertise draft order for proposals as shown in informal consultation

## South Oxfordshire - Proposed Speed Limit Changes

*B4493 between Harwell and Didcot: consider 40mph limit (part in Vale of White Horse district)*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Stewart Lilly	Yes	No objection
Parish Council	Harwell Parish Council	Yes	Strongly supportive
District Council	Cllr Reg Waite and Margaret Turner	Yes	
Police			object on grounds of appearance and accident rate

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*B4493 between the A4130 and Foxhall Road: consider 40mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Tony Harbour	Yes	
Parish Council	Didcot Town Council	Yes	
Police			object on grounds of appearance and accident rate

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*B471 between Crays Pond and Woodcote: consider increase in existing 30mph limit to 40mph S of Shirvells Hill junction*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Dave Sexon	No	too minor a change to be worthwhile
Parish Council	Woodcote Parish Council	No	
Parish Council	Goring Heath Parish Council	Yes	though see suggestions for B4526
Police			No objection

**Recommendation: No change given objection and minor nature of change**

## South Oxfordshire - Proposed Speed Limit Changes

*B478: consider increase of existing 30mph limit to 40mph between roundabouts*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Carol Viney	Yes	
Parish Council	Eye and Dunsden Parish Council	No	In the light of the expected increase in traffic from the Lafarge Sonning Works, it would not be particularly sensible to increase the speed limit on the B478 west of the mini roundabout in Sonning Eye along to the roundabout at Playhatch
	Sonning & Sonning Eye Society	No	
9 No Member of public Police		No	Concerns over safety at new entrance to LeFarge Quarry site

**Recommendation: advertise draft order for proposals taken to informal consultation subject to advice of Speed Management Reference group**

*B480 at Pishill: consider increase of existing 30mph limit of national speed limit NW of main village*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Pishill with Stonor Parish Council	No	
7 No Member of public Police		No	No objection

**Recommendation: No change in limit given that road - although still classified as B road – carries very little traffic and although existing limit is arguably not consistent with guidelines, impact on network is minimal**

## South Oxfordshire - Proposed Speed Limit Changes

### *B480 between Stadhampton and Watlington: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr David Turner	Yes	supports on safety grounds
Parish Council	Chalgrove Parish Council	Yes	
Member of public			unsure of benefit on all of route, but more supportive of local limit at Chalgrove to protect junctions
Member of public			not supportive of limit on Chalgrove bypass but otherwise not opposed
Police			object on grounds of current speeds and appearance of road

### Recommendation: advertise draft order for proposals as shown in informal consultation

### *B481 at Rotherfield Peppard: consider increase of existing 30mph limit to 40mph on length from a point approx 250m N of Stoke Row Road to edge of village*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Carol Viney	Yes	
Police			No objection

### Recommendation: advertise draft order for proposals taken to informal consultation subject to advice of Speed Management Reference group

## South Oxfordshire - Proposed Speed Limit Changes

***B481 at Sonning Common: consider increase in current 30mph limit from Kennylands Road north to Bird in Hand PH site***

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Carol Viney	Yes	
Parish Council	Eye and Dunsden Parish Council	No	against the increase in the speed limit on the B481 north of Kennylands, particularly in view of the lack of vision at the Bird in Hand Public House.
Police			No objection

**Recommendation: advertise draft order for proposals taken to informal consultation subject to advice of Speed Management Reference group**

***B481 between Rotherfield Peppard and A4130: consider 50mph limit (current 30mph limit at Highmoor to remain in place)***

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Carol Viney	Yes	
Parish Council	Nettlebed Parish Council		do not consider need object on grounds of current speeds and appearance of road
Police			

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## South Oxfordshire - Proposed Speed Limit Changes

*B481 S of Sonning Common: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Carol Viney	Yes	
Parish Council	Kidmore End Parish Council	Yes	
Police			object on grounds of current speeds and appearance of road

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## Vale of White Horse - Proposed Speed Limit Changes

### ***A338 South of Wantage: consider 50mph limit (with 40mph limit on part of Manor Road)***

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Iain Brown	No	
OCC Member	Cllr Zoe Patrick	Yes	
Parish Council	Letcombe Regis Parish Council	No	Not supportive due to urbanisation and potential to encourage development of Wantage to south
Parish Council	Wantage Town Council	Yes	no specific comments on this proposal (but see comments on Mably Way and 20mph limit on A338 by school) question benefit
District Council			
Police			no objection to 40mph proposals on Manor Road but not supportive of 50mph limit to south

### **Recommendation: advertise draft order for proposals taken to informal consultation subject to advice of Speed Management Reference group**

### ***A338 at East Hanney: consider increase in existing 30mph limit to 50mph on length south of the Steventon Road to the junction with Summertown to 50mph***

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Iain Brown	No	Not supportive
Parish Council	East Hanney Parish Council	No	strongly oppose
District Council	Cllr Terry Cox	Yes	
2 No Member of public Police		No	No comment other than existing speed camera would require re-locating

### **Recommendation: advertise draft order for proposals taken to informal consultation subject to advice of Speed Management Reference group**

## Vale of White Horse - Proposed Speed Limit Changes

**A338: A420 to 40mph limit at Frilford: consider 50mph limit**

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Iain Brown	Yes	
Parish Council	Frilford Parish Meeting	Yes	
District Council	Cllr Terry Cox	Yes	
	Frilford Heath Golf Club	Yes	
Member of public		Yes	
Police		No	Object on grounds of accident rate and appearance

**Recommendation: advertise draft order for proposals taken to informal consultation**

**A417 / A4130 and A4185 by Rowstock roundabout: consider increase in current 30mph limit to 40mph**

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Stewart Lilly		No objection
Parish Council	Harwell Parish Council		not supportive
Parish Council	East Hendred Parish Council	No	no objection but suggest keeping roundabout at 30mph
District Council	Cllr Reg Waite and Margaret Turner	Yes	
Police			Consider existing development meets criteria for 30mph limit

**Recommendation: review case for amended proposal to include only reduction limit and A4185**

## Vale of White Horse - Proposed Speed Limit Changes

### *A417 at Buscot: consider 40mph limit by Buscot village*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Judith Heathcoat	Yes	would support 30mph limit in preference
District Council		Yes	
Police			Consider existing proposals extend too far too west

### Recommendation: advertise draft order for proposals as shown in informal consultation

### *A4183 Oxford Road (and length of Oxford Road north of the A4183/ A34 junction): consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Arash Fatemian	Yes	
Parish Council	Radley Parish Council	Yes	possibly some more hazardous sections may require 40mph limit
District Council		Yes	possibly some more hazardous sections may require 40mph limit
Member of the public	Mr and Mrs Juggins		requests lower limit (30mph) by Sugworth Lane junction
Member of the public	Tim Law	No	requests lower limit by Sugworth Lane junction and extension of 30mph limit across Oxford Road to W oppose on grounds of appearance and accidents are clustered at A4183 / A34 junction
Police			

### Recommendation: advertise draft order for proposals as shown in informal consultation

## Vale of White Horse - Proposed Speed Limit Changes

*B4017 at Henwood: consider 30mph limit in place of existing 40mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Cumnor Parish Council		unconvinced that the proposal would materially improve safety
District Council		Yes	but with some qualification as to whether a further overall review of the speed limit on B4017 from Henwood to Whitecross is needed
Police			No objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*B4017 at south end of Cumnor: consider 40mph limit to include the junctions with the slip roads for the A420 Cumnor bypass*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Cumnor Parish Council		unconvinced that the proposal would materially improve safety
District Council		Yes	
Police			object on grounds of collision rate and appearance and integration with adjacent speed limits

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## Vale of White Horse - Proposed Speed Limit Changes

*B4494 S of Wantage: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Zoe Patrick	Yes	
Parish Council	Wantage Town Council	Yes	
District Council			questioned benefit
District Council	Cllr Bill Melotti	No	strongly oppose
Police			object on grounds of collision rate and appearance and current speeds

Recommendation: advertise draft order for proposals as shown in informal consultation

*B4508 at E end of Fernham: consider minor extension to E of 30mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Fernham Parish Council	No	not supportive
Police			No objection

Recommendation: do not proceed given minor nature of change and lack of support from parish council

*Hanney to Steventon road: consider 50mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	East Hanney Parish Council		unconvinced of need / effectiveness
Police			Object on grounds of appearance

Recommendation: advertise draft order for proposals as shown in informal consultation

## West Oxfordshire - Proposed Speed Limit Changes

*A361 and B4026 at S end of Chipping Norton: consider 40mph limit to include Greystones (A361) and Oldner (B4026)*

Group	Representative	Support Proposals Yes/No	General Comments
Police			Object on grounds of appearance

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*A4095 at North Leigh: consider 40mph limit by Park Road / business park*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	North Leigh Parish Council		Supportive of principle but would like to be continued to E to join with 40mph limit at Freeland and to W to include Common Road junction
Police			Objects on grounds of appearance and that accident problem clustered at one

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*A4095 between Clanfield and Faringdon: consider 50mph limit (part in Vale of White Horse district)*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Judith Heathcoat	Yes	
Parish Council	Cllr John Bowler	No	
Parish Council	Faringdon Town Council	No	do not consider need
Parish Council	Grafton and Radcot Parish meeting	Yes	
District Council	VWH	Yes	
Police			no objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## West Oxfordshire - Proposed Speed Limit Changes

*A4095 Curbridge: consider minor extension to 30mph limit at each end of existing 30mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Police			No objection, but existing gateway feature will require relocation

Recommendation: advertise draft order for proposals as shown in informal consultation

*A4095 S end of Clanfield: 30mph limit extended to south and new length of 40mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Police			No objection

Recommendation: advertise draft order for proposals as shown in informal consultation

*A4095 Woodstock Road Witney: consider minor reduction in existing 30mph limit at NE of Harvest Way*

Group	Representative	Support Proposals Yes/No	General Comments
Police			

Recommendation: advertise draft order for proposals as shown in informal consultation

## West Oxfordshire - Proposed Speed Limit Changes

**A415 Ducklington Lane Witney - consider 30mph limit in place of existing 40mph limit between Station Lane and Corn Street roundabouts**

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Witney Town Council		comments to await site meeting 14/09/09 and TAC 22/09/09
Police			No objection

**Recommendation: advertise draft order for proposals taken to informal consultation subject to comments of Witney TAC**

**A44 London Road Chipping Norton E of existing 40mph limit - consider 50mph limit**

Group	Representative	Support Proposals Yes/No	General Comments
Police			Object on grounds that lower speed limit will not materially affect severity of outcome of accident

**Recommendation: advertise draft order for proposals as shown in informal consultation**

**B4020 / B4477 Upavon Way Carterton - consider increase in existing 30mph limit to 40mph between Faulder Avenue and Alvescot Road**

Group	Representative	Support Proposals Yes/No	General Comments
	Carterton Town Council	Yes	supports (but with limit starting to W of Faulder Avenue)
Police			No objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## West Oxfordshire - Proposed Speed Limit Changes

*B4020 between Carterton and Burford: consider 50mph (existing 40mph limit at Shilton to remain)*

Group	Representative	Support Proposals Yes/No	General Comments
OCC Member	Cllr Jim Couchman	No	
Parish Council	Burford Town Council (via Cllr Couchman)	No	generally not in favour
Parish Council	Shilton Parish Council (Via Cllr Couchman)	No	some support for reduction in limit between Carterton and Shilton Dip
Parish Council	Carterton Town Council		suggest existing 40mph limit at Shilton Dip is extended to S to existing 30mph limit at Carterton but with no change N of Shilton Dip
Member of public			suggests 40mph limit throughout from Burford to Carterton
Member of public		Yes	
Police			object on grounds on collision rate - accidents clustered at bend

**Recommendation: advertise draft order for proposals taken to informal consultation subject to advice of Speed Management Reference group**

*B4022 between A361 and B4030: consider 50mph limit (part in Cherwell district)*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Swerford Parish Council	Yes	
Parish Council	Enstone Parish Council	Yes	suggest 50mph limit is extended between B4030 and A44
Parish Council	Little Tew Parish Meeting		Limited support
Police			object on grounds of collision rate and appearance

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## West Oxfordshire - Proposed Speed Limit Changes

*B4022 between Charlbury and Hailey - consider 50mph limit (existing 40mph limit at Finstock to remain)*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Hailey Parish Council		request 40mph limit (rather than 50mph) – would also consider 50mph other than by Bird in Hand PH and Crawley turn where 40mph still considered necessary
Police			no speed data supplied - object on appearance

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*B4022 between Hailey and Witney - consider 40mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Hailey Parish Council	Yes	
Police			No comments received

**Recommendation: advertise draft order for proposals as shown in informal consultation**

*B4026 between Charlbury to Spelsbury: consider 40mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Member of public		Yes	Very supportive
Police			No objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## West Oxfordshire - Proposed Speed Limit Changes

*B4027 at Glympton: consider 30mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Police			No objection

Recommendation: advertise draft order for proposals as shown in informal consultation

*B4047 Burford Road between Witney and Minster Lovell: consider 40mph between Dry Lane and Tower Hill (involving shortening length of existing 30mph limit at E end)*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Witney Town Council		comments to await TAC 22/09/09
Police			No objection

Recommendation: advertise draft order for proposals taken to informal consultation subject to views of Witney TAC

*B4437 at E end of Charlbury - consider minor extension of 30mph limit*

Group	Representative	Support Proposals Yes/No	General Comments
Parish Council	Charlbury	Yes	
Police			No objection

Recommendation: advertise draft order for proposals as shown in informal consultation

## West Oxfordshire - Proposed Speed Limit Changes

***B4449 between A40 Eynsham roundabout and B4044 roundabout (to Toll bridge / Farmoor) - consider 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Support Proposals Yes/No</b>	<b>General Comments</b>
OCC Member	Cllr Charles Mathew	Yes	requests extension to include length between B4044 and Station Road
Parish Council	Eynsham Parish Council		requests 40mph limit (rather than 50mph) and to include length between B4044 and Station Road given development proposals
Police			Object on grounds of appearance and accident history

**Recommendation: advertise draft order for proposals as shown in informal consultation**

***B4449 at E end of Bampton - consider minor extension to 30 limit***

<b>Group</b>	<b>Representative</b>	<b>Support Proposals Yes/No</b>	<b>General Comments</b>
Police			No objection but recommend relocation of village sign

**Recommendation: advertise draft order for proposals as shown in informal consultation**

***B4450 Chipping Norton to Churchill - consider 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Support Proposals Yes/No</b>	<b>General Comments</b>
Parish Council	Churchill and Sarsden Parish Council	Yes	
Police			No objection

**Recommendation: advertise draft order for proposals as shown in informal consultation**

## Additional speed limit changes suggested in the course of informal consultation

**Recommendation: all suggested changes to limits A and B roads to be referred to Speed Management Reference Group for comment. All requests for changes to unclassified roads to be noted.**

### Cherwell - Requested Speed Limit Changes

#### *A361 between Bloxham and A44: consider 50mph limit*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by South Newington Parish Council	

#### *A423 north of Banbury: consider 50mph limit*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
OCC Member	Cllr George Reynolds	
Parish Council	suggested by Bourton Parish Council	
Parish Council	suggested by Mollington Parish Council	
Parish Council	suggested by Cropredy Parish Council	

#### *B4030 through Lower Heyford: suggest current 40mph limit to be reduced to 30mph for consistency*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Steeple Aston Parish Council	

## Cherwell - Requested Speed Limit Changes

***B4035 at Lower Tadmarton: consider 30mph limit***

Group	Representative	Comments
Parish Council	suggested by Tadmarton Parish Council	

***B4035 between Tadmarton and Swalcliffe: consider 50mph limit***

Group	Representative	Comments
Parish Council	suggested by Swalcliffe Parish Council	

***B4100 SE of existing 40mph limit by Northants boundary by approx 1km to include garage***

Group	Representative	Comments
Parish Council	Suggested by Souldern Parish Council	

***C43 Bicester Road from Kidlington roundabout to River Cherwell bridge: consider 30mph limit***

Group	Representative	Comments
Parish Council	suggested by Gosford and Water Eaton Parish Council	

***Bodicote: Wykham Lane : consider 40mph limit***

Group	Representative	Comments
Parish Council	suggested by Bodicote Parish Council	

## Cherwell - Requested Speed Limit Changes

***Blackthorn: Station Road : consider 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Blackthorn Parish Council	

***Bourton: Roads joining Great Bourton and Cropredy, and Great Bourton and Little Bourton (Foxden Way): consider 40mph or 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Bourton Parish Council	
Parish Council	suggested by Cropredy Parish Council Parish Council	

***Cropredy: Williamscot Road: consider extension of 30mph limit to include Sports and Social Club***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Cropredy Parish Council	

***Cropredy: Williamscot village: consider extension of 30mph limit on both approaches***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
OCC Member	Cllr George Reynolds	

## Cherwell - Requested Speed Limit Changes

***Kidlington: Langford Lane - A44 to start of 30mph limit: consider 50mph limit***

Group	Representative	Comments
Parish Council	suggested by Begbroke Parish Council	

***Kirtlington: Akeman Street between A4095 and B430: consider lower limit Road: consider lower speed limit***

Group	Representative	Comments
Parish Council	suggested by Kirtlington Parish Council	

***Merton to Ambrosden Road : consider 50mph limit***

Group	Representative	Comments
Parish Council	Suggested by Merton Parish Council	

***Middle Aston to Steeple Aston u/c road: consider 30mph limit***

Group	Representative	Comments
Parish Council	suggested by Middle Aston Parish Meeting	

***Mollington village: consider 20mph limit***

Group	Representative	Comments
Parish Council	suggested by Mollington Parish Council	

## Cherwell - Requested Speed Limit Changes

***South Newington: consider extension of 30mph limit on both A361 approaches (especially Bloxham side)***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by South Newington Parish Council	

***South Newington: consider 20mph limit on village roads***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by South Newington Parish Council	

***Stoke Lyne village: consider 20mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Ginny Duffell (Stoke Lyne Parish Council?)	

***Stratton Audley village: consider 20mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Stratton Audley Parish Council	

***Stratton Audley: road from village to A4421: consider 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Stratton Audley Parish Council	

## Oxford City - Requested Speed Limit Changes

### *A4144 Abingdon Road - all of length: consider 20mph limit*

Group	Representative	Comments
OCC Member	suggested by Cllr Chip Sherwood	

### *B4495 Weirs Lane / Donnington Bridge Road: consider 20mph limit*

Group	Representative	Comments
OCC Member	suggested by Cllr Chip Sherwood	

## South Oxfordshire - Requested Speed Limit Changes

**A329 Reading Road between A4130 and existing 30mph limit (see above proposals!) at Fairmile): consider 40mph limit and overtaking ban between Caps Lane and Bow Bridge**

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
	Reading Road association	

**A329 at Little Milton : consider 20mph limit by school**

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Little Milton Parish Council	

**A4074 at Chazey Heath: consider 40mph limit**

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Mapledurham Parish Council	

**A4074 at Ipsden : consider 50mph limit :**

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
OCC Member	Cllr Tony Crabbe	
Parish Council	Ipsden Parish Council	strongly support 50mph limit

**A4074 from Burcot Farm Lane to A4074 / A415 roundabout:consider 30mph limit**

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Berinsfield Parish Council	

## South Oxfordshire - Requested Speed Limit Changes

### **A4074 Nuneham Courtenay: consider extension of 30mph limit to S to include access to Arboretum**

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
OCC Member	suggested by Cllr Lindsay-Gale	
Parish Council	Nuneham Courtenay Parish Council	

### **A4129 E of Thame: consider 50mph limit**

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
OCC Member	Cllr David Wilmhurst	expressed some support for this but to be confirmed
Parish Council	suggested by Towersey Parish Council	

### **A4130 by Bix village: consider reduced limit (40mph)**

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Bix Parish Council	

### **B4009 Goring High Street: consider reduction in length of 20mph limit to between Manor Road and Cleeve Road**

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Goring Parish Council	

## South Oxfordshire - Requested Speed Limit Changes

***B4526 through Crays Pond: consider 30mph limit in place of existing 40mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Goring Heath Parish Council	

***B471 at Whitchurch Hill: consider 30mph limit in place of existing 40mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Goring Heath Parish Council	

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***B480 through Cuxham village: consider 20mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Member of public	Celia Brayfield	
Member of public	John Atkins	

***B481 between Priest hill Farm and Park Corner: consider raising limit from 30mph to 50mph***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Mapledurham Parish Council	

## South Oxfordshire - Requested Speed Limit Changes

***Britwell Salome: Britwell Hill road: consider 20mph limit (in place of current 30mph)***

Group	Representative	Comments
Parish Council	suggested by Britwell Salome Parish Council	

***Ewelme / Benson: Beggarbush Hill: 40mph limit / extension of 30mph limit from RAF Benson***

Group	Representative	Comments
Parish Council	suggested by Ewelme Parish Council	

***Sandford on Thames - Church Road: consider introduction of 20mph limit***

Group	Representative	Comments
Parish Council	suggested by Sandford on Thames Parish Council	

***Shiplake: Memorial Avenue and Plough Lane by Shiplake Primary School: consider 20mph limit***

Group	Representative	Comments
	suggested by Shiplake Parish Council	

***Shirburn: A40 / Watlington Hill road by Portobello Farm: consider extension of 30mph limit***

Group	Representative	Comments
Parish Council	suggested by Shirburn Parish Council	

## **South Oxfordshire - Requested Speed Limit Changes**

***Stanton St John: Bayswater Road and Shepherds Pit Road: consider lower speed limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Stanton St John Parish Council	

***Wallingford town centre: consider 20mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
OCC Member	suggested by Cllr Lynda Atkins	

## Vale of White Horse - Requested Speed Limit Changes

**A4130 Milton Hill: consider 40 / 50mph limit outside length already included in new 40mph limit order**

Group	Representative	Comments
OCC Member	suggested by Cllr Iain Brown	

**A415 Kingston Bagpuize to Frilford: consider 50mph limit**

Group	Representative	Comments
Parish Council	suggested by Kingston Bagpuize Parish Council	

**A417 at E end of Wantage: consider extension of 30mph limit to E to include new development**

Group	Representative	Comments
District Council	suggested by District Council	

**A417 at Eaton Hastings: consider 30mph limit by Eaton Hastings**

Group	Representative	Comments
OCC Member	Cllr Judith Heathcoat	

**B4000 at Ashbury by school: consider 20 mph limit**

Group	Representative	Comments
Parish Council	Ashbury Parish Council	

## Vale of White Horse - Requested Speed Limit Changes

### *B4001: Childrey to Challow Station: consider for 50mph limit*

Group	Representative	Comments
Parish Council	suggested by Childrey Parish Council	

### *B4016 N of Blewbury: consider lower limit to include junction with road from Aston Upthorpe / Tirrold*

Group	Representative	Comments
Parish Council	suggested by Blewbury Parish Council	
Parish Council	suggested by Aston Tirrold and Upthorpe Parish Council	

### *B4019 between Faringdon and Coleshill village: consider 50mph limit*

Group	Representative	Comments
Parish Council	suggested by Faringdon Town Council	

### *B4019 through Coleshill village: consider 20mph limit*

Group	Representative	Comments
OCC Member	Cllr Judith Heathcoat	
Parish Council	suggested by Chairman of Coleshill Parish Council	

## Vale of White Horse - Requested Speed Limit Changes

***B4507: Wantage to Ashbury: consider for 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Childrey Parish Council	

***B4508: all of length: consider 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Shellingford Parish Council	

***Blewbury: B4016 Bessels Way: consider 50mph limit to include junction with road from Aston Tirrold / Upthorpe***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Aston Tirrold and Upthorpe Parish Council	

***Bourton : consider extension off existing 30mph limit on 3 approaches to village***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Bourton Parish Council	

***Buckland to Bampton Road: consider 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Buckland Parish Council	

## Vale of White Horse - Requested Speed Limit Changes

*Cumnor: Cumnor Hill: consider 30mph limit in place of existing 40mph limit*

Group	Representative	Comments
Members of public		

*Cumnor: Oxford Road - consider of 30mph limit in place of 40mph limit*

Group	Representative	Comments
Member of public		

*Garford village: consider 20mph limit*

Group	Representative	Comments
Parish Council	suggested by Garford Parish Meeting	

*Marcham: Marcham Road at Cothill: consider 30mph limit*

Group	Representative	Comments
Member of public		

*Milton / East Hendred: Featherbed Lane: consider 40mph limit*

Group	Representative	Comments
OCC Member	suggested by Cllr Iain Brown	

## Vale of White Horse - Requested Speed Limit Changes

***Shellingford: Church Road : : consider 20mph limit***

Group	Representative	Comments
Parish Council	suggested by Shellingford Parish Council	

***Shrivenham: consider 20mph limit in High Street, a length between the mini traffic roundabout at the junction with Longcot and Faringdon Roads and the the mini traffic roundabout at the junction with Fairthorne Way and Fairthorne Way for the full length***

Group	Representative	Comments
Parish Council	suggested by Shrivenham Parish Council	

***St Helen Without: Cholswell Road / Long Tow: consider redcution of existing 40mph limit to 30mph***

Group	Representative	Comments
Parish Council	suggested by St Helen Without Parish Council	

***Radley: Sugworth Lane : consider additional lengths of 30mph limit ( to E of Oxford Road)consider extension of 30mph limit to E to include new development***

Group	Representative	Comments
Parish Council	suggested by Radley Parish Council	

## **Vale of White Horse - Requested Speed Limit Changes**

***Wantage: A338 Manor Road by school: consider 20 mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	Wantage Town Council	

***Wantage: A417 Mably Way: consider 30 mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	Wantage Town Council	
OCC Member	Cllr Zoe Patrick	

## West Oxfordshire - Requested Speed Limit Changes

### ***A361 at South Newington: consider 20mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Swerford Parish Council	also commented that other villages on A361 needed 'tighter' limits

### ***A361 between Burford and Bradwell Grove: consider 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Residents	suggested by Signet residents	

### ***A4095 at centre of Bladon: consider 20mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Bladon Parish Council	

### ***A415 at SE end of Standlake: consider extension of 30mph limit to Northmoor turn***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Standlake Parish Council	

### ***A415 S of Ducklington Lane roundabout to existing 50mph limit by Cokethorpe School: consider 50mph limit***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Ducklington Parish Council	

## Vale of White Horse - Requested Speed Limit Changes

### *A424: consider 50mph limit*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Fifield Parish Meeting	

### *B4020 Clanfield Road Black Bourton: consider extesnion of existing speed limit to include bend / access to electricity sub station*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Black Bourton Parish Council	

### *B4026 NE of Over Norton consider extension of existing 30mph limit to include entrance to Over Norton Park*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Over Norton Parish Council	

### *B4449 between Bampton and Aston: consider 40mph limit*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Member of Public	Suggested by mark Booty	

### *Brize Norton Station Road: consider permanent 30mph limit at S end in place of existing temporary 40mph speed limit*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Brize Norton Parish Council	

## Vale of White Horse - Requested Speed Limit Changes

*Cassington: consider 20mph limit in village*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Cassington Parish Council	

*Cassington: consider 50mph limit on Cassington to Yarnton Road*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Cassington Parish Council	

*Churchill and Sarsden area: consider 50mph limit on all roads in parish currently subject to national speed limit*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Churchill and Sarsden Parish Council	

*Milton under Wychwood: consider extension of 30mph speed limit on Bruern Road and 30 or 40 limit in Upper Milton*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Milton under Wychwood Parish Council	

*Standlake village: consider 20mph limit by school*

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Standlake Parish Council	

## **Vale of White Horse - Requested Speed Limit Changes**

***Standlake village: consider extension of 30mph limit by recreation ground***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Standlake Parish Council	

***Tackley: U/C road between A4260 and Angelina's corner,***

<b>Group</b>	<b>Representative</b>	<b>Comments</b>
Parish Council	suggested by Tackley Parish Council	

## List of Speed Limit changes to take to Formal Consultation

### Cherwell - Proposed Speed Limit Changes

*A361 between Bloxham and Banbury: consider 50mph limit*

*A4095 between Kirtlington and Bunkers Hill: consider 50mph limit*

*A4260 at S end of Adderbury: consider 40mph limit S of existing 30mph limit to junction with Berry Hill Road*

*A4260 at N end of Adderbury: consider 30mph limit in place of existing 40mph limit N of B4100 junction to N of Twyford Road junction*

*A4260 Kidlington roundabout: consider 40mph limit*

*A44 between Yarnton and A4260 Loop Farm roundabout: consider 50mph limit*

*A44 vicinity of Langford Lane junction: consider extension of 50mph limit to include Langford Lane junction*

*B430 vicinity of RAF Weston on the Green: consider 40mph limit*

*B4027 Islip to Bletchingdon*

*B4030 at Caulcott: consider 40mph limit*

*B4035 Broughton to Tadmarton: consider 50mph limit*

*B4100 London Road Bicester: consider extension of 30mph limit to include roundabout junction with Mallards Way*

*B4100 N of A4095 Lords Lane to NW of layby at Caversfield: consider 50mph limit*

*B4100 SE of A43 Baynards Green to Stoke Lyne junction: consider 50mph limit*

## Oxford City - Proposed Speed Limit Changes

*A40 E of Cutteslowe roundabout (to just E of access to Cutteslowe Park) : consider 50mph limit*

*A40 E of Headington Roundabout: consider minor extension of existing 30mph limit to include junction with Collinwood Road*

*B4150 Marsh Lane: consider extension of 30mph limit to include junction with slip road from / to A40 westbound*

*B480 Watlington Road: consider increase of current 30mph limit to 40mph from 50m SE of Berry Close to SE of Grenoble Road roundabout*

## South Oxfordshire - Proposed Speed Limit Changes

*A329 at Milton Common: consider increase in current 30mph limit to 40mph*

*A329 at S end of Stadhampton: consider 40mph limit to include outlying properties / junction with Drayton St Leonard road*

*A329 between Warborough and Newington: consider 50mph limit*

*A329 in Cholsey / Moulsoford area: consider introduction of 40mph limit between Cholsey and Moulsoford*

*A40 Aston Hill: consider 50mph limit*

*A40 NE of B4009: consider 40mph limit to include Butts Way / Lambert Arms*

*A40 at Postcombe: consider increase in existing 30mph limit to national speed limit N of built up area*

(Recommendation: advertise draft order for proposals taken to informal consultation, but with amended length as suggested by parish council)

*A40 at Milton Common: consider increase in current 30mph to 40mph NE of A329*

## South Oxfordshire - Proposed Speed Limit Changes

**A4074 at Cane End: consider 40mph limit and extension of existing 50mph limit northwards to junction with Exlade Street**

**A4074 in Shillingford / Warborough area: consider 40mph limit from junction with Henley Road (to Dorchester) to approximately 200m north of the Warborough Road junction (existing 30mph limit to be reduced in length to this latter point).**

**A4130 Didcot Northern perimeter road: consider 50mph limit**

**A415 at Culham: consider increase in current 30mph limit to 40mph**

**A4155 between Shiplake and Lower Shiplake: consider increase in existing 30mph limit to 40mph**

**A417 East of Harwell to County boundary at Streatley: consider 50mph limit (excepting existing villages, where current 30mph limits would remain in place) - part in Vale of White Horse district**

**A418: consider 50mph limit between A40 and A329 excluding existing 30mph limit at Tiddington**

**B4012 Thame Park Road: consider minor extension to S of existing 30mph limit**

**B4015 between Clifton Hampden and Chiselhampton: consider 50mph limit**

**B4493 between Harwell and Didcot: consider 40mph limit (part in Vale of White Horse district)**

**B4493 between the A4130 and Foxhall Road: consider 40mph limit**

**B480 between Stadhampton and Watlington: consider 50mph limit**

**B481 between Rotherfield Peppard and A4130: consider 50mph limit (current 30mph limit at Highmoor to remain in place)**

**B481 S of Sonning Common: consider 50mph limit**

## Vale of White Horse - Proposed Speed Limit Changes

*A338: A420 to 40mph limit at Frilford: consider 50mph limit*

*A417 at Buscot: consider 40mph limit by Buscot village*

*A4183 Oxford Road (and length of Oxford Road north of the A4183/ A34 junction): consider 50mph limit*

*B4017 at Henwood: consider 30mph limit in place of existing 40mph limit*

*B4017 at south end of Cumnor: consider 40mph limit to include the junctions with the slip roads for the A420 Cumnor bypass*

*B4494 S of Wantage: consider 50mph limit*

*Hanney to Steventon road: consider 50mph limit*

## West Oxfordshire - Proposed Speed Limit Changes

*A361 and B4026 at S end of Chipping Norton: consider 40mph limit to include Greystones (A361) and Oldner (B4026)*

*A4095 at North Leigh: consider 40mph limit by Park Road / business park*

*A4095 between Clanfield and Faringdon: consider 50mph limit (part in Vale of White Horse district)*

*A4095 Curbridge: consider minor extension to 30mph limit at each end of existing 30mph limit*

*A4095 S end of Clanfield: 30mph limit extended to south and new length of 40mph limit*

*A4095 Woodstock Road Witney: consider minor reduction in existing 30mph limit at NE of Harvest Way*

*A44 London Road Chipping Norton E of existing 40mph limit - consider 50mph limit*

## West Oxfordshire - Proposed Speed Limit Changes

***B4020 / B4477 Upavon Way Carterton - consider increase in existing 30mph limit to 40mph between Faulder Avenue and Alvescot Road***

***B4022 between A361 and B4030: consider 50mph limit (part in Cherwell district)***

***B4022 between Charlbury and Hailey - consider 50mph limit (existing 40mph limit at Finstock to remain)***

***B4022 between Hailey and Witney - consider 40mph limit***

***B4026 between Charlbury to Spelsbury: consider 40mph limit***

***B4027 at Glympton: consider 30mph limit***

***B4437 at E end of Charlbury - consider minor extension of 30mph limit***

***B4449 between A40 Eynsham roundabout and B4044 roundabout (to Toll bridge / Farmoor) - consider 50mph limit***

***B4449 at E end of Bampton - consider minor extension to 30 limit***

***B4450 Chipping Norton to Churchill - consider 50mph limit***

Division(s): Isis and East Oxford

ITEM TDC7

## TRANSPORT DECISIONS COMMITTEE – 1 OCTOBER 2009

### OXFORD, MAGDALEN ROAD AREA CONTROLLED PARKING ZONE

**Report by Head of Transport**

#### **Introduction**

1. This report outlines the statutory consultation process on the Draft Traffic Regulation Orders (TROs) for the proposed Magdalen Road Area Controlled Parking Zone (CPZ). It provides information on the policy context, development of the process to date, an outline of the consultations carried out, specific issues that have been raised by the consultees and recommendations in light of responses received.

#### **Policy Context and Background**

2. The policy context for the Magdalen Road CPZ is contained in the county council's Local Transport Plan (LTP2) for 2006 - 2011. It includes a parking strategy, which recognises that CPZs have an important role to play in controlling the overall level of peak hour traffic within Oxford's Ring Road and so helping tackle congestion in the city. It is also recognised that CPZs help to protect local streets from intrusive long-stay commuter parking.
3. The Magdalen Road Area adjoins the existing East Oxford CPZ and experiences displacement from commuters and residents in that area who may be unable to park or who have not obtained a permit. The demand for residential parking space in the Magdalen Road Area is very high, resulting in obstructive and potentially unsafe parking practices. Currently, vehicles are parked partially on the footways in many roads. Whilst the proposed traffic order does not prevent footway parking, it aims to regulate it ensuring that footway widths are maintained, wherever possible, to a minimum of 1.2 metres (1 metre at pinch points). Many of the streets in the Magdalen Road Area are narrow and current parking practices result in access issues for the emergency services. To ensure emergency access is maintained, the proposals allow for a minimum of 3 metre clear running lane between parking bays
4. The proposed CPZ would restrict the number of permits to two per property to control the demand for on street parking. (This would be in line with the adjacent East Oxford CPZ where similar capacity problems exist).
5. On-street parking places for the exclusive use of car club vehicles have been included in the proposals following the establishment of Commonwheels car club in the area. A separate Traffic Regulation Order has been written to formalise these parking places. This was advertised in conjunction with these proposals.

6. A parking survey was conducted in the Magdalen Road Area as part of a feasibility study in 2007. On the day of the survey, 391 cars were parked for more than 4 hours within the zone, of which 227 were parked for more than 6 hours. Although it is appreciated that some of these vehicles were visiting properties in the area, it is likely that the majority belonged to non-residents.

## **Feasibility Study Report February 2008**

7. A study was undertaken between August 2007 and January 2008 to identify the feasibility of additional CPZs within Oxford. The Magdalen Road Area was one of 6 areas identified. The study included site surveys and parking surveys to determine the level of residential and commuter parking. It also involved informal consultation with stakeholders and local councillors. A full report on the study is available in background Document A.
8. The study revealed a significant amount of commuter parking and very high residential parking demand. The comments received from residents and interested organisations during the study enabled officers to assess the need for a CPZ in the area and determine the geographical extent of the zones to be promoted. Initially it was proposed to promote a CPZ in the Divinity Road area, followed by the Magdalen Road area. However, due to pressure from residents in the Magdalen Road area, it was decided to promote both zones together, to allow for simultaneous implementation in order to avoid potential displacement parking from one side of Cowley Road to the other.
9. Based on the findings of the feasibility study, the Cabinet Member for Transport decided to proceed with the promotion of the Divinity and Magdalen Area CPZs.

## **Initial Consultation Process: 13 June 2008 – 11 July 2008**

10. As part of a consultation pack, an explanatory leaflet was prepared outlining the broad principles of a CPZ and how it might operate. Alongside the leaflet, a drawing was included, showing examples of parking layouts – with and without footway parking and the likely impact of each type of layout on parking capacity. However, this stage of consultation did not include parking layout plans.
11. The pack also included a questionnaire, the response to which was used as an aid in the creation of an overall scheme design, to be consulted upon at the next stage of the process (informal consultation). The questionnaire sought people's views on suitable hours of operation, whether the number of permits should be restricted and whether footway parking should be part of the design, as well as their overall views on a CPZ. It also asked for information about car ownership.
12. Initial consultation packs including the explanatory leaflet were sent to every resident and organisation within the zone as well as properties just outside the zone. City and county councillors were also sent the information. A full report on the initial consultation is available in background Document B.

13. The results of the consultation process showed that most respondents were overall in favour of a CPZ and whilst some were reluctantly in favour they acknowledged the need for a CPZ in their area but resented paying for it and/or were concerned about the 'knock on' effect it might have in surrounding streets. It was also recognized that there was a need to restrict the number of permits due to the high demand relative to available space.
14. Having reviewed the public response to the consultation alongside the county council's five LTP2 priorities, it was decided to proceed with a preliminary design whilst addressing any concerns raised where possible. An informal consultation would then allow all residents an opportunity to comment on the proposed restrictions and to allow for further amendments before proceeding to formal consultation.
15. Based on the results of the initial consultation the following proposals were to be put forward for the informal consultation:
  - for permit holder only parking to be provided at all times;
  - any general short term parking for 2 or 3 hours from 8.00am to 6.30pm Monday to Friday with Permit Holders exempt from time limit, reverting to permit holder only in the evenings;
  - small section of Cricket Road to be removed from the scheme area;
  - under certain conditions footway parking would be provided;
  - to restrict residents' to 2 permits per property; and
  - to include car club bays within the proposals.

### **Informal Consultation Process: 7 November 2008 – 8 December 2008**

16. Plans were drawn up showing the parking layout and designation of parking bays in each street. The requirement for 3 metres clear running lane was relaxed in some quiet streets where footway parking did not occur but running lane widths fell slightly below 3 metres. This was in order to maintain parking on both sides of the road whilst avoiding the introduction of footway parking. This applied to several streets in the Iffley Fields area, which is the area including all streets to the south west of Iffley Road within the proposed zone.
17. The residential parking demand across the zone calculated in surveys undertaken in October 2008 was 1664 including disabled bays. The proposed design provided 1748 parking spaces (permit holder and shared bays) including spaces across accesses but excluding disabled bays. With a possible reduction in the number of vehicles as a result of restrictions on the number of residents permits and potential use of the car club in the area it was felt that this proposal would adequately cope with demand.
18. A consultation pack, including plans, was delivered to every resident and organisation within the zone. City and county councillors were also sent the information, and it was available on the county council's website. The pack also included a questionnaire seeking people's views. The consultation was

carried out simultaneously with the Divinity Road area. A full report on the informal consultation is available in background Document C.

19. An exhibition of the proposals was held at The Regal on Cowley Road on Thursday 20 November 2008 between 2:00pm and 8:30pm, and Friday 21 November 2008 between 10:30am and 4:00pm. Detailed plans of each road were exhibited and representatives from the county council were available to answer any questions. A total of 179 people signed in at the exhibition over the two days.
20. The informal consultation received 432 responses out of approximately 2253 sent out (a 19% response rate). 229 (53%) of respondents found the proposed layout acceptable. 192 (44%) were against the proposals and the remainder did not respond. Many suggestions were made to improve the design which officers felt could be accommodated in the detailed design stage. Further detail on the responses can be found in background Document C.
21. The proposal to provide partial footway parking was a controversial subject. Whilst consultees were not asked again about pavement parking due to the reasonable response rate in the initial consultation, 61 respondents made additional comments regarding footway parking. 35 of these comments were against footway parking and 31 were in favour of footway parking. However, there was a considerable amount of campaigning by residents of both zones against footway parking and concerns were expressed strongly by the Oxford Pedestrians Association and groups representing people with disabilities.
22. The Fire & Rescue Service expressed serious concerns about the proposals to provide clear running lane widths of less than 3 metres in some streets, arguing that it could seriously affect fire appliance access. Three-metre running lanes allow 0.25-0.30 metres either side of the appliance for crews to dismount. They requested that partial footway parking be considered where necessary in order to guarantee emergency access.
23. Following a review of the public response, which was generally in support of the proposals, the Cabinet Member for Transport decided to proceed with a detailed design and formal consultation on the following basis:
  - Proceed with proposal to restrict residents' permits to 2 per household, with a commitment to review this after a year of operation.
  - Retain the usual allowance of 50 visitor permits per resident aged 17 years or older.
  - Provide partial footway parking to maximise available parking on street, subject to the need to:
    - Retain a running lane of 3 metres.
    - Provide footway widths of 1.2m or greater except for short distances around pinch points where it may be reduced to 1.0m as an absolute minimum.
    - Where possible retain one clear footway.

- Amend the proposals to change all shared bays from being in operation 8:00am – 6:30pm, Monday to Friday to 8:00am – 6:30pm, Monday to Sunday, allowing residents parking Monday to Sunday (24hrs).
- Continue the promotion of car club bays.
- Undertake specific changes to the proposal in line with street specific concerns as recommended in the Informal Consultation Report available for viewing in Document C.

### **Formal Consultation Process: 11 June 2009 to 9 July 2009**

24. The revised scheme provides approximately 1279 permit holder only spaces, 70 three hour shared use parking spaces, 296 two hour shared use parking spaces, 17 disabled bays and 9 car club bays. This provides 1672 parking places across the zone, for residents and their visitors, plus disabled parking, compared with overnight on-street parking of 1664 (taken from survey data undertaken in October 2008). It should be noted that this includes 'Community Management' i.e. parking across accesses.
25. A total of 2172 consultation packs were delivered to every resident and organisation within the zone. City and county councillors were also sent the information, and it was available on the county council's website. An example of this can be seen in background Document D, which is available in the Members' Resource Centre. A further 70 packs were sent to formal consultees. Each formal consultee was sent a Notice and Statement of Reasons and a copy of the plan showing the entire zone. Examples can be found in Document D of the background papers. An A4 plan showing the boundary of the proposed zone can also be found at Annex F to this report.
26. Packs were also provided for public inspection at Cowley Road Library, Oxford Central Library, County Hall and Speedwell House. Street notices were placed in every road within the zone for the duration of the consultation period. The notice was also advertised in the Oxford Times on 11 June 2009.
27. In line with normal practice for formal consultation on traffic orders, the consultation questionnaire simply asked people to reply with any objections they had to the scheme, or any comments they wished to make. They were not asked whether or not they supported the scheme.
28. The formal consultation process generated 370 responses which equates to a 17% response rate. Of these 142 (38%) were from the Iffley Fields Area (This equates to 30% of properties in the Iffley Fields area). All the returned questionnaires and accompanying letters can be viewed in Document E of the background papers, available in the Members' Resource Centre.
29. Of these responses 269 (73%) had objections to the proposals and 83 (22%) had no objections. The remaining 5% had either responded by email and had not filled in a questionnaire and/or stated no preference. Of the 269 objections many could be addressed or partially addressed by minor changes to the design.

30. A synopsis of each comment or objection together with the officers' response and recommendation can be found in Document D, also in the Members' Resource Centre. A summary by road of these comments is also included for reference in Annex A to this report.
31. During the consultation period officers were invited to attend a meeting with the Iffley Fields Residents' Association and residents from the Iffley Fields Area. There are 478 (22% of the total area) properties in the Iffley Fields Area. Approximately 150 residents attended. The main concerns from the meeting arose from the changes made to the design as a result of feedback from the Fire & Rescue Service at the informal consultation stage. This had resulted in the introduction of proposed footway parking on several streets where it does not currently occur and loss of parking capacity, particularly in Argyle Street. Views were expressed that Iffley Fields did not have a commuter parking problem and should be excluded from the zone. Notes from the meeting are included at Annex B.
32. A second meeting was held outside the consultation period on 22 July 2009 at the St Clements Family Centre. All Residents' Associations and local Councillors were invited to attend and posters were erected around the zone to advise residents. Attendees were advised that this was not part of the consultation process but was a chance for Councillor Hudspeth to hear their views directly. Notes from the meeting are included at Annex B.
33. Two petitions were received during the course of the consultation, copies of which are in Document G of the background papers. Both were from Iffley Fields residents. The first petition had 82 signatures from 67 addresses in Stratford Street (37 signatures, 30 addresses), Argyle Street (1), Chester Street (10 signatures, 8 addresses) and Warwick Street (34 signatures, 28 addresses) and objected to the proposals on the grounds of the reduction in parking spaces, the introduction of footway parking and insufficient visitor permits. The second petition was predominately from the residents of Argyle Street plus some in surrounding roads, objecting to the reduction in parking capacity in Argyle Street. This had 69 signatures from 57 properties in Warwick Street (6 signatures, 5 properties), Argyle Street (54 signatures, 45 properties), Chester Street (1 signature) and Bedford Street (8 signatures, 6 properties). Four residents signed both petitions.

### **Issues Arising from the Formal CPZ Consultation**

34. The main recurring themes of the objections during the formal consultation process were:
  - Footway parking, particularly in streets where it does not regularly occur.
  - That there was no problem in the area so no need for a CPZ.
  - Restricting permits to 2 per household - some felt this was too many whilst others felt there should be no restriction.
  - Insufficient visitors permits, although some objected to the fact HMO's would end up with so many visitors' permits.

## *Footway Parking*

35. 80 (22%) respondents objected to footway parking of which 57 were from the Iffley Fields Area, where it is proposed to provide footway parking in roads where it does not currently occur on a regular basis.
36. A number of organisations raised strong objections to the proposed footway parking. This included The Oxford Pedestrian Association, Oxford City Council's Access Officer and the Oxford City Access Forum. The details of the objections can be seen in Document D.
37. Footway parking has been proposed in roads where the carriageway widths are insufficient to accommodate carriageway parking on both sides of the road and maintain a 3 metre running lane to aid passage for emergency services. Previous consultations indicated that residents would find removal of parking on one side of the road unacceptable, therefore it was decided to proceed with consulting on a design which included footway parking.
38. DfT guidance on inclusive mobility as states that 'A clear width of 2000mm allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints 1500mm could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres). If there are local restrictions or obstacles causing this sort of reduction in width they should be grouped in a logical and regular pattern to assist visually impaired people.'
39. On roads to the east of Iffley Road footway parking was generally only proposed where it currently exists to formalise the existing situation. By formalising the footway parking, it was felt the markings on the footway would indicate where vehicles should park to maintain what was felt a satisfactory footway width. Current practices mean that on many occasions footways fall below a width of 1metre. A weekday daytime survey in a sample of streets across the area, carried out in August 2009, when there was a relatively low amount of parking in the area, revealed the severity of the problem. The problem is likely to be worse in the evenings and at weekends, particularly in term time. See table at Annex C.
40. The proposals aim to maintain a minimum footway width of 1.2m reducing to 1m only at pinch points i.e. over very short distances. Where ever possible wider footway widths would be maintained. There are occasions where the footway width is reduced to 1.1m for extended lengths but the aim has been to keep these to a minimum.
41. It is acknowledged that this does not meet the 1.5 metre requirement for a wheelchair to turn, but it was felt this would be an improvement to the current situation. However, many people do not see the potential improvement on current conditions as a justification for introducing footway parking and would prefer to see either a scheme with no footway parking and far fewer parking

spaces, either immediately, or after other measures are introduced to reduce car ownership. In addition to the consultees mentioned above, individuals and councillors both from within and living outside the area have expressed concerns about footway parking, in principle. Many have expressed their concerns about the impact on disabled people. Among other views expressed are that:

- It prioritises the function of the street as storage for private cars, above its function for the community as a whole and as a thoroughfare for pedestrians, including non-residents
- It conflicts with the objective of encouraging people to walk
- It could cause damage to kerbs and to vehicles.

42. In the Iffley Fields area west of Iffley Road the majority of residents park wholly in the carriageway, which results in running lane widths of less than 3 metres. Argyle Street is particularly narrow and at some points along the route parked cars reduce the effective carriageway width to 2.6 metres.

43. The initial proposal at the informal consultation stage was to retain the status quo as traffic flows were low. However the fire service raised concerns about emergency access in these roads. It was therefore decided to consult formally on proposals that maintained a 3 metre running lane, resulting in footway parking in streets where it does not currently occur, even though it is acknowledged that this represents a worsening of access conditions for pedestrians and disabled people.

44. To clarify the situation the fire service undertook surveys in the area, which demonstrated the access problems they face. This is provided at Annex D.

45. Unfortunately, sections of Argyle Street also have narrower footways than other roads which meant that it was not possible to maintain footway widths of even 1m in some locations. 60 respondents from the Iffley Fields Area objected to the loss of parking in the area, particularly that in Argyle Street.

### The need for a CPZ

46. 60 (16%) respondents, of which 37 were from the Iffley Fields Area, believed there was not an issue with commuter parking. The surveys undertaken as part of the feasibility study identified around 342 commuter vehicles in the Magdalen Road Zone, around 63 of which were identified in the Iffley Fields Area. Commuter parking was identified as a non residential vehicle which was parked for a period exceeding 4 hours.

47. CPZs restrict the availability of commuter parking in residential streets, and encourage commuters to find alternative means of transport both into and within the City. Reducing the number of commuter journeys into Oxford reduces congestion on main routes and reduces traffic in residential streets caused by drivers looking for spaces. By reducing traffic levels, CPZs can contribute to improvements in air quality. They also ensure that cars are not parked in inappropriate or unsafe places, thereby contributing to road safety and improvements to the street environment.

48. Iffley Fields is on the west side of Iffley Road and it is acknowledged that there is not a serious issue with commuter parking in the area. However, during the initial stages of the project concerns were raised that if excluded from the scheme vehicles would be displaced to this area. Whilst this could be a similar problem for surrounding roads, it was felt that this area of Iffley Fields would be unable to cope with an increase in parking and therefore it was proposed to include it within the zone. 71 (19%) responses were received objecting to the loss of parking spaces available in the zone particularly in the Iffley Fields Area as detailed in paragraph 73.

### *Permit Restrictions*

49. It is acknowledged that the current residential parking slightly exceeds the number of parking places proposed (including Community Management). However, there would probably be some reduction in the number of vehicles parking in the area due to a restriction on the number of permits to two per property. Whilst 20 (5%) respondents felt this would not restrict the number of vehicles and that only 1 permit should be issued it should be noted that the provision of 2 permits does not necessarily mean that a residency will have two permits. Much as is currently the case, some properties have no cars, some have 1, and some have 2 or more. For those with more than 2 vehicles they would need to reduce the number they park on the street, which in turn reduces the level of on street parking. Furthermore, the car club trial seems to be very successful and may encourage some residents to part with their second cars.

50. Some streets in the zone currently experience displaced parking from the East Oxford Zone which would no longer be possible if these proposals were progressed. This in turn could result in additional spaces being made available.

51. Some respondents suggested that a second residents' permit should be provided on a basis of need. Consideration has been given to ways this might be achieved but it has not been possible to determine reasonable criteria that could be imposed.

52. On the other hand, 14 (4%) respondents felt that 2 permits per household were insufficient and some felt it was discriminatory against multiple occupancy housing.

### *Visitor Permits*

53. 35 (9%) respondents felt that there were insufficient visitor permits per person: this was of particular concern to households comprising only one adult. Some respondents had concerns that multiple occupancy houses would be able to 'club together' to obtain excessive numbers of permits and as a result be able to park an additional car on a long term basis.

54. The visitor permit scheme is standard across all Oxford CPZs. There may be scope for a general review of permit conditions as part of any future review of permit charges

### *Other Objections*

55. 31 (8%) respondents objected to permit charges. The decision to charge for parking permits is uniform throughout the whole of Oxford and was agreed by the Cabinet on 19 September 2006 following a formal consultation process.
56. 22 (15% of Iffley Fields responses) respondents from the Iffley Fields Area indicated that they would either like the area to be removed or be made a separate zone. If Iffley Fields were removed from the Magdalen Road Zone or made a separate zone it would require extensive further reconsultation. A separate zone would not necessarily result in a better design and it would give less flexibility for residents within the Iffley Fields area and their visitors.
57. 19 (5%) respondents indicated that they support the provision of car club bays. Some suggested additional bays were required
58. Statutory Consultee responses, other than those already mentioned included Councillor John Tanner and Councillor John Sanders who reiterated many of the objections raised by residents of the area including:
  - permit charges;
  - exclusion of Ridgefield Road from the zone, it was also stated that a review of the zone should include the impact on surrounding roads;
  - footway parking and the need of 3m clear road width for the fire service;
  - the need to prohibit parking in Meadow Lane.
59. Thames Valley Police made a number of comments and objections. These can be seen in their letter in Document F.
60. 'No Waiting At Any Time' has been provided across accesses at the request of residents or where there is an underlying safety issue. Where this is not the case these accesses are subject to 'Community Management' which allows residents and their visitors to park across their accesses if displaying a valid permit.

### **Equality and Inclusion**

61. The county council has a statutory obligation to promote equality and to consider the impact of its policies and practices on people according to their race, gender, disability, religion, age, sexual orientation and human rights. It also seeks to promote social inclusion.
62. The scheme has potential impacts on individuals with disabilities, including age related disabilities. These relate mainly to footway parking, which is part of the design proposals.

63. There is a distinction to be made between streets where conditions for disabled people would be improved by the scheme (where footway parking already occurs) and those where they would be made worse (where footway parking does not currently occur). Footway parking, where it currently occurs, frequently leaves less than 1m of clear footway, preventing wheelchair access along the footway. Footway parking as proposed, backed up by sufficient enforcement, would provide sufficient space for wheelchair access along the footway, but would prevent wheelchairs from being able to turn or pass one another, other than at passing places. Although, wherever possible, one side of the road has been kept clear of footway parking, wheelchair users may need to use the footway parking side, where they may have difficulty getting in and out of pedestrian gateways. They may also be forced to travel up to 50m in one direction before being able to turn around.
64. The scheme is not considered to have a direct impact on individuals according to their race, gender, religion, sexual orientation and human rights. It could have a greater impact on some groups of people than others, but these do not directly fit with the above categories. For example, the allowance of visitor permits could disbenefit single adult households compared with couples or larger families. This is mitigated in the case of access to services for elderly and disabled people, by the availability of carers' permits. On the other hand, those living in households with more than two adults could be disadvantaged if more than two of them wished to keep a car, due to the proposed permit restriction. The opportunities of those unable to keep a car may be restricted to some extent compared with those who have access to a car, though this disadvantage is mitigated by the location near to services and good public transport.

## **Environmental Implications**

65. The scheme would lead to an increase in the number of signs and lines in the area, though this would be kept to a minimum through careful design. Existing poles and lamp columns would be used for signs if practical and any new posts would be sited as sensitively as possible. Where agreeable with homeowners signs could be erected on boundary walls.

## **How the Project Supports LTP2 Objectives**

66. Together with other CPZs in the area, the Magdalen Road CPZ would prevent commuters from parking in local streets and continuing their journey into the centre of Oxford or to the major employers in the area.
67. The introduction of a Magdalen Road CPZ would therefore encourage commuters to use alternative means of travel to get to their place of work, for example by Park & Ride, other bus services, or cycling and walking.
68. Such a change in travel behaviour would reduce the overall level of traffic, having a direct benefit of helping to reduce congestion in the area. Other benefits associated with reduced traffic would be improved road safety, improved accessibility (through the increased attractiveness of existing or

potential bus services), improved air quality and an improved street environment.

## **Financial and Staff Implications**

69. The total cost of the proposed zone is estimated at £321,000, of which construction costs would be in the region of £120,000. The project is fully funded. The source of the funding is £291,000 from SCE, and £30,000 from developer funding.
70. Additional Civil Enforcement Officers would be required to enforce the zone, but the additional revenue cost would be recovered from permit and enforcement income.

## **Conclusions**

71. There is a considerable strength of opinion against footway parking. However, where footway parking currently occurs (across a large part of the area between Iffley Road and Cowley Road) the proposals represent a significant improvement over current conditions. Officers believe that the scheme would provide an acceptable solution, taking into account the need to:
  - remove commuter parking
  - provide good access for pedestrians and disabled people throughout the whole area
  - satisfy the demand for a reasonable level of resident and visitor parking
  - ensure emergency access and
  - improve road safety.
72. Opposition to the scheme is very strong in the Iffley Fields area, where the need to ensure emergency access has resulted in proposals that include footway parking where it does not currently occur and a loss in parking space that is unacceptable to a large number of residents. A large number of residents in the area have requested that Iffley Fields is excluded from the scheme. However, if it were excluded there would be a risk that it would suffer from overspill parking from the Magdalen Road area.
73. If it is decided to progress the scheme, some of the objections raised to the scheme could be addressed by small amendments that would be subject to minor consultation with residents and businesses in the immediate vicinity. These are listed at Annex E. However, more significant changes, such as the removal of Iffley Fields from the scheme, would require the proposals to be readvertised.

## RECOMMENDATIONS

74. The Committee is RECOMMENDED to:

- (a) approve the principle of a CPZ in the Magdalen Road Area on the basis of the current proposals, with the exception of removing the Iffley Fields area from the zone; and
- (b) authorise officers to advertise a new Traffic Regulation Order for the zone, excluding the Iffley Fields area and incorporating minor changes arising from responses to the formal consultation.

STEVE HOWELL  
Head of Transport  
Environment & Economy

September 2009

Background papers:	Document A: Report of Feasibility Study
	Document B: Report of Initial Consultation
	Document C: Report of Informal Consultation
	Document D: Formal Consultation Details
	Document E: Questionnaire Responses
	Document F: Analysis of Responses Consultation Contributors Comments and Recommendations
	Document G: Petitions
	Plan Nos. B1004900/A1/DD/1200/001
	B1004900/A3/DD/1200/001 to 008

Contact Officers: Joy White Tel: 01865 815882  
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## ANNEX A

### Summary of comments received for Magdalen Road Area

#### General Comments

**Many respondents felt that 2 permits' per household was too many and that this would not address the issue of too many vehicles parking in the evenings.**

In the initial consultation whilst opinions were mixed but most people preferred a limit of two permits per property. It is felt limiting the number of permits to one per property at this time would create more difficulties for many families and households than limiting them to two permits which should be more manageable initially.

Consideration has been given to ways this might be achieved but it has not been possible to determine reasonable criteria that could be imposed.

Suggestions made regarding what would constitute the need for a second permit such as family circumstances, commuting to work etc are likely to be easily justifiable by most people.

Surveys undertaken by the Council and residents of some roads to determine the current parking demand suggest that properties with one or two cars will be accommodated within the proposed scheme. It is acknowledged, that if every household obtained two permits then there would be insufficient room on street, however, allowing two permits per household does not mean that everyone will have two permits. Currently, there is no restriction, so any restriction will help to reduce the number of vehicles parking on street.

**Several respondents felt that the number of visitors' permits per person was insufficient. Particularly for those who had numerous visitors at one time or for single occupancy houses.**

The number of permits allocated per person aged 17 years and older is 50 per year. For properties with more than one adult this would normally adequately cover the number of visitors in a year. For single occupancy households it is acknowledged that this may be insufficient. This allocation is consistent across all zones in Oxford. A review of the permit policy is due to be undertaken which could include visitors permits.

Households who regularly need visitors for the purpose of medical reasons would be entitled to a carers permit which is transferable between vehicles. For example there may be an elderly resident who needs people to drop in and assist with shopping, housework etc as they are unable to do it. Or a disabled resident who needs carers to regularly visit the property potentially to assist the home carer.

**Several respondents objected to being charged for the privilege to park on their streets particularly when the proposals did not improve the situation.**

As indicated in the 'Frequently Asked Questions' provided with the consultation pack, the permit fees are intended to cover administration and enforcement costs, not to make a profit. These costs are not paid for by council tax, so there is no double

payment. It is felt residents permits bring benefits for local residents, including protecting streets from unsafe parking, and reducing the number of non-locals parking in the area. The permit fee for one car amounts to less than £1 per week.

**A number of respondents expressed concerns about how tradesmen would park in the area when undertaking works on properties.**

As described in the 'Frequently Asked Questions' supplied with the consultation materials weekly permits are available for contractors undertaking any demolition, excavation, building or maintenance operations or repair works at premises within the zone at a cost of £15.00 per week.

**Several respondents indicated that there was not a commuter parking problem in their area.**

Commuter parking in an area is not simply about parking it is about unnecessary vehicles driving into an area increasing congestion level on routes into Oxford. By preventing commuter parking this reduces congestion on the main routes and encourages commuters to use public transport.

Commuters are not the only issue in the area being addressed by the proposed CPZ. It also intends to address levels of parking in the evenings and ensures that they do not increase to unmanageable levels in future years.

**Several respondents expressed concerns that increased carriageway widths would result in an increase in vehicle speeds.**

Any increase in width on the streets where footway parking is proposed will be small. Although it will be significant with regards to access, it will not be significant with regards to vehicles speeds as the roads will still be restricted to a single narrow lane. Therefore there is unlikely to be any significant increase in vehicle speeds.

It is acknowledged that where parking is proposed on one side only that carriageway widths will be significantly wider and there may be some increase in speeds. However, due to the existing widths where it is proposed it is not possible to provide parking on both sides whilst still maintaining minimum footway widths of 1m and running lane widths of 3m.

**Several respondents expressed concerns that the proposals penalised HMO's.**

The current trend in many towns and cities is for multiple occupancy houses. There is also an increase in car ownership. Unfortunately, road space is limited and streets cannot cope with the increasing demand for parking spaces. In view of this in many cities including Oxford it is felt this is the fairest way to ration permits to the available space. This not only affects HMOs but also families with several cars, who would need to consider whether they could manage with fewer. In our opinion public transport in Oxford is excellent and provides a viable alternative to car ownership for many. A car club has been launched in the area which is reportedly working well. Car clubs may be a cheaper alternative to owning a car for some residents and are available 24 hours a day.

**Many respondents objected to the provision of footway parking throughout the zone.**

As the issue in each road is slightly different they have been discussed in more detail in the summary of responses for each road.

**A number of respondents suggest that the fire service should obtain narrower fire engines for the area.**

The issue of obtaining narrower fire engines is not a simple option. There is likely to be a need to retrain staff to use a different machine as hoses etc are located in different parts of the vehicles etc. Smaller engines carry less water and their hoses may be shorter. This could result in a loss of efficiency within the service and could adversely affect the services ability to fight a serious house fire. In addition it is not guaranteed that a narrow fire engine would be available for a certain area as it could be sent off to incidents elsewhere.

**Several residents in the Iffley Fields Area suggest that it should be a separate zone. Some also suggested that Iffley Fields be removed completely.**

These options would require extensive reconsultation which would delay implementation of the scheme. Making Iffley Fields a separate zone would give less flexibility for residents of the Iffley Fields Area to park as they would be confined to their zone or areas not subject to a CPZ. In addition it would be unlikely to affect the proposed design of the scheme and therefore would not solve many of the objections.

## **Summary of objections by road**

The following section summarises the main concerns/comments on a road by road basis. Where specific issues are raised concerning that particular road or the reasoning behind a decision these have been commented on directly. Common concerns throughout the zone are addressed earlier in the report.

### **Argyle Street**

There are 76 properties in Argyle Street. 28 (37%) responses were received.

25 raised objections, 2 raised no objections and 1 did not specify. One of the objections could be resolved by amending the scheme. 54 signatures from 45 (59%) properties in Argyle Street signed a petition objecting to the loss of parking in Argyle Street.

The current parking demand in Argyle Street is 65, the proposed scheme provide 43 shared/permit holder bays.

22 respondents expressed concerns about the significant loss of parking in Argyle Street and other streets within the Iffley Fields Area. A few respondents felt the dramatic change to the design at this stage was unacceptable and that the consultation period should be extended.

Nine respondents objected to footway parking in the area as it does not currently exist. It was felt that footway parking will reduce road safety particularly for children who would be obscured from view by the activity. It would also make it more difficult to use the footways particularly for wheelchair users, residents with pushchairs etc.

The carriageway in Argyle Street is between 6.0 metres and 6.3 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Currently the running lane with carriageway parking on both sides is between 2.4 metres and 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway would require a vehicle to encroach onto the footway between 0.3 metres and 0.6 metres. The footway widths vary between 1.3 metres and 1.4 metres, with a short length of 1.5 metres, therefore for much of Argyle Street the footways width would be less than 1 metre which is unacceptable. Unfortunately this means that it has not been possible to provide parking on both sides of the carriageway for much of the length.

Thirteen respondents indicated that the current situation is adequate and/or there was no problem with commuter parking

Four respondents indicated that there were insufficient visitors' permits, some suggested that they should be for shorter intervals. i.e split a 24 hour period in 2 hour slots.

Three respondents felt that 2 resident's permits per household was too many and did not address the problems.

Two respondents expressed concerns that increasing carriageway widths would result in an increase in speeds.

Residents of 69 and 71 Argyle Street requested that a bay be provided across their rear accesses on Bedford Street instead of 'No Waiting At Any Time'.

One respondent is a pastor and has regular meetings at his home, the current proposals will not permit this to still occur

Four respondents felt the Iffley Fields area should be a separate zone.

### **Aston Street**

There are 74 properties in Aston Street. 11 (15%) responses were received 7 of which indicated that they had objections to the proposals, 3 had no objections and 1 did not specify.

The current parking demand in Aston Street is 63, the proposed scheme provides 64 shared/permit holder only parking bays.

The resident of number 22 Aston Street requested 'No Waiting At Any Time' across their access.

One respondent indicated that there is only a problem in the evenings and/or during term time.

Two respondents were concerned that 50 visitors permits per person would be insufficient.

Three respondents objected to the discrimination against HMOs.

Two respondents objected to the provision of footway parking.

The carriageway in Aston Street is between 5.6 metres and 5.8 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Footway parking already occurs in Aston Street, but if carriageway parking were provided on both sides the running lane width would be between 2 metres and 2.2 metres which is insufficient for a vehicle. Providing footway parking on one side of the carriageway a vehicle would need to encroach onto the footway between 0.8 metres and 1 metre. The footway widths vary between 1.5 metres and 1.8 metres, therefore footways width on Aston Street would be less than 1 metre which is unacceptable. In view of this footway parking is proposed on both sides of the carriageway, this formalises current practices and helps to guide motorists in a way to maximise footway widths.

One respondent expressed detailed concerns about how the consultation process was undertaken and how the information was publicised, as well as the accuracy of the data.

One respondent indicated that there was no problem finding parking places.

### **Bannister Close**

There are 22 properties in Bannister Close. 8 (36%) responses were received 7 of which indicated that they had objections to the proposals. One respondent had no objections to the scheme.

Six residents objected to the provision of parking restrictions on the west side of the carriageway and requested that that there should be no restriction.

The west side of Bannister Close is subject to a continual dropped kerb. It is acknowledged that many people will not block access. However, if a section of a single street within a zone is left with no restrictions then this may be liable to abuse, particularly by those who are not residents of the area. It is however acknowledged that the proposals may be very restrictive on residents therefore changing the time limits of the existing 'No Waiting At Any Time' restriction to 'No Waiting 11am – 1pm' Monday to Friday would discourage commuter parking but allow for residents to park for the majority of the day.

### **Barnet Street**

There are 13 properties in Barnet Street. No responses were received.

The current parking demand is 13, the proposed scheme provides 26 shared/permit holder only parking bays.

## **Bedford Street**

There are 35 properties in Bedford Street. 13 (37%) responses were received, all of which indicated that they had objections to the proposals.

The current parking demand is 55, the proposed scheme provides 53 shared/permit holder bays plus 1 car club bay.

Nine respondents expressed concerns/objectionts to the loss of parking places in the area.

Seven respondents objected to footway parking.

The carriageway in Bedford Street is between 6.2 metres and 6.4 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Where carriageway parking occurs on both sides the running lane width would be between 2.6 metres and 2.8 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway a vehicle would need to encroach onto the footway between 0.2 metres and 0.4 metres. The footway widths vary between 1.4 metres and 1.5 metres, therefore footway widths will vary between 1m at its narrowest and 1.3 metres at its widest which it is felt is acceptable. Some footway parking (although minimal) does occur in the area and the proposals regulate it and maximise footway widths.

Six respondents indicated that there was no commuter parking in Bedford Street.

Two respondents objected to charges for permits.

Two respondents objected to 'No Waiting At Any Time' within the turning area /school entrance at the south western end of Bedford Street.

One respondent expressed a concern that wider streets will result in an increase in vehicle speeds.

One respondent said Iffley Fields Area should be removed from the zone, whilst one respondent said it should be a separate zone.

### **Catherine Street**

There are 57 properties in Catherine Street. 11 (19%) responses were received 8 of which indicated that they had objections to the proposals. Three had no objections to the scheme.

The current parking demand is 58, the proposed scheme provides 52 shared/permit holder only parking bays plus 1 car club bay.

One respondent objected to pavement parking on both sides of the street in Charles Street and Percy Street as it creates access issues for pedestrians walking to Iffley Road. If footway parking is required it is suggested it should only be on one side.

Two respondents objected to footway parking around the zone.. Although some did acknowledge that it may be essential in many areas. It was suggested that kerbs should be removed to blur the distinction between road and footway. Where footway parking has been proposed and objections have been received in that street, the issues are discussed in more detail in that section.

Three respondents objected to the loss of parking on Catherine Street.

The carriageway in Catherine Street is between 5.6 metres and 5.7metres wide. The minimum carriageway width to be able to provide parking on both sides of the carriageway and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Therefore to maintain parking on both sides it is necessary to provide footway parking on both sides of the carriageway. Whilst footway widths are adequate, unfortunately the kerbs on the south west side are too high to accommodate footway parking.

One respondent objected to the provision of a permit holders' bay across their access.

Two respondents objected to charging residents for parking permits.

Two respondents stated that many streets are largely free of cars during the day and that the problem is in the evening.

Two residents were concerned that 50 visitors permits per person would be insufficient. One respondent is concerned that the proposals would make it difficult for her partner to visit on a regular basis.

### **Charles Street**

There are 114 properties in Charles Street. 16 (14%) responses were received 11 of which indicated that they had objections to the proposals. Five respondents did not have objections to the scheme.

The current parking demand is 100, the proposed parking scheme provides 95 shared/permit holder only parking bays.

One respondent was concerned that the car club permits were more expensive. It should be noted that the car club permits are paid for by the car club company and not the residents.

One respondent suggested that households without cars should receive more visitors' permits.

Three respondents objected to charging residents for parking permits.

Two respondents indicated that commuter parking did not occur in Charles Street. One respondent suggested that problems were created by the restrictions in Howard Street and that further restrictions would push the problem outwards to Cricket Road.

Three respondents felt the allocation of visitors' permits was insufficient.

One respondent asked what guarantee there was that commuters would not be able to borrow / buy visitors parking permits

One respondent indicated that they were disabled and had regular visitors'. This resident would be entitled to a carers permit.

Two respondents expressed concerns regarding their partner who visit/stay with them throughout the week, and would not be able to park there.

One resident indicated that they felt a 20% response rate was insufficient to justify continuation of the scheme. Experience shows that a 20%-30% response rate is about normal for any consultation.

One respondent is concerned regarding the loss of parking at their back gate on Catherine Street.

One respondent felt that permits should be restricted to 1 per household.

One respondent objected to the discrimination of HMO's.

### **Chester Street**

There are 37 properties in Chester Street. 4 (11%) responses were received 3 of which indicated that they had objections to the proposals.

The current parking demand is 45, the proposed scheme provides 34 shared/permit holder parking bays. Additional parking is provided in the evenings and at weekends in areas of restricted waiting.

One respondent suggested that the Iffley Fields Area should be a separate area.

Two respondents objected as the scheme has been radically altered from that originally proposed. This was not felt to be acceptable as it dramatically reduced the available parking in the area. It was suggested that the parking should be restricted to 'residents only' between 8.30am and 4pm with a few metered parking bays available to non-residents. A second suggestion was for a single hours worth of protection.

It was suggested that the whole of East Oxford would benefit from the employment of narrower fire trucks, rather than suffer the imposition of pavement parking and drastic reduction of parking spaces.

One respondent objected to footway parking

The carriageway in Chester Street is between 6.1 metres and 6.3 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Some footway parking already occurs in Chester Street, but if carriageway parking were provided on both sides the running lane width would be between 2.5 metres and 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway only would require a vehicle to encroach onto the footway by between 0.3 metres and 0.5 metres. The current footway widths vary between 1.35 metres and 1.5 metres and so where this will result in a footway width of less than 1 metre, parking has been prohibited. It is possible to maintain footway widths on one side of between 1metre and 1.2 metres, therefore it has been proposed to provide footway parking one side ensuring that one footway remains clear.

One respondent suggested that the proposed visitor permits appear to be designed for administrative convenience, rather than the realities of residents' lives. They can work a lot from home and receive numerous visitors for up to 3 hours during the day and are concerned about the inadequate number of visitors' permits.

One respondent objected to the level of 'No Waiting At Any Time' around the Chester Street/Argyle Street junction.

Concerns were raised that there would be no enforcement in the evenings leaving the restrictions to be abused, by either residents or customers of the local public house.

One resident objected to the location of the car club bay. It was also suggested that shared parking should be provided adjacent to 16 Chester Street as it could still be used as a shop premises. It was also suggested that the accesses to the garages of 16 Chester Street could be used as residents parking bays.

### **Daubeny Road**

There are 10 properties in Daubeny Road. No responses were received.

The current parking demand is 7, the proposed scheme provides 26 shared/permit holder only bays.

### **Essex Street**

There are 61 properties in Essex Street. 6 (10%) responses were received 3 of which indicated that they had objections to the proposals.

The current parking demand is 62, the scheme proposed 58 shared/permit holder only parking bays.

One respondent expressed concerns regarding the lack of spaces available for visitors.

One respondent suggested that parking should be allowed outside the school in Essex Street and Hertford Street outside school hours.

One respondent was concerned about reducing footway widths to 1 metre.

The proposal in Essex Street provide footway widths of between 1.1 metres and 1.2 metres except at pinch points such as around street furniture where they may be reduced to 1 metre for short distances.

One elderly respondent was concerned that the number of visitors' permits would be insufficient to enable family to visit and assist with any chores etc.

### **Eyot Place**

There are 14 properties in Eyot Place. 4 (29%) responses were received all of which stated they had objections to the scheme.

Three respondents requested that Meadow Lane be included in the scheme.

Meadow Lane is designated a public footpath, and it is not clear who owns the lane so current stipulation prevents restrictions being implemented on the lane. Notwithstanding the County Council are exploring options to enable 'No Waiting At Any Time' restrictions to be provided.

Two respondents objected to footway parking and one suggested the fire service obtain smaller fire engines.

One respondent felt that that a CPZ was not required in the Iffley Fields Area.

### **Fairacres Road**

There are 123 properties in Fairacres Road. 26 (21%) responses were received of which 21 indicated that they had objections to the proposals. Five respondents did not have any objections to the scheme.

The current parking demand in Fairacres Road is 109, the proposed scheme provides 115 shared/permit holders only parking bays.

Five residents were concerned that 50 visitors' permits per person would be insufficient

One resident was concerned that the access to 25/27 Fairacres Road had a permit holders bay across it as it provided access to a parking area behind the property. All accesses within permit holder bays will be protected by white access protection markings. The residents if 25/27 did not request the access to be protected by 'No Waiting At Any Time'.

Two respondents objected to the proposed extension of 'No Waiting At Any Time' on Fairacres Road at the junction with Parker Street. They indicated that they had observed many vehicles negotiate the junction safely. They were also concerned about the increased pressure on parking and congestion this would create.

One respondent objected to parking restrictions being imposed over the weekend.

Two respondents were concerned that the scheme penalises HMO's.

Eight respondents were concerned about the loss of parking in the area.

Seven respondents indicated that they were not aware of any commuter parking problem in the area and/or saw no benefits of the scheme.

Four respondents objected to footway parking

The carriageway in Fairacres Road is between 6.1 metres and 6.3 metres wide. The minimum carriageway width to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. If carriageway parking were provided on both sides of the road the running lane width would be between 2.5 metres and 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway only would require a vehicle to encroach onto the footway by between 0.3 metres and 0.5 metres. The footway width varies between 1.35 metres and 1.5 metres which means for much of the length footway widths can be maintained between 1 metre and 1.2 metres. Footway parking currently occurs along Fairacres Road, formalising the practise regulates current parking habits ensuring there is clear footway width.

Two respondents wanted Fairacres Road/ Iffley Fields to be removed from the Magdalen Road Zone.

Two respondents felt that 3 metre wide running lanes were not essential and that the emergency services were currently able to access the streets.

One respondent suggested that Fairacres Road should be 'maximum two hour' parking, except for residents which would solve the supposed problem of commuters parking all day, whilst allowing visits from family, friends, trades people etc.

One respondent felt the arrangements for tradesmen is unacceptable.

One respondent objected to footway parking being moved from the south side of Fairacres Road to the north side as the kerbs are lower on the south and are already broken up.

One respondent suggested that visitors' bays should be spread throughout the road rather than concentrated outside 56-66 Fairacres Road.

### **Galpin Close**

There are 6 properties in Galpin Close. 2 (33%) responses were received, both of which indicated that they had objections to the proposals.

Both respondents objected to the fact the Close was not included in the zone.

Being a private road it is not possible to provide restrictions without the permission of the land owner. Even if it were possible to get permission to include the road within the zone it would not be possible to protect the private parking bays as they are the responsibility of the house owner if they are connected to their deeds. If they are not in fact connected to their deeds then it would only be possible to provide permit holder only bays which any permit holder would be able to park in.

### **Golden Road**

There are 21 properties in Golden Road. No responses were received.

The current parking demand is 25, the proposed scheme provides 27 shared/permit holder only parking bays.

### **Green Street**

There are 18 properties in Green Street. 2 (11%) responses were received both of which indicated that they had objections to the scheme.

The current parking demand is 22. The proposed scheme provides 27 shared/permit holder only parking bays.

One respondent indicated that 9 Green Street and the area between 9 and 10 Green Street are industrial premises, which include a garage. Therefore a permit holder parking bay should not be provided outside these premises.

The second respondent objected to the restrictions around the junction with Randolph Street as it results in a significant loss in parking.

One of the respondents asked why Leon Close was not included within the zone. This is because it is included within the East Oxford Zone.

One respondent requested additional loading and short term parking in Cowley Road between Randolph Street and Leopold Street to lesson the parking demand in residential streets.

### **Harold Hicks Place**

There are 14 properties in Harold Hicks Place. 2 (14%) responses were received of which one indicated they had objections to the proposals and one did not.

The one objection requested that the 'No Waiting At Any Time' restrictions north west of the junction with Percy Street be extended to improve sight lines.

The proposals set the restrictions 15m from the kerb line of the junction which should provide adequate visibility.

### **Hawkins Street**

There are 20 properties in Hawkins Street. 2 (10%) responses were received of which one indicated they had objections to the proposals and one did not.

The current parking demand is 20, the proposed scheme provides 12 shared/permit holder only bays plus one car club bay.

The respondent who objected is concerned regarding the loss of parking as it will exaggerate the existing problems in the evenings and increase speeds.

### **Henley Street**

There are 64 properties in Henley Street. 6 (9%) responses were received of which one indicated they had objections to the proposals, 4 did not object to the scheme and one respondent did not mark the questionnaire but did express an objection.

The current parking demand is 64, the proposed scheme provides 72 shared/permit holder only parking bays.

One respondent requested 'No Waiting at Any Time' for the length of the dropped kerb in front of the garages at 52A Henley Street but otherwise supported the scheme.

One respondent stated that they owned 1B Henley Street which is between 187 Iffley Road and 1A Henley Street comprising of a residential unit and a garage (with dropped kerb) and have experienced problems getting out of their garage.

### **Hertford Street**

There are 40 properties in Hertford Street. 6 (15%) responses were received of which 4 indicated they had objections to the proposals and 2 did not object to the scheme.

The current parking demand is 40, the proposed scheme provides 35 shared/permit holder parking bays plus one car club bay.

One respondent objected to the scheme as he has a business on Percy Street and feels that clients will be unable to park. He also objects to the fact his staff will be unable to park. This resident has since contacted us and requested shared bays across his garages.

A significant number of 3 hour parking bays have proposed in the vicinity of this business to accommodate parking for clients. Unfortunately it is not possible to provide parking bays suitable for commuters into the area.

One respondent expressed concerns regarding issuing two permits per household and 50 visitors' permits per resident, particularly in multiple occupancy housing.

One respondent objected to charging for permits.

One respondent felt the scheme was unnecessary but requested a disabled bay and no double yellow line outside his garage.

### **Howard Street**

There are 178 properties in Howard Street. 18 (10%) responses were received of which 13 indicated they had objections to the proposals and 5 did not object to the scheme.

The current parking demand is 49, the proposed scheme provides 67 shared/permit holder only parking bays.

One respondent objected to the concentration of shared areas at one end of Howard Street.

One respondent objected to the level of footway parking in the area as it inhibits pedestrians. There is no footway parking in Howard Street, the issue of footway parking in other roads has been addressed on an individual basis.

Six respondents objected to permit charges.

Four respondents felt that no problem currently existed.

One respondent objected to residents permits being restricted to two per household.

One respondent objected to the number of business permits as they have a team of 6 engineers who require access to their vehicles.

One respondent requested that the bays be subdivided as careless parking results in less vehicles being able to park.

One respondent felt that it was unfair that partners living outside the area would be unable to purchase residents permits as visitors' permits would be insufficient for regular visits.

One respondent was concerned how the scheme would affect people who share a vehicle but live at different addresses within the area.

If residents sharing a car live within the same area the proposals will not prevent them from doing so. If they live in a different zone it is unfortunately not possible at this time.

One respondent suggested that the second permit should be more expensive to discourage households from having two vehicles.

One respondent suggested that the first permit should be free.

One respondent expressed concerns that visitors permits would result in HMO's being able to park more than 2 cars, and that therefore they should be restricted to 100 per household.

### **Hurst Street**

There are 124 properties in Hurst Street. 17 (14%) responses were received of which 10 indicated they had objections to the proposals and 6 did not object to the scheme. One respondent did not specify a preference.

The current parking demand is 122, the proposed scheme provides 94 shared/permit holder only parking bays plus one car club bay.

One respondent objected to the proposed permit holder bays across the access to 104 Hurst Street.

Eight respondents including the Residents Association requested that the number of permits per household be restricted to one instead of two. Some suggested that the second permit should be awarded on the basis of need.

Six respondents including the Residents Association felt that visitors' permits should be issued per household rather than per resident as multiple occupancy houses would gain enough visitors' permits to allow an additional car.

One respondent suggested that the lack of parking spaces for residents would render the shared bays unusable.

One respondent objected to footway parking and felt the parking should be reduced to one sided where this was proposed.

One respondent objected to the provision of shared bays during the day.

One respondent was concerned regarding visitors permits being sold on for profit or misuse.

One respondent queried the use of the disabled bay outside 136 Hurst Street.

Four respondents requested that the length of 'No Waiting At Any Time' at the junction with Bullingdon Road be reduced.

One respondent requested that permit holders only bays be placed in front of 102 Hurst Street.

One respondent was concerned regarding the level of traffic the shared bays in the middle of Hurst Street would create, particularly as this is the narrowest part of the road.

One respondent was concerned that the CPZ would reduce the amount of available parking in the area.

Three respondents requested that the permit bays across the frontages of 101, 105, 122 and possibly 112 Hurst Street be extended.

### **Iffley Road**

There are 234 properties in Iffley Road. 13 (6%) responses were received of which 8 indicated they had objections to the proposals and 4 did not object to the scheme. One respondent did not specify a preference.

The current parking demand is 57, the proposed scheme provides 36 shared/permit holder only parking bays.

One respondent felt the proposals were restrictive to businesses in the area making it difficult for customers to park and deliveries to be made.

One respondent objected to the 'No Waiting At Any Time' restriction between Percy Street and Charles Street.

One respondent requested more car club bays.

One respondent requested that the shared bays on Stanley Road be changed from 3 hour shared bays to 2 hour shared bays.

Two respondents objected to permit charges.

One respondent objected to the restriction on the number of visitors' permits.

One respondent objected to the provision of 50 visitors permits per residents as they could be pooled together to park an extra car.

One respondent supported restrictions 24 hour/7 days a week.

One respondent supported footway parking.

One respondent indicated they felt that there was no problem in the area.

One respondent objected to the loss of parking in Argyle Street.

One respondent expressed concerns regarding vehicles parking in the cul-de-sac blocking access to properties 299, 299A, B & C Iffley Road as no restrictions have been proposed - It was felt residents would object to the provision of 'No Waiting At Any Time' at this location as this would prevent them from parking in the cul-de-sac as well. It may be possible to provide 'No Waiting 8am - 6:30pm Monday to Friday' subject to receiving permission to erect signs within residents properties.

One respondent was concerned regarding the loss of parking in front of 249 Iffley Road

One respondent objected to the loss of parking in front of 225-227 Iffley Road.

One respondent expressed concerns regarding the shared bays outside their cycle shop on Iffley Road as they feel the bays will be permanently occupied by residents.

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### **Leopold Street**

There are 52 properties in Leopold Street. 5 (10%) responses were received of which 3 indicated they had objections to the proposals and 2 did not object to the scheme.

The current parking demand in Leopold Street is for 52 vehicles. 77 shared/permit holder only bays have been proposed.

One respondent was concerned that the restrictions would not be enforced and the scheme was simply proposed to make money.

One respondent felt that there were no commuter problems in the area.

One respondent objected to the number of visitors' permits being restricted to 50 per person as they received many more visitors due to health problems.

One respondent supported the scheme but requested additional bays to be located between Hawkins Street and Randolph Street.

### **Magdalen Road**

There are 180 properties in Magdalen Road. 19 (11%) responses were received of which 16 indicated they had objections to the proposals and 2 did not object to the scheme, 1 did not respond to the question.

The current parking demand in Magdalen Road is for 80 vehicles. The proposed scheme provides 73 shared/permit holder only bays plus one car club bay.

Two respondents objected to permit charges.

Three respondents expressed concerns regarding receiving deliveries on the 'No Waiting At Any Time' restrictions.

One respondent objected to two residents' permits per household, suggesting only one should be provided.

One respondent objected to no visitors' permits for businesses.

Two respondents objected to the cost of business permits.

Two respondents objected to business permits being vehicle specific.

One respondent objected to Ridgefield Road not being included within the proposals.

One respondent objected to 2 hour bays being located in front of 155 and 155A Magdalen Road stating that they should be residents only

One respondent felt that visitors' permits should be transferable

One respondent suggested that parking be allowed outside the school on Hertford Street and Essex Street at weekends to open up more parking spaces for both residents and business customers and weekends are busy trading times for businesses.

Four respondents expressed concerns regarding the difficulty for customers to park near their businesses, including the loss of overspill parking on Catherine Street, Hertford Street and Stanley Road.

Three respondents objected to the lack of visitor parking available in the evenings to serve the local church and the Samaritans. The Samaritans would be not be able to function with the current proposals as they receive visitors 24 hours a day, 7 days a week, 365 days a year. The current proposals would not cater for people visiting the centre in the evenings.

Pegasus Theatre objected to the lack of provision for their customers in the evenings and during the day.

Two respondents expressed concerns that there were no shared parking bays directly in front of their businesses.

One respondent suggested that the shared bays should run between 8am – 5:00/5:30pm as the majority of residents return from work at this time.

One respondent objected to the three hour shared bays between 126-137 Magdalen Road as there were businesses in the vicinity – The shared bays have been proposed to cater for the Helen Douglas Centre and the local church, as well as other businesses along Magdalen Road. The zone will reduce the level of long term commuter parking in the area freeing up parking during the day, and the restriction on the number of permits should reduce the number of vehicles parking in the area in the evenings.

One respondent objected to footway parking in neighbouring roads due to restricted access for pedestrians, wheelchair users and children walking between the two school sites on Hertford Street and Meadow Lane.

There is no footway parking in Magdalen Road, the issue of footway parking in other roads has been addressed individually in these roads.

One respondent expressed concerns regarding care assistants, doctors, church goers etc.

### **Meadow Lane**

There was one response from Meadow Lane objecting to the scheme. They requested that 'No Waiting/Parking at any time' be provided on Meadow Lane ensuring access for fire service and refuse vehicles. They would also like passing places labelled as such.

### **Parker Street**

There are 29 properties in Parker Street. 7 (24%) responses were received of which 5 indicated they had objections to the proposals and 2 did not object to the scheme. It is not possible to fully address the objections received.

The current parking demand in Parker Street is for 33 vehicles. The proposed scheme provides 38 shared/permit holder only bays.

Five respondents objected to footway parking. One of which specifically objected to reducing footway widths to 1 metre as their daughter is in a wheelchair and will not be able to exit their property.

The carriageway in Parker Street is between 6.2 metres and 6.3 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Currently the running lane with carriageway parking on both sides is between 2.6 metres and 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway results in a vehicle encroaching onto the footway between 0.3 metres and 0.4 metres, leaving footway widths of between 1.1 metres and 1.2 metres and reducing to 1 metre at pinch points. Some footway parking already occurs and the proposals will formalise the current practice and ensure the minimum footway widths are maintained.

However, to address the concerns for this resident it is proposed to prohibit parking on the footway outside this property to ensure access to and from the property. One respondent objected to the increase in speeds wider carriageways would result in.

One respondent questioned the lack of an impact assessment of residents paving over their front yards.

One respondent felt that a CPZ was not required.

One respondent suggested that the footway parking should be on the opposite side of the carriageway than proposed as more people, particularly school children tend to use the southern side.

### **Percy Street**

There are 103 properties in Percy Street. 21 (20%) responses were received of which 15 indicated they had objections to the proposals and 6 did not object to the scheme. Four of the objections can be addressed by amendments to the proposals.

The current parking demand in Percy Street is for 70 vehicles. The proposed scheme provides 90 shared/permit holder only bays.

Two respondents objected to the loss of parking on Catherine Street as it would result in displaced parking to Percy Street. – One kerb on Catherine Street is too high to enable footway parking to be accommodated on both sides which would be required along much of Catherine Street to maintain a 3m wide running lane. Notwithstanding, it may be possible to provide some additional bays near the junctions where the footways are wider.

One respondent expressed concerns regarding paying to park on their own property. – There are no charges to park on ones own property. However, to park on the street a resident will need to acquire a residents permit and visitors will need to display visitors' permits.

Three respondents indicated that there were no parking problems in the area.

One respondent objected to the loss of parking in Hertford Street and parts of Percy Street – Concerns have been raised by several respondents regarding the loss of parking in Hertford Street.

The loss of parking in Percy Street is around junctions to facilitate safer/easier turning movements in line with guidance in the highway code and across accesses.

Four respondents objected to footway parking.

The carriageway in Percy Street is between 5.6 metres and 5.8 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Footway parking already occurs in Percy Street, but if carriageway parking was provided on both sides the running lane width would be between 2 metres and 2.2 metres which is insufficient for a vehicle to get down. Providing footway parking on one side of the carriageway means a vehicle would need to encroach onto the footway between 0.8 metres and 1 metre. The footway widths vary between 1.5 metres and 1.8 metres and therefore the remaining footway width would be between 0.5 metres at the narrowest point and 1 metre at its widest point which is unacceptable. Two sided footway parking already occurs in Percy Street and the proposals will formalise the current practice and ensure the minimum footway widths are maintained.

Two respondents objected to permit charges.

Two respondents objected to the restrictions on visitors' permits. One referring particularly to single occupier households where they would receive no more than 50 permits per year.

One respondent objected to restrictions on residents permits.

One respondent requested 'No Waiting At Any Time' across their access.

One respondent felt the proposals would increase the number of residents paving over their front gardens.

One respondent felt the scheme was discriminatory against single parents.

One respondent objected to the fact that partners living outside the area were unable to obtain residents permits.

Two respondents run a studio where customers may require to spend the whole day at the studio. The current scheme does not allow for non residents to park in the vicinity of this business for more than 3 hours. It was suggested a similar system could be provided as for guest houses.

Two respondents objected to the lack of provision for cycle parking.

One respondent supported car club bays and felt more were required.

One respondent asked if residents permits were transferable between vehicles.

One respondent asked how trailers would be accommodated.

One respondent requested short term parking i.e. 30 minutes bays across the access to their garage on Catherine Street. - It is not normal practice to provide short term parking across private accesses as these can be used by non residents. A 30 minute bay would not be useful for any users and therefore render the bay useless. Furthermore it is not possible to place single bay across an access as it would not be possible to sign it.

The most appropriate solution would be to protect the garages with 'No Waiting At Any Time' restrictions.

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### **Randolph Street**

There are 55 properties in Randolph Street. 6 (11%) responses were received of which 3 indicated they had objections to the proposals and 3 did not object to the scheme. Of the objections received it is felt that one can be addressed.

The current parking demand in Randolph Street is for 47 vehicles. The proposed scheme provides 28 shared/permit holder only bays.

One respondent stated the scheme was not necessary.

One respondent felt that there was too much shared parking in Green Street, Hawkins Street and Leopold Street.

One respondent objected to the loss of parking in front of 53 Randolph Street (up to the fire hydrant) and in front of 42 and 44 Randolph Street. Parking at the end of Randolph Street has been prohibited to protect accesses and facilitate turning movements. However, it may be feasible to extend the bays as has been done in other roads.

One respondent was concerned that the review date was too late.

One respondent objected to the position of the car club bay on Hawkins Street as it results in a further reduction in parking spaces for residents.

One respondent suggested there was insufficient shared space as it would be occupied by residents.

### **Sidney Street**

There are 44 properties in Randolph Street. 7 (16%) responses were received of which 6 indicated they had objections to the proposals and 1 did not object to the scheme. Of the objections received it is felt that 2 can be addressed.

The current parking demand in Sidney Street is for 24 vehicles. The proposed scheme provides 32 shared/permit holder only bays.

One respondent queries whether a business permit would cover a social worker, working across Oxford, Bicester and Banbury who comes home late at night. - If the respondent is a resident of the area they would be covered by a standard residents permit.

One respondent expressed concerns that disabled bays were being misused. – The usage of the existing disabled bays is currently under review and any redundant ones will be removed.

Three respondents objected to permit charges.

Three respondents felt that there is no problem in the area.

One respondent commented that the current restrictions are not enforced so why would the new restrictions be any different.

One respondent queried whether there was sufficient space for local businesses.

One respondent felt that there was no parking for public facilities in the evenings.

### **Silver Road**

There are 31 properties in Silver Road. 3 (10%) responses were received all of which indicated they had objections to the proposals. Of the objections none could be addressed.

The current parking demand in Silver Road is for 27 vehicles. The proposed scheme provides 32 shared/permit holder only bays.

Three respondents felt there is no current problem with commuter parking.

One respondent suggested the first permit should be free.

One respondent felt the scheme was to generate revenue.

One respondent objected to permit charges.

Two respondents objected to footway parking in roads where it does not currently occur.

The carriageway in Silver Road is approximately 6.3 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Carriageway parking on both sides leaves a running lane width of 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway means a vehicle would need to encroach onto the footway 0.3m. The footway widths are approximately 1.5 metres which means the available footway widths will be 1.2 metres reducing only around street furniture for very short distances.

### **St Mary's Road**

There are 101 properties in St Mary's Road. 18 (18%) responses were received, 9 of which indicated they had objections to the proposals, 8 did not and 1 did not state a preference. Of the objections 4 generally supported the scheme except for issues relating to permits, shared bays and lengths of 'No Waiting At Any Time'.

The current parking demand in St Mary's Road is for 117 vehicles. The proposed scheme provides 113 shared/permit holder only bays.

Two respondents felt that second permits should be issued on the basis of need.

Four respondents felt that residents should only be permitted one permit.

One respondent felt that parking should not be provided on both sides of the street.

The carriageway in St Mary's Road is between 5.6 metres and 5.8 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Footway parking already occurs in St Mary's Road, but if carriageway parking were provided on both sides the running lane width would be between 2 metres and 2.2 metres which is insufficient for a vehicle to get down. Providing footway parking on one side of the carriageway means a vehicle would need to encroach onto the footway between 0.8 – 1m. The footway widths vary between 1.6 metres and 1.8 metres and therefore the remaining footway width would be between 0.6 metres at the narrowest point and 1.2 metres at its widest point which is unacceptable. Footway parking already occurs in St Mary's Road and the proposals will formalise the current practice and ensure the minimum footway widths are maintained.

One respondent expected that tighter restrictions would be required in due course.

Five respondents felt that visitors' permits should be per household not per resident to prevent HMO's being able to park an extra car.

One respondent felt that 25 visitors' permits weren't enough and that there should be 30-40 days worth of permits.

One respondent felt some roads between Cowley Road and Iffley Road should be one way.

One respondent felt that there were no current problems.

One respondent requested 'No Waiting At Any Time' restrictions outside their property.

One respondent objected to the 'No Waiting At Any Time' restrictions outside number 40 and numbers 84, 85 and 86.

One respondent objected to the shared parking along the convent wall on the north side of St Mary's Road. – It should be noted that there are no shared bays at this point.

One respondent objected to the shared parking in front of 105 – 109 St Mary's Road and on Leopold Street between St Mary's Road and Hurst Street as there is adequate shared parking on Leopold Street towards Cowley Road.

### **Stanley Road**

There are 53 properties in Stanley Road. 11 (21%) responses were received 6 of which indicated they had objections to the proposals, 5 had no objections and 1 did not provide a response. One respondent who stated an objection indicated that they generally supported the proposals.

The current parking demand in Stanley Road is for 48 vehicles. The proposed scheme provides 74 shared/permit holder only bays and 1 car club bay.

One respondent felt that parts of Stanley Road were not wide enough for footway parking only on one side.

One respondent objected to permit charges.

One respondent objected to the 'No Waiting At Any Time' restrictions in front of numbers 40-42 Stanley Road as vans relating to this business park along the front. A second respondent objected to the fact these vans park at these location as they spray paint their vehicles on the street.

Two respondents felt the scheme was unnecessary.

One respondent objected to the restriction on the number of permits as they live in an HMO.

Two respondents requested 'No Waiting At Any Time' restrictions across their accesses.

One respondent objected as they wanted to ensure that a white access protection marking was provided across their access.

Where a permit holder bay crosses an access a white access protection marking will automatically be provided.

### **Stratford Street**

There are 77 properties in Stratford Street. 26 (34%) responses were received 22 of which indicated they had objections to the proposals, 4 had no objections.

The current parking demand in Stratford Street is for 74 vehicles. The proposed scheme provides 69 shared/permit holder only bays and 1 car club bay.

Eighteen respondents objected to footway parking. (Two of which did not object to the scheme as a whole). One of which objected to the provision of the disabled bay on the footway. Some felt it would result in an increase in vehicle speeds.

One respondent queried why there was only footway parking on part of Stratford Street.

One respondent queried why the 'No Waiting At Any Time' restrictions does not line up with the gates of the properties.

One respondent objected to the provision of passing places as they cause increased speed.

Two respondents objected to the charging format suggesting the first car be free (or cheaper) and the second car increase in price. A third respondent felt the permits should be cheaper.

One respondent objected to permit charges.

Seven respondents objected to a restriction of 50 visitors' permits, of which one seemed to be unaware that this would be per person, and in their household they would receive 100 permits.

One respondent objected to the Iffley Fields area being included in the Magdalen Road Area.

Five respondents suggested Iffley Fields should be a separate zone.

Three respondents felt the current system works well.

Eleven respondents objected to the loss of parking in the area.

One respondent suggested the scheme should be evenings only.

One respondent suggested that the zone should be operation between 10am to 11am and 2pm to 3pm.

One respondent suggested the scheme should operate between 8am – 6:30pm Monday to Saturday.

Objections were received relating to the significant changes being made at such a late date.

One respondent suggested residents permits should be restricted to 1 per household.

Two respondents indicated that the problem was in the evenings and weekends not during the day.

### **Warwick Street**

There are 92 properties in Warwick Street. 28 (30%) responses were received, 24 of which indicated they had objections to the proposals, 3 had no objections. One respondent did not state a preference

The current parking demand in Stratford Street is for 81 vehicles. The proposed scheme provides 84 shared/permit holder only bays and 1 car club bay.

Seven respondents felt the scheme was unnecessary.

Ten respondents objected to the loss of parking spaces and concerns about where people would be able to park.

Fourteen respondents objected to footway parking. One respondent objected to footway parking both sides of Daubeny Road, and suggested that the footway parking in Chester Street is moved to the north west side. Four respondents indicated that residents have measured the road widths themselves and felt that the widths were adequate. Where roads are too narrow then the carriageway should be widened rather than the provision of footway parking.

One respondent felt that the footway parking was on the wrong side in Stratford Street and Warwick Street.

Three respondents objected to permit charges.

Two respondents objected to restricting the number of permits per household.

Three respondents objected to the lack of visitor permits and four objected to their inflexibility.

Two respondents felt the scheme would have a detrimental effect on the medical and psychology practices.

One respondent wanted the number of shared bays to be increased.

Four respondents felt the restrictions at junctions should be shorter.

One respondent objected to the 'No Waiting At Any Time' restrictions opposite the junction with Bedford Street.

The restrictions have been proposed to facilitate easier and safer turning movements around the junction. But it may be possible to reduce the extent of the restrictions.

Six respondents objected to the sign clutter the scheme would introduce.

One respondent suggested a city wide congestion charge as opposed to CPZ's

One respondent indicated that the scheme did not address the issues in Meadow Lane.

Seven respondents suggested Iffley Fields should be a separate zone.

One respondent felt there should be no restrictions during the day. Two objected to the scheme being in place 24/7.

One respondent objected to permit holder parking being placed across their garage.

One respondent felt there should be a greater variety of permit types. 1 hour, 3 hour and 24 hour.

**Unknown address**

There were nine responses which did not provide an address. Five respondents had objections to the scheme, 3 did not and 1 did not provide a response.

One respondent felt permits should be restricted to one per household.

One respondent was concerned about visitors for residents with health issues.

Five respondents objected to footway parking.

Two respondents objected to permit charges.

One respondent expressed concerns regarding the need of businesses and churches.

One respondent was against additional street clutter

One respondent wanted Ridgefield Road to be included within the zone.

**ANNEX B**

**Notes of a public meeting  
Iffley Fields Residents Association Meeting**

**Monday 29 June, 7:30 pm**

1. Residents felt that a 3m running lane was unreasonable in a Victorian area, and residents had undertaken their own measurements and did not find the streets too narrow. It was noted that CPZs in other areas of Oxford with narrower roads allowed parking on both sides and no footway parking.
2. Requests were made to widen the carriageway to accommodate a 3m running lane and allow residents to park on the carriageway not on the footways.

Wherever the road width is not enough, increase width by relocating kerb and reducing footway width.

3. Argyle Street –Query on how the lost car parking spaces in the street will be compensated?

The proposed design for Argyle Street in the formal consultation reduces the number of parking spaces by 26 when compared with the informal consultation design. The number of houses in Argyle Street is 81, residents are worried about where the displaced vehicles will park.

Residents felt that Argyle Street was wide enough for carriageway parking on both sides.

4. No commuter problem in Iffley Fields area.

A resident indicated that he had spoken with a senior officer at Oxfordshire County Council about the commuter problem in the area and was advised that there had been a single complaint in the whole zone regarding commuter parking. Some residents agree that there might be a commuter problem in part of the Magdalen Road Area but not in the Iffley Fields area.

5. Regarding the Fire & Emergency Service vehicle access problem

Many residents commented that they had never seen any vehicles facing problems in getting access through the Iffley Fields area.

One resident contacted the Fire Service directly and indicated that they had suggested that they could access streets in the area, and were asked a leading question into stating a 3m width was required.

One of the residents indicated that a car in one road was burnt out but the Fire Service couldn't get to it quickly because of problems with access.

6. Concerns were raised regarding the lack of data obtained in the area i.e. road widths, pavement widths, the parking demand etc. It was indicated that there

was no information on current capacity (i.e road length divided by vehicle length x2) as opposed to current demand. (The capacity as defined by the residents was not available, as engineers did not agree that this was the most appropriate way to determine the capacity) It was explained that this was not the case. It was also suggested that the data that was obtained was inaccurate.

7. Queries regarding reasoning for including Iffley Fields area in the proposal

It was explained that the Iffley Fields area was included in the scheme because vehicles may be displaced to this area if left out of the scheme.

The majority of residents indicated that they would be prepared to risk it rather than have the present scheme.

8. Concerns that pavement parking will be too restrictive for pedestrians and reduce safety particularly for children. Also concerned about bin days.

9. Request that the Iffley Fields area be referred to separately in the committee report

10. Request for the Iffley Fields area to be a separate zone.

11. Request that the decision for the implementation of the scheme be postponed because the second consultation is significantly different from the first consultation and so there is insufficient time to oppose and get the answer back.

12. One of the county councillors – agreed that the Fire Service needs enough space on the road but that the Fire Service had no plans to purchase smaller fire engines and they had a smaller resale value.

13. Meadow Lane – no restriction

Concerns were raised that the council couldn't find who owns the land and that Meadow Lane passing places will become a car parking space for commuters.

Residents were assured the County Council were working on it.

14. Disabled parking bay on the pavement.

One resident requested that the kerb be lowered if a disabled bay was placed partially on the footway.

15. Concerns raised about the lack of consideration given to the people who visit the Church, Businesses and the health centre. One of the residents expressed that there is not enough shared parking bays.

16. Concerns raised regarding the lack of flexibility in the visitor permits as when the scheme is implemented it will affect the social life of the residents. Would like to see visitor permits split into 2-3 hour blocks as it felt that the proposed system is not flexible enough.

17. Received a petition from 48 properties in Argyle Street, 6 properties in Bedford Street and 3 properties from Warwick Street objecting to the scheme.
18. Residents are concerned that the scheme provides no benefit and in fact makes the situation worse. The current problem is finding a space in the evenings not parking during the day.
19. All the residents who attended (except one) were against the proposals. (It was estimated that there were in the region of 150 people in attendance at the meeting). The vast majority wanted the scheme abolished.
20. Concerns were raised that the roads like Cricket Road and Meadow Lane will have parking problems once the scheme is implemented.
21. Residents are happy about the car club scheme and want to support it.
22. Residents expressed their concern that there is no specific reason why the area is being proposed for a controlled parking zone and that there is no set criteria in deciding whether or not the scheme should be implemented.
23. Residents requested another meeting with representatives of the County Council and those involved in the decision of whether or not to implement the scheme.

## ANNEX B

### **Notes of a public meeting Proposed CPZs in Divinity Rd and Magdalen Rd areas of Oxford**

**Wednesday 22 July, 7:30 pm  
St Clement's Family Centre, Cross Street**

Individuals were invited to submit forms requesting to speak, and were allowed a maximum of 3 minutes each. After each speaker, Cllr Hudspeth responded to their specific queries where appropriate.

In attendance: Cllr Hudspeth, Cllr Rose, Joy White, Peter Egawhary (OCC), Naomi Barnes (Jacobs), Edward Murphy (Fire and Rescue Service), plus the local Oxford City councillors. 108 people signed in to the meeting, including local residents and businesses.

Cllr Hudspeth introduced the meeting and said that although the consultation period had now ended all feedback was being considered before a decision that would be made on 1 October.

The main points raised by each speaker are listed below.

1. **Dennis Pratley, local businessman**
  - Lack of public transport as alternative to driving
  - CPZ would lead to more parking in front gardens
  - Residents would take up the 'shared' bays
  - Decision has already been made
2. **Mark Mason, local businessman (MM studios, Percy St)**
  - Shared bay parking is flawed
  - Some cars in the area are parked and not used for over a month, blocking spaces
  - Parking needs to be available for customers, who sometimes stay all day
  - Shared bays should be timed for all users
  - More flexibility is needed for businesses
  - Could businesses have permits like hotel and guesthouse permits?
3. **Ellie Dommett, Oxford Samaritans**
  - Samaritans chose Magdalen Rd based on accessibility including parking
  - Parking needed for staff after 6:30 pm
  - 120 volunteers, many from outside Oxford, come in to work in the evenings.
4. **Sarah Sleet, Iffley Fields Residents Association**
  - Design is so flawed that it is not worth talking about minor improvements
  - Change to design at formal consultation stage – substantially less parking.
  - Scheme will make residential pressure worse

5. **Amar Latif, Iffley Fields Residents Association**
  - Commuter parking reason flawed - commuter parking is not a problem.
  - Where is the detailed study of Iffley Road announced in LTP?
  - Naïve to suggest that 2 permit limit will solve the capacity problem
  - Why should residents pay to stop congestion?
6. **Sarah Sharp, resident, Iffley Fields area**
  - Iffley Fields should be a separate CPZ
  - County Council should buy smaller fire engines
  - Fire Service found few problems with access
  - Effect of CPZ on front gardens
7. **Mari Girling, resident, Iffley Fields area**
  - Pavements are for people, not cars
  - County council should buy smaller fire engines
  - The scheme will affect vulnerable road users
8. **Sarah Wild, resident, Iffley Fields area**
  - Concern over loss of parking in Iffley Fields area
  - The parking problem is in the evening.
  - Concern over restriction on visitor permits especially for home workers and families with young children
  - Could visitor permits be for 2-hour slots?
  - CPZ will affect people's social lives
9. **Colin Whittle, Southfield Golf Course**
  - Different parts of the proposed areas have different problems.
  - Access problems in Hill Top Road – serious health and safety concerns
  - Refuse vehicles cannot get down Hill Top Road
  - Problem is in University term time only.
10. **Stephen Jones – Hill Top Road Residents Association**
  - CPZ should not be 'one size fits all'
  - Problem in Hill Top Rd is mainly due to students driving to Brookes
  - Problem is daytime only
  - Footway parking would have a bad effect on Jack Howarth House residents
  - Status quo is not acceptable
  - County Council should find a way through and not put things off
11. **Nicholas Lawrence, Iffley Fields area resident**
  - Agree with need for CPZ
  - Wants a response from the Fire Service (see below)

12. **Paul Cullen, Oxford Pedestrians' Association**

- Pavements are for people
- Streets are more than storage for vehicles
- Current situation has arisen because of council's failure to act as custodian of the street.
- In Ferry Rd and William St (Marston South CPZ) people are forced to walk in the road due to footway parking
- Inclusive Mobility guidance says pavements narrower than 1.5m should be for max 6m length.

13. **Corinne Grimley Evans, Oxford Pedestrians' Association**

- If council is condoning pavement parking, why does it fund anti-pavement parking stickers?
- Everybody pays for the upkeep of pavements – why should they be given over to car drivers?
- Pavement parking will damage kerbs
- Pavement parking would take away people's right to use the pavement.

14. **Kerry Patterson, Hill Top Rd resident**

- Different problems in different areas within the CPZ areas.
- Cause of problem is commuting by Brookes students, as well as the developments on the Churchill and related sites
- Students park across drives
- Problem is in the day time in Hill Top Road
- Solution may simply be sign saying 'residents only parking' and leave it at that.

15. **Barry Allday, The Goldfish Bowl, Magdalen Rd**

- CPZ will take away parking for customers to this specialist shop
- 8 specialist staff will find it difficult to get to work without parking nearby
- Why does the business permit cost so much more than residents permits?
- Supports the view that students are the problem.

16. **Alan Hobbs**

- Why are the chicanes being kept in Southfield Road – they serve no function as people park right up to them.

17. **Anthony Cheke, The Inner Bookshop, Magdalen Rd**
  - Area suffers from overspill from existing E Oxford CPZ
  - Sees pavement parking as essential to provide enough parking
  - CPZ will cause issues for businesses
  - Residents will block the shared spaces
  - Could allow weekend parking outside school in Hertford St
  - Lack of parking in Catherine St
  - Pavement parking works in Cambridge
  - Scheme will need strict enforcement
18. **Barbara Crossley, Divinity Rd area resident**
  - Pleased about new 20mph limit coming in
  - Concern over who is a resident and how they will prove it?
  - Wants road closures
  - Too many shared bays in Southfield Rd
19. **Cllr Larry Sanders**
  - Why not leave Iffley Fields out and wait and see if there is a problem?
  - Why can't car use by Brookes students be controlled when they are living out? Shouldn't rule out this option.
20. **Sian Charnley, Magdalen Rd area resident**
  - Safe pavements should not be negotiable
  - White lines on the pavement will not solve the problem – people can't park well enough.
  - Cars manoeuvring on and off the pavement will be dangerous
  - How will children be trained to cross the road?
  - Will there be enough money to enforce parking?
  - Scheme shows lack of vision
  - Should be addressing climate change
21. **Pete Turville**
  - 2 cars essential for many households for getting to work
  - Main problem is commuters
  - Council should be taking on large employers
  - Council hasn't worked out where the commuters come from
  - Why should residents pay for problem they are not causing?
  - Why not have a congestion charge?
  - County Council has no political mandate for the city
  - CPZ will cause substantial loss of parking space and lead to overspill into surrounding areas
  - Nature of the area will change as families will avoid it.
22. **Louise Locock, Iffley Fields Residents Association**
  - Fire Service concerns are 'muddying the water'
  - When people asked for a CPZ they did not know what it would look like
  - Want further consultation on a different scheme
  - What scheme to be deferred

23. **Peter Lewis, Iffley Fields area resident**
  - Scheme should be put to referendum
  - Decision will be made behind closed doors, with no scrutiny
24. **David Boshier, Argyle St resident**
  - LTP did not identify CPZs in these areas
  - Concern over vehicle speed
  - How does this fit with school travel plans and encouraging children to walk to school?
  - Will fines be issued for footway parking?
25. **Alan Berman, Southfield Rd resident**
  - There is no problem with emergency access
  - No need for pavement parking
  - Should be able to control commuter and Brookes parking by other means
  - CPZ is a misuse of public funds
26. **Hugh Jaeger, Bus Users UK**
  - Bus users are pedestrians – concern over pavement parking
27. **Richard Twinch, Hill Top Rd resident**
  - Need for flexibility – treat each area according to its needs
  - Need to be lenient at start
  - Need to show humanity
  - Need to consider businesses
28. **Finn Fordham**
  - Unhappy that people are being made to feel guilty about opposing the scheme, because of Fire Service issues
  - Fire Service data provided only covers Divinity Rd area
  - Shows only 1 access problem in 8 years
  - Need to have a flexible scheme or do nothing
29. **Paul Pemberton, Aston St resident**
  - Scheme is unfair to HMOs
  - In a shared house some people won't be able to get to work if they can't get a parking permit
30. **Cllr John Tanner**
  - In favour of parking restraint
  - County council not listening
  - Should not impose scheme on Iffley Fields
  - Opposes pavement parking
  - Should not charge for parking permits
  - Ridgefield Rd area should be included.
31. **Cllr Nuala Young**
  - Smaller fire engines should be pursued
  - People's concerns should be made publicly available.

Edward Murphy of the Fire and Rescue service was called to respond at various points in the meeting. Below is a summary of the points he made:

**Smaller fire appliances:**

Service's efficiency and response times across the county would be compromised by having some smaller engines rather than a standard fleet. When there is a fire, the nearest appliance will attend. Smaller appliances carry lower payload and less water.

**Reported difficulties in attending incidents:** Since 1996 there have been 146 incidents in the area. In about 10% of cases crews reported difficulty getting to the incident. Parked cars can prevent crews from getting out of the vehicle.

The meeting closed at 21:30.

**ANNEX C****Existing footway parking conditions in the Magdalen Road area – selected streets**

Street	% cars on footway	No. cars on footway <1m from boundary	% cars on footway <1m from boundary	Mean distance from boundary – cars on footway (20% sample) cm	Approx min distance from boundary cm
Charles	100%	35	48%	120	60
Aston	100%	15	38%	113	75
Percy	77%	18	50%	87	70
Essex	67%	24	86%	93	60
Fairacres	44%	21	62%	96	75

**ANNEX D****Surveys undertaken by the Fire and Rescue Service**

<b>Road</b>	<b>Date</b>	<b>Time</b>	<b>Comments/Problems</b>
Argyle Street	12/7/09	9:49	Very tight due to car parking, very slow progress with guides.
Bedford Street	10/7/09	21:30	Guided through, took approx 5 minutes to get half way. Could not go further after junction with Argyle Street due to badly parked vehicles.
	10/7/09	18:00	Attended incident: Guided through, took approximately 10 minutes.
	12/7/09	10:00	As above.
Warwick Street	10/7/09	21:45	One car prevented access.
		9:45	Very tight, guided through.
Fairacres Road	10/7/09	22:00	No access due to many cars making it too tight.
	11/7/09	10:00	Also no access.
	12/7/09	10:15	Very tight access not good.
Chester Street	10/7/09	21:55	Couldn't fit through, had to reverse out due to one designated parking area at bottom of the road.

## ANNEX E

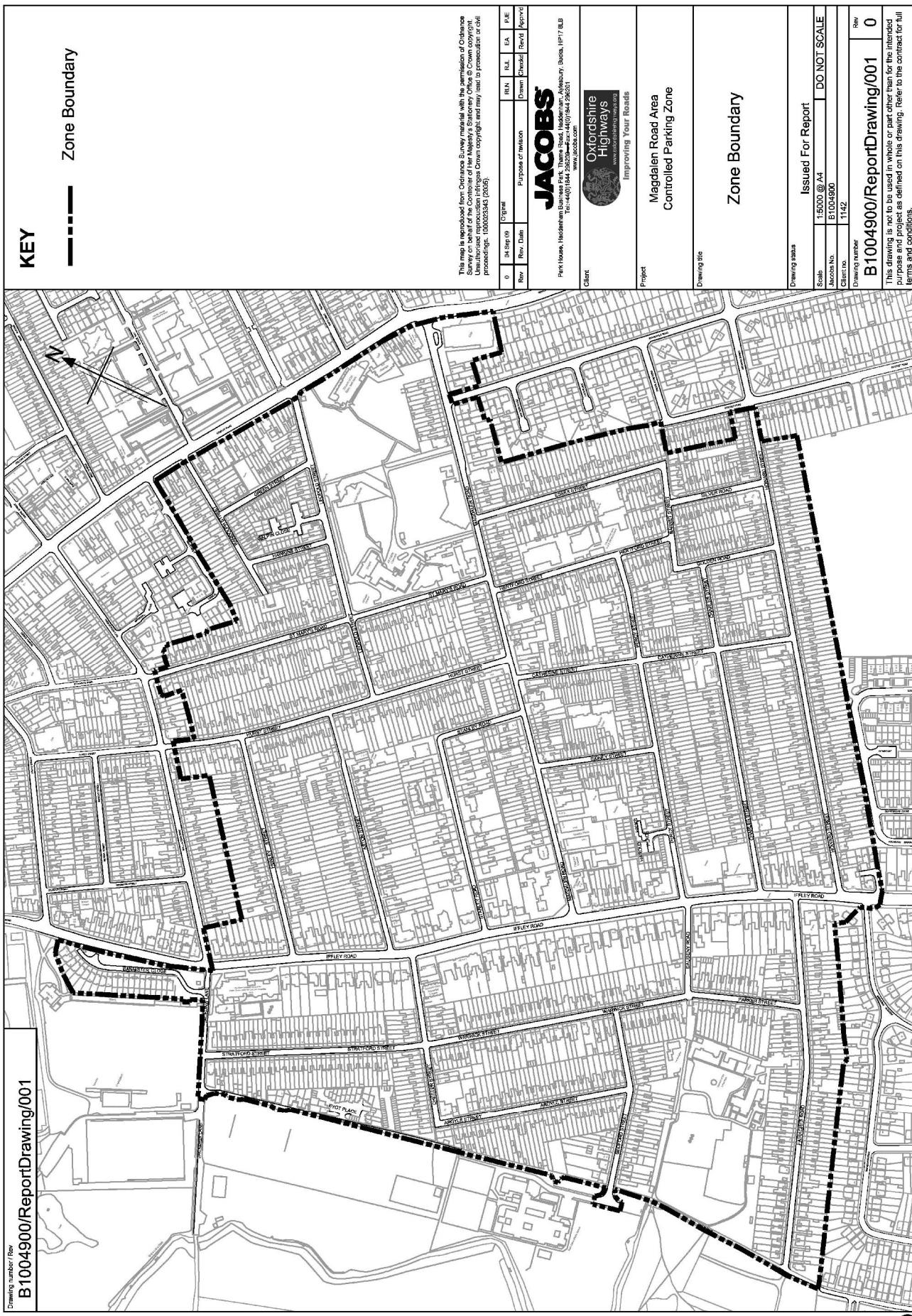
### **Proposed minor amendments subject to reconsultation.**

- i. If it were decided to proceed with the scheme as proposed, the following amendments would be recommended, subject to further consultation with residents and businesses in the immediate vicinity.
- ii. Where footway widths are 1.1 metres for extended lengths that the minimum allocation of 0.3 metres for a tyre be reduced to 0.2 metres;
- iii. Review location of hydrants near 15 Magdalen Street, 14 Leopold Street, and Car Club bay on Fairacres Road. If fall within the bay amend proposals to protect the hydrant;
- iv. Argyle Street: Provide additional shared bays;
- v. Bannister Close: Change the existing limited waiting proposed in Bannister Close from 'No Waiting Monday to Friday 8am – 6pm' to 'No Waiting Monday to Friday 11am – 1pm';
- vi. Bedford Street: Change the 'No Waiting At Any Time' across the rear access of 69/71 Argyle Street to 'Permit Holders Only'.
- vii. Argyle Street: Reduce the length of 'No Waiting At Any Time outside 40/42 Argyle Street by providing a 'Permit Holders Only' bay;
- viii. Aston Street: Change 'Permit Holders Only' across the access of 22 Aston Street to 'No Waiting At Any Time';
- ix. Bedford Street: Change the 'No Waiting At Any Time' around the turning head of Bedford Street to 'No Waiting 8am – 6pm Monday to Friday';
- x. Charles Street: Review extent of 'No Waiting At Any Time' across the rear access of 87 Charles Street;
- xi. Chester Street : Change existing '2 hour shared bays 8am – 6:30pm Monday to Sunday and Permit Holders bay 24 hours Mon-Sun' to '3 hours shared bays 8am – 6:30pm Monday to Sunday and Permit Holders bay 24 hours Mon-Sun;
- xii. Essex Street : Replace 'No Waiting At Any Time' with 'No Waiting 8am – 6:30pm Monday to Friday' across School Keep Clear Markings;
- xiii. Galpin Close: Contact the land owner to seek permission to provide 'No Waiting At Any Time';
- xiv. Green Street: Change 'Permit Holders Only' across the access to 9/10 Green Street to 'No Waiting At Any Time';

- xv. Henley Street: Change 'Permit Holders Only' for the length of the dropped kerb in front of the garages at 52A Henley Street to 'No Waiting at Any Time';
- xvi. Henley Street: Change 'Permit Holders Only' across the garage to 1b Henley Street to 'No Waiting At Any Time';
- xvii. Hertford Street: Replace 'No Waiting At Any Time' with 'No Waiting 8am – 6:30pm Monday to Friday' across School Keep Clear Markings;
- xviii. Percy Street: Change 'No Waiting at Any Time' across the garages owned by the hairdressers on Percy Street to '3 hour shared bays 8am – 6:30pm Monday to Sunday and Permit Holders bay 24 hours Mon-Sun';
- xix. Hurst Street: Change 'Permit Holders Only' across the access to 104 Hurst Street to 'No Waiting At Any Time';
- xx. Hurst Street: Replace 'No Waiting At Any Time' on the north east side near the Bullingdon Road to 'Permit Holders Only' ;
- xxi. Hurst Street: Change 'No Waiting At Any Time' in front of 105, 122 and 112 Hurst Street to 'Permit Holders Only';
- xxii. Iffley Road: Change 'No Waiting At Any Time' across the frontages of 299, 299A, B & C Iffley Road to 'No Waiting 8am - 6:30pm Mon- Fri';
- xxiii. Iffley Road: Reduce the length of the zig zag lines and 'No Waiting At Any Time' across the frontages of 225 – 227 Iffley Road to '2 hour shared parking bays 8am – 6:30pm Mon-Sun and Permit Holders bay 24 hours Mon-Sun';
- xxiv. Hawkins Street: Relocate the car club bay in Hawkins Street to Leopold Street and replace with 'Permit Holders Only';
- xxv. Hertford Street: Change 'No Waiting At Any Time' with 'No Waiting 8am – 6:30pm Mon- Fri' across School Keep Clear markings;
- xxvi. Catherine Street: Provide additional '2 hour shared parking bays 8am-6:30pm Mon- Sun, Permit Holders bay 24 hours Mon-Sun' near the junction with Magdalen Road;
- xxvii. Iffley Road: Change the shared bays on the east side of Iffley Road from '3 hour shared parking bays 8am-6:30pm Monday to Sunday, Permit Holders 24 hours Mon-Sun' to ' to '3 hour shared parking bays 8am-6:30pm Mon-Sun and Permit Holders 24 hours Monday to Sunday' leaving it open to all users in the evenings;
- xxviii. Magdalen Road: Change the existing '2 hour shared parking bays 8am- 6:30pm Mon-Sun and Permit Holders bay 24 hours Mon-Sun' on the south side to 'shared parking bays 8am-6:30pm Mon-Sun and Permit Holders bay 24 hours Mon-Sun' leaving it open to all users in the evenings;
- xxix. Magdalen Road: Change the '2 hour shared parking bays 8am to 6:30pm Mon-Sun and Permit Holders 24 hours Mon-Sun' in the vicinity of the Pegasus

Theatre to '3 shared parking bays 8am to 6:30pm Mon-Sun and Permit Holders 24 hours Mon-Sun';

- xxx. Magdalen Road: Change 'Permit Holders Only' in front of 147/147a Magdalen Road to '2 shared parking bays 8am to 6:30pm Mon-Sun and Permit Holders 24 hours Mon-Sun';
- xxxi. Parker Street: Change 'Permit Holders Only' in front of the gate of 26 Parker Street to 'No Waiting At Any Time';
- xxxii. Percy Street: Change 'Permit Holders Only' across the access to 76 Percy Street to 'No Waiting At Any Time';
- xxxiii. Percy Street: Change the shared bays on north west side near the junction with Iffley Road from '3 hours shared parking bays 8am-6:30pm Mon-Sun, Permit Holders bay 24 hours Mon-Sun' to '3 hour shared parking bays 8am-6:30pm Monday to Sunday and Permit Holders bay 24 hours Mon-Sun' leaving it open to all users in the evenings;
- xxxiv. Catherine Street: Change 'Permit Holders Only' across the access to the garages near 34 Catherine Street to 'No Waiting At Any Time';
- xxxv. Randolph Street: Replace the length of 'No Waiting At Any Time' to 'Permit Holder Only' in front of 53 Randolph Street;
- xxxvi. St. Mary's Road: Change 'Permit Holders Only' across the access of 37/38 St Mary's Road to 'No Waiting At Any Time';
- xxxvii. Stanley Road: Review design on the northwest side – southeast arm of Stanley Road. Stanley Road: Change 'Permit Holders Only' across the accesses to 2A and 32 Stanley Road to 'No Waiting At Any Time';
- xxxviii. Stratford Street: Retain the disabled bay outside 25 Stratford Street on the carriageway and provide 'No Waiting At Any Time' opposite it replacing proposed 'Permit Holders Only';
- xxxix. Warwick Street: Increase the number of shared bays in Warwick Street (to be determined);
- xl. Warwick Street: Reduce the extent of the 'No Waiting At Any Time' restriction on Warwick Street opposite Bedford Street and provide 'Permit Holders Only'.



Division(s): Headington and Marston and East Oxford

## ITEM TDC8

### TRANSPORT DECISIONS COMMITTEE – 1 OCTOBER 2009

#### OXFORD, DIVINITY ROAD AREA CONTROLLED PARKING ZONE

##### Report by Head of Transport

##### Introduction

1. This report outlines the statutory consultation process on the Draft Traffic Regulation Orders (TROs) for the proposed Divinity Road Area Controlled Parking Zone (CPZ). It provides information on the policy context, development of the process to date, an outline of the consultations carried out, specific issues that have been raised by consultees and recommendations in light of responses received.

##### Policy Context and Background

2. The policy context for the Divinity Road CPZ is contained in the county council's Local Transport Plan (LTP2) for 2006 - 2011. The plan includes a parking strategy, which recognises that CPZs have an important role to play in controlling the overall level of peak hour traffic within Oxford's Ring Road and so helping tackle congestion in the city. It is also recognised that CPZs help to protect local streets from intrusive long-stay commuter parking.
3. The Divinity Road Area adjoins the existing East Oxford CPZ and experiences displacement from commuters and residents in that area who may be unable to park or who have not obtained a permit. The demand for residential parking space in the Divinity Road Area is very high, resulting in obstructive and potentially unsafe parking practices. Currently vehicles are parked partially on the footways in many roads. Whilst the proposed traffic order does not prevent footway parking, it aims to regulate it ensuring that footway widths are maintained, wherever possible, to a minimum of 1.2 metres (1 metre at pinch points). A few of the streets in the Divinity Road Area are narrow and current parking practices result in access issues for emergency services. To ensure emergency access is maintained, the proposals allow for a minimum of 3 metres clear running lane between parking bays

4. The proposed CPZ would restrict the number of permits per property to control the demand for on street parking (this would be in line with the adjacent East Oxford CPZ where similar capacity problems exist).
5. On-street parking places for the exclusive use of car club vehicles have been included in the proposals following the establishment of Commonwheels car club in the area. A separate Traffic Regulation Order has been written to formalise these parking place. This was advertised in conjunction with these proposals.
6. A parking survey was conducted in the Divinity Road Area as part of a feasibility study in 2007 which indicated a non-resident occupancy of 184 vehicles in the zone parked for more than 4 hours, 125 of which were parked for more than 6 hours. Although it is appreciated that some of these vehicles were visiting properties in the area, it is likely that the majority belonged to non-residents

### **Feasibility Study Report February 2008**

7. A feasibility Study was undertaken between August 2007 and January 2008 to identify the feasibility of additional CPZ's within Oxford. The Divinity Road Area was one of 6 areas identified. The study included site surveys and parking surveys to determine the level of residential and commuter parking. It also involved informal consultation with stakeholders and local councillors. A full report on the study is available in Background Document A.
8. The study revealed a significant amount of commuter parking and very high residential parking demand. The comments received enabled officers to assess the need for a CPZ in the area, and determine the geographical extent of the zones to be promoted. Initially it was proposed to promote a CPZ in the Divinity Road area, followed by the Magdalen Road area. However, due to pressure from residents in the Magdalen Road area, it was decided to promote both zones together, to allow for simultaneous implementation in order to avoid potential displacement parking from one side of Cowley Road to the other.
9. Based on the findings of the feasibility study, the Cabinet Member for Transport decided to proceed with the promotion of the Divinity and Magdalen Area CPZs.

### **Initial Consultation Process: 13 June 2008 – 11 July 2008**

10. As part of a consultation pack, an explanatory leaflet was prepared outlining the broad principles of a CPZ and how it might operate. Alongside the leaflet, a drawing was included, showing examples of

parking layouts – with and without footway parking, and the likely impact of each type of layout on parking capacity. However, this stage of consultation did not include parking layout plans.

11. The pack also included a questionnaire, the response to which was used as an aid in the creation of an overall scheme design to be consulted upon at the next stage of the process (informal consultation). The questionnaire sought people's views on suitable hours of operation, whether the number of permits should be restricted, and whether footway parking should be part of the design, as well as their overall views on a CPZ. It also asked for information about car ownership.
12. Initial consultation packs, including the explanatory leaflet, were sent to every resident and organisation within the zone as well as properties just outside it. City and county councillors were also sent the information. A full report on the initial consultation is available in Background Document B.
13. The results of the consultation process showed that respondents were overall in favour of a CPZ, and whilst some were reluctantly in favour they acknowledged the need for a CPZ in their area but resented paying for it and/or were concerned about the 'knock on' effect it might have in surrounding streets. It was also recognized that there was a need to restrict the number of permits due to the high demand relative to available space.
14. Having reviewed the public response to the consultation alongside the county council's five priorities for transport scheme development as outlined in LTP2, it was decided to proceed with a preliminary design and to try and address any concerns raised where possible. An informal consultation would then allow all residents an opportunity to comment on the proposed restrictions and to allow for amendments to be made to further address any specific needs, before proceeding to formal consultation.
15. Based on the results of the initial consultation the following proposals were to be put forward at the informal consultation stage:
  - for permit holder only parking to be provided at all times;
  - any general short term parking for 2 or 3 hours from 8.00am to 6.30pm Monday to Friday with permit holders exempt from time limit reverting to permit holder only in the evenings;
  - under certain conditions footway parking would be provided,
  - restrict residents to 2 permits per household; and
  - include car club bays within the proposals.

**Informal Consultation Process:  
7 November 2008 – 8 December 2008**

16. Plans were drawn up showing the parking layout and designation of parking bays in each street.
17. The residential parking demand across the zone was calculated using surveys undertaken in October 2007 & October 2008. The surveys showed a demand for 807 parking places and the proposed scheme provided 873 parking spaces (excluding Morrell Avenue) including bays across accesses but excludes disabled bays. With a reduction in the number of vehicles as a result of restrictions on the number of residents' permits and potentially through use of the car club it was felt the proposals would adequately cope with fluctuations in car ownership.
18. A consultation pack, including plans, was delivered to every resident and organisation within the zone. City and county councillors were also sent the information, and it was available on the county council's website. The pack also included a questionnaire which sought people's views on the layout of the proposed parking scheme and the mix of different types of parking places available. The informal consultation was carried out simultaneously with the Magdalen Road area. A full report on the informal consultation is available in Background Document C.
19. An exhibition of the proposals was held at The Regal on Cowley Road on Thursday 20 November 2008 between 2:00pm and 8:30pm, and Friday 21 November 2008 between 10:30am and 4:00pm. Detailed plans of each road in both zones were exhibited and representatives from Oxfordshire County Council were available to answer any questions. A total of 179 people signed in at the exhibition over the two days
20. The informal consultation received 214 responses out of approximately 1083 sent out (a 20% response rate). 87 (41%) respondents found the proposed layout acceptable and 105 (49%) were against the proposals. However many made suggestions to improve the design which officers felt could be accommodated in the detailed design stage.
21. The proposal to provide partial footway parking was a controversial subject. Whilst consultees were not asked again about pavement parking due to the reasonable response rate in the initial consultation 75 (35%) respondents made additional comments regarding footway parking, 54 of which were against footway parking and 13 were in favour of footway parking. A further 6 comments were received voicing concerns about footway parking on both side of the carriageway. However, there was a considerable amount of campaigning by residents of both zones against

footway parking, and concerns were expressed strongly by the Oxford Pedestrians Association and groups representing those with disabilities.

22. Cheney School objected to footway parking as Southfield Road and Divinity Road are both well used by their students walking to and from school.
23. The Fire and Rescue Service expressed serious concerns about any proposals to provide clear running lane widths of less than 3 metres as it can seriously affect fire appliance access. Three metre running lanes allow a distance of 0.25-0.30 metres either side of the appliance for crews to dismount. They requested that partial footway parking be considered where necessary in order to guarantee emergency access.
24. Residents of Divinity Road made specific objections to the loss of parking proposed at the north eastern end of Divinity Road. The design at this location was proposed to provide a completely clear route for pedestrians, particularly students from Cheney School, removing existing footway parking.
25. Following a review of the public response, which was generally in support of the proposals, the Cabinet Member for Transport decided to proceed with a detailed design and formal consultation on the following basis
  - Proceed with proposal to restrict residents' permits to 2 per household, with a commitment to review this after a year of operation;
  - Retain the usual allowance of 50 visitor permits per resident aged 17 years or older;
  - Provide partial footway parking to maximise available parking on street, subject to the need to:
    - Retain a running lane of 3 metres;
    - Provide footway widths of 1.2 metres or greater except for short distances around pinch points where it may be reduced to 1 metre as an absolute minimum;
    - Where possible retain one clear footway.
  - Amend the proposals to change all shared bays from being in operation 8:00am – 6:30pm, Monday to Friday to 8:00am – 6:30pm, Monday to Sunday, allowing residents parking Monday to Sunday (24hrs);
  - Continue the promotion of car club bays;
  - Reinstate footway parking at the north eastern end of Divinity Road;
  - Undertake specific changes to the proposal in line with street specific concerns as recommended in the Informal Consultation Report available for viewing in Document C.

## **Formal Consultation Process: 11 June 2009 to 9 July 2009**

26. The new revised scheme (excluding Morrell Avenue) provides approximately 602 permit holder only spaces, 57 three hour shared use parking spaces, 129 two hour shared use parking spaces, 11 disabled bays and 9 car club bays. This provides 799 parking places across the zone for residents and their visitors including disabled parking spaces compared with overnight on-street parking of 807, a deficit of 8 spaces. It should be noted that the estimated number of bays includes 'Community Management' i.e. parking across accesses.
27. A total of 1093 consultation packs were delivered to every resident and organisation within the zone. An example of this can be seen in background Document D, which is available in the Members' Resource Centre. A further 70 packs were sent to formal consultees. Each formal consultee was sent a Notice and Statement of Reasons and a copy of the plan showing the entire zone. Examples are also in Document D. An A4 copy showing the proposed zone boundary is also included at Annex E of this report.
28. Packs were also provided for public inspection at Cowley Road Library, Oxford Central Library, County Hall and Speedwell House. Street notices were placed in every road within the zone for the duration of the consultation period. The notice was also advertised in the Oxford Times on 11 June 2009.
29. In line with normal practice for formal consultation on traffic orders, the consultation questionnaire simply asked people to reply with any objections they had to the scheme, or any comments they wished to make. They were not asked whether or not they supported the scheme.
30. The formal consultation process generated 170 responses which equates to a 16% response rate, lower than previous consultations. All the returned questionnaires and accompanying letters can be viewed in Document B, available in the Members' Resource Centre.
31. Of these responses (72%) had objections to the proposals and 43 (25%) had no objections. The remaining 3% had either responded by email and so not filled in a questionnaire and/or stated no preference. Of the objections many could be addressed or partially addressed.
32. A synopsis of each comment or objection together with the officers' response and recommendation can be found in Document D, also in the Members' Resource Centre. A summary by road of these comments is also included for reference in Annex A attached to this report.

33. Two petitions were received during the course of the consultation copies of which are attached to this report. The first was from residents of Minster Road (cul de sac) objecting to the no waiting restrictions at the end of their cul de sac (24 signatures from 14 of the 17 addresses). The second was from the Divinity Road Area Residents' Association, objecting to pavement parking. This contained 254 signatures from 162 addresses. The on-line version of the petition received 131 signatures from 115 addresses
34. A meeting was held outside the consultation period on 22 July 2009 at the St Clements Family Centre. All Residents' Associations and local councillors were invited to attend and posters were erected around the zone to advise residents. Attendees were advised that this was not part of the consultation process but was a chance for Councillor Hudspeth to hear their views directly. Notes from the meeting are included in Annex B.

### **Issues Arising from the Formal CPZ Consultation**

35. The main recurring themes of the objections during the formal consultation process were:
  - People felt that there was no problem in the area;
  - Footway parking, particularly in streets where it does not regularly occur;
  - Restricting permits to 2 per household, some felt this was too many whilst others felt there should be no restriction;
  - Insufficient visitor permits, although some objected to the fact HMO's would end up with so many visitors permits.
36. A summary of the main objections and more specific objections by road can be found in Annex A attached to this report.

### *Footway Parking*

37. A number of organisations raised strong objections to the proposed footway parking. This included The Oxford Pedestrians Association, Oxford City Council's Access Officer, and the Oxford City Access Forum. The details of the objections can be seen in Document D.
38. Footway parking has been proposed in roads where the carriageway widths are insufficient to accommodate carriageway parking on both sides of the road and still maintain a 3 metre running lane to aid passage for emergency services. Previous consultations indicated that residents would find removal of parking on one side of the road unacceptable, therefore it was decided to proceed with consulting on a design which included footway parking.

39. DfT guidance on inclusive mobility as states that 'A clear width of 2000mm allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints 1500mm could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres). If there are local restrictions or obstacles causing this sort of reduction in width they should be grouped in a logical and regular pattern to assist visually impaired people.'
40. Current practices mean that on many occasions footways fall below a width of 1 metre. A weekday daytime survey in three streets within the area, carried out in August 2009, when there was a relatively low amount of parking, revealed the severity of the problem. The problem is likely to be worse in the evenings and at weekends, particularly in term time. See table in Annex C.
41. The proposals aim to maintain a minimum footway width of 1.2m reducing to 1m only at pinch points. Where ever possible wider footway widths would be maintained. There are occasions where the footway width is reduced to 1.1m for extended lengths but the aim has been to keep these to a minimum.
42. It is acknowledged that this does not meet the 1.5 metre requirement for a wheelchair to turn, but it was felt this would be an improvement to the current situation. However, many people do not see the potential improvement on current conditions as a justification for introducing footway parking and would prefer to see either a scheme with no footway parking and far fewer parking spaces, either immediately, or after other measures are introduced to reduce car ownership. In addition to the consultees mentioned above, individuals and councillors both from within and living outside the area have expressed concerns about footway parking, in principle. Many have expressed their concerns about the impact on disabled people. Among other views expressed are that:
  - It prioritises the function of the street as storage for private cars, above its function for the community as a whole and as a thoroughfare for pedestrians, including non-residents;
  - It conflicts with the objective of encouraging people to walk;
  - It could cause damage to kerbs and to vehicles.

### *The need for a CPZ*

43. 8 (5%) respondents believed there was not an issue with commuter parking. Commuter parking in an area is not simply about parking it is about unnecessary vehicles driving into an area increasing congestion level on routes into Oxford. By preventing commuter parking this reduces congestion on the main routes and pushes commuters back onto the outskirts using the Park & Ride facilities provided and public transport.
44. CPZs restrict the availability of commuter parking in residential streets, and encourage commuters to find alternative means of transport both into and within the City. Reducing the number of commuter journeys into Oxford reduces congestion on main routes, and reduces traffic in residential streets caused by drivers looking for spaces. By reducing traffic levels, CPZs can contribute to improvements in air quality. They also ensure that cars are not parked in inappropriate or unsafe places, thereby contributing to road safety and improvements to the street environment.

### *Permit Restrictions*

45. It is acknowledged that the current residential parking slightly exceeds the number of parking places proposed (including Community Management). However, the scheme would probably reduce the number of vehicles parking in the area due to the proposed restriction on the number of permits to two per property. Whilst 8 (5%) respondents felt this would not restrict the number of vehicles and that only 1 permit should be issued it should be noted that the provision of 2 permits does not necessarily mean that a residency will have two permits. Much as is currently the case, some properties have no cars, some have 1, and some have 2 or more. For those with more than 2 vehicles they would need to reduce the number they park on the street, which in turn reduces the level of on street parking. Furthermore, the car club trial seems to be very successful and may encourage some residents' to part with their second cars.
46. In some streets in the zone displaced parking is experienced from neighbouring zones which would not be possible if these proposals were progressed. This in turn could result in reducing the demand for parking spaces.
47. Some respondents suggested that a second residents' permit should be provided on a basis of need. Consideration has been given to ways this might be achieved but it has not been possible to determine a reasonable criteria that could be imposed.

### *Visitor Permits*

48. Only 6 (4%) respondents felt that there were insufficient visitors' permits per person, this was of particular concern to single occupancy (or single parent) households and elderly residents. Some respondents had concerns that residents in multiple occupancy houses would be able to 'club together' to obtain excessive numbers of permits enabling them to park an additional car on a long term basis. This seemed to be particularly referring to student accommodation where residents would only be there for part of the year.
49. The visitor permit scheme is standard across all Oxford CPZs. There may be scope for a general review of permit conditions as part of any future review of permit charges.

### *Other Objections*

50. 5 (3%) respondents objected to permit charges. Permit charges are uniform throughout the whole of Oxford and were agreed by The Cabinet on 19 September 2006 following a formal consultation process.
51. Statutory Consultees responses other than those already mentioned included Cllr. John Tanner and Cllr. John Sanders who reiterated many of the objections raised by residents of the area including:
  - permit charges;
  - review of the zone should include the impact on surrounding roads;
  - footway parking and the need for a 3metre clear running lane for the fire service.
52. Other issues mentioned such as allocation of visitors permits and carers' permits were already included as part of the scheme.
53. Thames Valley Police made a number of comments and objections. These can be seen in Document F.
54. 'No Waiting At Any Time' has been provided across accesses at the request of residents or where there is an underlying safety issue. Where this is not the case these accesses are subject to 'Community management' which allows residents and their visitors to park across their accesses if displaying a valid permit.

### **Equality and Inclusion**

55. The county council has a statutory obligation to promote equality and to consider the impact of its policies and practices on people according to

their race, gender, disability, religion, age, sexual orientation and human rights. It also seeks to promote social inclusion.

56. The scheme has potential impacts on individuals with disabilities, including age related disabilities. These relate mainly to footway parking, which is part of the design proposals.
57. There is a distinction to be made between streets where conditions for disabled people would be improved by the scheme (where footway parking already occurs) and those where they would be made worse (where footway parking does not currently occur). Footway parking, where it currently occurs, frequently leaves less than 1m of clear footway, preventing wheelchair access along the footway. Footway parking as proposed, backed up by sufficient enforcement, would provide sufficient space for wheelchair access along the footway, but would prevent wheelchairs from being able to turn or pass one another, other than at passing places. Although, wherever possible, one side of the road has been kept clear of footway parking, wheelchair users may need to use the footway parking side, where they may have difficulty getting in and out of pedestrian gateways. They may also be forced to travel up to 50m in one direction before being able to turn around.
58. The scheme is not considered to have a direct impact on individuals according to their race, gender, religion, sexual orientation and human rights. It could have a greater impact on some groups of people than others, but these do not directly fit with the above categories. For example, the allowance of visitor permits could disbenefit single adult households compared with couples or larger families. This is mitigated in the case of access to services for elderly and disabled people, by the availability of carers' permits. On the other hand, those living in households with more than two adults could be disadvantaged if more than two of them wished to keep a car, due to the proposed permit restriction. The opportunities of those unable to keep a car may be restricted to some extent compared with those who have access to a car, though this disadvantage is mitigated by the location near to services and good public transport.

## **Environmental Implications**

59. The scheme would lead to an increase in the number of signs and lines in the area, though this would be kept to a minimum through careful design. Existing poles and lamp columns would be used for signs if practical and any new posts would be sited as sensitively as possible. Where agreeable with homeowners signs could be erected on boundary walls.

## How the Project Supports LTP2 Objectives

60. Together with other CPZs in the area, the Magdalen Road CPZ would prevent commuters from parking in local streets and continuing their journey into the centre of Oxford or to the major employers in the area.
61. The introduction of a Magdalen Road CPZ would therefore encourage commuters to use alternative means of travel to get to their place of work, for example by Park & Ride, other bus services, or cycling and walking.
62. Such a change in travel behaviour would reduce the overall level of traffic, having a direct benefit of helping to reduce congestion in the area. Other benefits associated with reduced traffic would be improved road safety, improved accessibility (through the increased attractiveness of existing or potential bus services), improved air quality and an improved street environment.

## Financial and Staff Implications

63. The total cost of the proposed zone is estimated at £184,000 of which construction costs would be in the region of £87,000. The project is fully funded. The source of the funding is £48,000 from SCE and £136,000 from developer funding.

## Conclusions

64. There is a considerable strength of opinion against footway parking. However, where footway parking currently occurs the proposals represent a significant improvement over current conditions. Officers believe that the scheme would provide an acceptable solution, taking into account the need to:
  - remove commuter parking;
  - provide good access for pedestrians and disabled people throughout the whole area;
  - satisfy the demand for a reasonable level of resident and visitor parking;
  - ensure emergency access; and
  - improve road safety.
65. If it is decided to progress the scheme, some of the objections raised to the scheme could be addressed by small amendments that would be subject to minor consultation with residents and businesses in the immediate vicinity. These are listed in Annex D.

66. Implementation of this scheme prior to the implementation of a CPZ in the Magdalen Road area is likely to result in a level of overspill parking that would be unacceptable to residents in that area.

## RECOMMENDATIONS

**67. The Committee is recommended to:**

- (a) subject to final approval of a Controlled Parking Zone in the Magdalen Road area to authorise the making of the Oxfordshire County Council (Oxford – Divinity Road area) (Controlled Parking Zone and Waiting Restrictions) Order 20\*\*;
- (b) authorise officers to reconsult locally on amendments to the scheme, as set out in Annex D to this report; and
- (c) authorise the Head of Transport in consultation with the Cabinet Member for Transport Implementation and Cabinet Member for Growth & Infrastructure to carry out further minor amendments to the scheme and the Traffic Regulation Order that might be required when implementing the proposed parking zone.

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers:	Document A:	Report of Feasibility Study
	Document B:	Report of Initial Consultation
	Document C:	Report of Informal Consultation
	Document D:	Formal Consultation Details
	Document E:	Questionnaire Responses
	Document F:	Analysis of Responses Consultation Contributors Comments and Recommendations
	Document G:	Petitions
	Plan Nos.	B1004800/A1/DD/1200/001 B1004800/A3/DD/1200/001 to 006

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September 2009

## ANNEX A

### Summary of Comments Received for Divinity Road Area

#### General Comments

**Many respondents felt that 2 permits per household was too many and that this would not address the issue of too many vehicles parking in the evenings.**

In the initial consultation whilst opinions were mixed most people preferred a limit of two permits per property. It is felt limiting the number of permits to one per property at this time would create more difficulties for many families and households than limiting them to two permits which should be more manageable initially.

Some have argued that the second permit should be allocated on the basis of need, but this would be extremely complex and costly to administer. Suggestions made regarding what would constitute the need for a second permit such as family circumstances, commuting to work etc are likely to be easily justifiable by most people.

Surveys undertaken by both the County Council and local residents to determine the current parking demand suggest that properties with one or two cars will be accommodated within the proposed scheme. It is acknowledged, that if every household obtained two permits then there would be insufficient room on street, however, allowing two permits per household does not mean that every property will require two permits. Currently, there is no control on the number of vehicles parking in the area so any restriction will help to reduce the existing demand.

**Several respondents felt that the number of visitors' permits per person was insufficient, particularly for those who had numerous visitors at one time or for single occupancy houses.**

The number of permits allocated per person aged 17 years and older is 50 per year. For properties with more than one adult this would normally adequately cover the number of visitors in a year. For single occupancy households it is acknowledged that this may be insufficient. This allocation is consistent across all zones in Oxford. A review of the permit policy is due to be undertaken which could include visitors' permits.

Households who regularly need visitors for medical reasons would be entitled to a carer's permit which is transferable between vehicles. For example, this may be an elderly resident who needs people to drop in and assist with shopping, housework etc as they are unable to do it or a disabled resident who needs carers to regularly visit the property.

**Several respondents objected to being charged for the privilege to park on their streets particularly when the proposals did not improve the situation.**

As indicated in the 'Frequently Asked Questions' provided with the consultation pack the permit fees are intended to cover administration and enforcement costs, not to make a profit. These costs are not paid for by council tax, so there is no double payment. It is felt residents' permits bring benefits for local residents, including protecting their streets from unsafe parking and reducing the number of non-locals parking in their streets. The permit fee for one car amounts to less than £1 per week.

**A number of respondents expressed concerns about how tradesmen would park in the area when undertaking works on properties.**

As described in the 'Frequently Asked Questions' supplied with the consultation materials, weekly permits are available for contractors undertaking any demolition, excavation, building or maintenance operations or repair works at premises within the zone at a cost of £15.00 per week.

**Several respondents indicated that there was not a commuter parking problem in their area.**

Problems with commuter parking are not solely associated with stationary vehicles but also with the unnecessary number of vehicle trips generated increasing congestion levels on routes into Oxford. Preventing commuter parking therefore reduces congestion on the main routes and pushes commuters back onto the outskirts of the city, encouraging them to use the Park & Ride facilities provided.

Commuters are not the only issue in the area being addressed by the proposed CPZ. It also intends to address levels of parking in the evenings and ensure that they do not increase to unmanageable levels in future years.

**Several respondents expressed concerns that increased carriageway widths would result in an increase in vehicle speeds.**

Any increase in width on the streets where footway parking is proposed will be small in terms of dimension but significant with regards to access. Vehicle speeds are not expected to change significantly as a result of these proposals as the roads will still be restricted to a single narrow lane.

It is acknowledged that where parking is proposed on one side only that carriageway widths will increase significantly and subsequently there may be some increase in speeds. However, due to the existing widths where it is

proposed it is not possible to provide parking on both sides whilst still maintaining minimum footway widths of 1 metre and running lane widths of 3 metres.

**Several respondents expressed concerns that the proposals penalised HMOs.**

The current trend in many towns and cities is for multiple occupancy houses. There is also an increase in car ownership. Unfortunately, road space is limited and streets cannot cope with the increasing demand for parking spaces. In view of this in many cities including Oxford it is felt this is the fairest way to ration permits to the available space. This not only affects HMOs but also families with several cars, who would need to consider whether they could manage with fewer. In our opinion public transport in Oxford is excellent and provides a viable alternative to car ownership for many. A car club has been launched in the area and already is working well. Car clubs may be a cheaper alternative to owning a car for some residents and are available 24 hours a day.

**Many respondents objected to the provision of footway parking throughout the zone.**

A petition was presented by the Divinity Road Area Residents' Association objecting to footway parking throughout the zone. As the issue in each road is slightly different they have been discussed in more detail in the summary of responses for each road.

**A number of respondents suggest that the Fire Service should obtain narrower fire engines for the area.**

The issue of obtaining narrower fire engines is not a simple option. There is likely to be a need to retrain staff to use a different machine as hoses etc are located in different parts of the vehicles. Smaller engines carry less water and their hoses may be shorter. This could result in a loss of efficiency within the service and could adversely affect the services ability to fight a serious house fire. In addition it is not guaranteed that a narrow fire engine would be available for a certain area as it could be sent to incidents elsewhere.

## **Summary of Comments by Road**

The following section summarises the main concerns/comments on a road by road basis. Where specific issues are raised concerning that particular road or the reasoning behind a decision varies from road to road these have been commented on directly. Common concerns throughout the zone have been addressed earlier in the report.

### **Bartlemas Close**

There are 9 properties in Bartlemas Close. 3 (33%) responses were received, 1 of which objected to the proposal of including Bartlemas Close in the scheme. 2 respondents have no objections to the proposals.

The current parking demand is 8. The proposed scheme provides 46 shared/permit holder bays plus 1 car club bay.

One respondent objected to the inclusion of Bartlemas Close in the Divinity Road Area as there is no parking problem in the road and the space is necessary for the people involved in activities at the sports ground.

Bartlemas Close is included in the proposals to protect it from commuter and overspill parking from other roads in the zone.

### **Bartlemas Road**

There are 68 properties in Bartlemas Road. 8 (9%) responses were received, 4 of which indicated that they had objections to the proposals. Of these 1 asked for minor changes to the scheme as opposed to objecting to it in its entirety.

The current parking demand is 83. The proposed scheme provides 78 shared/permit holder bays plus 1 car club bay.

One respondent objected to the limited number of visitor permits.

Two respondents objected to footway parking.

The average carriageway width of Bartlemas Road is between 6.3 metres and 6.4 metres and the average footway width on the both sides are 1.4 metres and 1.5 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Therefore it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass. Footway parking occurs on both sides of the road in Bartlemas Road, the current proposals regulate footway parking and remove it from one side of the carriageway.

If the scheme is progressed parking bays would be marked to allow sufficient width on the footway for wheelchairs. Wherever possible a minimum width of 1.2 metres would be provided with an absolute minimum of 1 metre at pinch points. Where possible wider footways will be provided.

One respondent stated the preference for one permit per household.

One respondent objects to permit charges, but thinks the proposal is a good idea as they always have difficulty in parking in the road.

One respondent requested double yellow lines across their property driveway.

### **Cowley Road**

There are 66 properties in the length of Cowley Road within the zone. 6 (9%) responses were received, 5 of which indicated that they had objections to the proposals.

The current parking demand on Cowley Road is 6, the proposed scheme provides 7 permit holder bays. The remaining restrictions in Cowley Road remain unchanged.

One respondent objected to footway parking, however, there is no footway parking proposed on Cowley Road. Where objections have been received for specific roads these have been addressed separately in the relevant sections of this report.

One respondent requested that residents' permits be reduced to one per household.

A letting agency in Cowley Road is against the number and cost of business permits as this will affect the business.

One respondent objected to the number of visitor permits allowed per resident over the age of 17 as HMOs will obtain enough permits for an additional vehicle.

One respondent requested shared bays in front of St. Mary's Church.

One respondent requested additional car club bays as the respondent is concerned that there will not be enough space for all the cars when the CPZ is introduced.

If the Car Club is successful and further spaces/vehicles are required these can be introduced at a later date.

St. Albans Church committee are in favour of the scheme if the following two changes could be made:

- (i) 3 hour shared bays are provided around the church with time limit restriction for all including permit holders.
- (ii) Temporary parking permits for funerals like those envisaged for hotels and guesthouses.

### **Divinity Road**

There are 205 properties in Divinity Road. 27 (13%) responses were received of which 12 support the proposal and 15 have objections to it.

The current parking demand is 178 .The proposed scheme provides 161 shared/permit holder bays plus 1 car club bay.

Seven respondents objected to footway parking. Footway parking currently exists at the north eastern end of Divinity Road where the carriageway narrows. In the informal consultation proposals footway parking was removed from Divinity Road to provide clear footways for pedestrians, however, there were significant objections to this proposal. Therefore it was resolved to reinstate the footway parking and formalise it to maintain minimum footway widths of 1.2 metres (1 metre at pinch points).

Two respondents requested that the number of visitor permits be allocated per household instead of per person as the current proposals may lead to abuse in HMOs.

Three respondents objected to the proposal of allowing 2 resident permits per household as they felt it might result in more cars than spaces. One of these responses was against issuing 2 permits to a property with off street parking.

The respondent of 175 Divinity Road requested a white access protection marking instead of the 'No Waiting At Any Time' restriction currently proposed across the driveway between 175 and 179 Divinity Road.

The 'No Waiting At Any Time' restriction at this location has been proposed due to the close proximity of the build out. It is felt that there is a need to provide a passing space on at least one side of this feature to improve road safety.

Two respondents objected to permit charges.

Two respondents stated that that there were too many shared parking spaces in Divinity Road especially outside Co-op. One of these respondents also expressed the same concern in Hill Top Road, Bartlemas Road and Warneford Road.

One respondent stated that the double yellow lines outside No.2 Divinity Road is too short for a car and needs to be removed.

The restriction outside 2 Divinity Road is approximately 5 metres in length.

One respondent objected to students being able to obtain permits.

One respondent requested double yellow lines across their driveway.

One respondent expressed concern about the criteria on which parking permits will be issued as their address is in Divinity Road.

One respondent requested for a White Access protection marking across the garage of number 74 Divinity Road which is accessed from Warneford Road.

One respondent requested that the 2 hour shared parking place in Stone Street be changed to permit holders only. In addition they requested that driveways be protected between numbers 91 and 131 Divinity Road.

One respondent requested a white access protection marking instead of the proposed double yellow lines across their garage to enable loading and unloading.

One respondent requested the extension of the parking space in front of 117/119 Divinity Road.

One respondent objected to the proposals as landlords need permits to maintain their properties.

One respondent expressed concerns regarding the extent of the 'No Waiting at Any Time' restrictions near the junction of Minster Road.

One respondent is concerned that they will not be able to park outside their house, No.147 Divinity Road, and feels that it is unsafe for them to walk to the parking space down the road.

One respondent requested a one way system in Divinity Road.

### **Hill Top Road**

There are 79 properties in Hill Top Road. 43 (54%) responses were received, 36 of which support the proposals and 5 containing objections to them. Of these objections

The current parking demand is 34, the proposed scheme provides 83 shared/permit holder bays.

One respondent supported the Car Club scheme.

Three respondents objected to shared parking in Hill Top Road one of which felt that it would encourage students.

Two respondents objected to the scheme being operational in the evenings.

One respondent requested 3 hours shared parking bays in the vicinity of the Golf Course in Hill Top Road.

The Golf Course has off street parking and therefore it is felt that it is not necessary to increase shared parking in the area for it.

Three respondents objected to footway parking.

One respondent objected to footway parking in Hill Top Road.

The carriageway width of Hill Top Road is between 6.2 metres and 6.3 metres and the footway width on both sides is between 1.5 metres and 1.6 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Therefore, it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass.

Two respondents felt that the CPZ would increase vehicle speeds one of which requested a one way system and 20 mph speed limit in Divinity Road and Southfield Road.

Four respondents objected to the timings of the shared bays. One opposed restrictions in the evenings and 2 opposed the provision of shared bays at weekends in Hill Top Road, Warneford Lane and at the north eastern end of Southfield Road.

Three respondents objected to the 'No Waiting At Any Time' restrictions in front of numbers 15,17 and 19 Hill Top Road as the other side of the road also has 'No Waiting At Any Time' restrictions. One of these respondents requested a disabled parking space outside of 17 Hill Top Road.

One respondent expressed concern that an iron drain in front of number 3 Hill Top Road protrudes and punctures tyres.

One respondent felt the flats in Southfield Park should be part of a separate zone as the proposals could result in them parking in neighbouring streets.

One respondent stated that 25 free visitor permits is not adequate and would prefer to have 50 free visitor permits per resident.

One respondent objected to the provision of 'No Waiting At Any Time' restrictions in front of number 46 Hill Top Road.

One respondent objected to the restrictions near the junctions

One respondent objected to the shared parking bay at the top of Hill Top Road stating that it will be used by students and visitors to the hospital.

One respondent requested 'No Waiting at Any Time' restrictions across the access to number 59 Hill Top Road.

### **Manzil Way**

There are 7 properties in Manzil Way, no responses were received from these properties.

The current parking demand is 5, the proposed scheme provides 18 shared bays plus 1 car club bay.

### **Minster Road**

There are 39 properties in Minster Road. 9 (23%) responses were received, 7 supporting the proposals and 2 objecting to them.

The current parking demand in the road is 56 and the proposed scheme provides 58 shared/permit holder bays.

Two respondents reported that a disabled parking bay outside No.2 Minster Road is not used as the disabled resident is deceased.

Two respondents objected to footway parking in Bartlemas Road of which 1 respondent strongly objected to the footway parking proposal in streets where residents currently park on the carriageway.

Footway parking currently occurs on both sides of Bartlemas Road. The proposals are to provide footway parking on one side of the road leaving one footway completely clear, thereby improving the current situation.

Two respondents requested one permit per household of which 1 stated that 2 permits can be issued on the basis of need.

One respondent objected to the charge for car club parking permits.

One respondent requested narrower fire engines.

One respondent stated that Brookes University is the cause of the parking problem and they should not be allowed to bring cars into Oxford City.

Four respondents objected to the proposed 'No Waiting At Any Time' restrictions in the Minster Road cul-de-sac.

## **Morrell Avenue**

There are 87 properties in Morrell Avenue. 9 (10%) responses were received, 5 of which support the proposals and 4 have objections to them.

The current parking demand is 20. The proposed scheme provides 44 shared bays.

One respondent objected to students bringing cars into the city.

One respondent objected to the number of free visitor permits and felt they were insufficient.

One respondent requested a white access protection marking for their access.

Five respondents objected to the footway parking of which one was concerned about the enforcement of the scheme and overgrown hedges blocking the footway.

There is no footway parking proposed in Morrell Avenue, however, every endeavour has been made to minimise footway parking in surrounding roads.

Two respondents stated that a one way system should be introduced in Divinity Road and Southfield Road.

One respondent stated that the shared parking bays will be abused if not properly enforced.

One respondent requested that the 2 hour shared bays in Morrell Avenue be changed to 4 hour shared parking bays.

One respondent requested 'No Waiting At Any Time' restrictions across their driveway.

'No Waiting At Any Time' restrictions are currently proposed across the access to 131 Morrell Avenue.

### **Parsons Place**

There are 36 properties in Parsons Place. 10 (28%) responses were received, 7 of which support the proposals and 3 containing objections to them.

The current parking demand is 32. The proposed scheme provides 22 shared/permit holder bays plus 1 car club bay.

Three respondents objected to the scheme, one of which stated that the proposals contained insufficient parking space for residents and also included objections to student and HMO parking.

One respondent objected to footway parking stating that there was no strong evidence for it.

The carriageway width of Parsons Place is 6.3 metres and the footway widths are 1.4 metres and 1.6 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metre wide parking bays is 6.6 metres. Therefore it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass.

One respondent stated that there is no parking issue in Parsons Place and the scheme is of no benefit except to raise funds for the council.

One respondent requested 'No Waiting At Any Time' restrictions across their driveway.

### **Southfield Park**

There are 175 properties in Southfield Park. 12 (7%) responses were received, 8 of which support the proposals and 4 have objections to them.

The current parking demand is 47. The proposed scheme provides 23 shared/permit holder bays.

One respondent requested a disabled parking bay.

Three respondents objected to the inclusion of Southfield Park in the proposals as there is currently no problem in the area.

Three respondents objected to the proposals as they restrict visitor parking.

Two respondents stated that Southfield Park needed more parking spaces.

One respondent queried the enforcement of parking in the garage forecourts.

One respondent requested that permit charges match the garage rents to avoid cars spilling onto the road from the garages and also stated that the plans for Southfield Park contradict the tenancy agreement. The respondent also expressed the following queries:

- i. A bus stop is missing from the plan in Southfield Park.
- ii. Can HGV's continue to park overnight along with other vehicles.

### **Southfield Road**

There are 170 properties in Southfield Road. 24 (14%) responses were received, 19 of which support the proposals and 3 have objections to them.

The current parking demand is 156. The proposed scheme provides 156 shared/permit holder bays plus 3 car club bays.

Sixteen respondents objected to footway parking in Southfield Road one of which also objected to footway parking on both sides of the road in other streets. A second objected to students parking.

The carriageway width of Southfield Road is between 6.3 metres and 6.4 metres and the average footway width on both sides is between 1.4 metres and 1.5 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metre wide parking bays is 6.6 metres. Therefore it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass.

One respondent stated that the car club bay needed to be moved to the end of the parking bay near Minster Road.

One respondent queried the inclusion of Flat 23 Sinnet Court in the properties eligible for permits.

Two respondents stated a preference for 1 resident's permit per household with a second permit issued on the basis of need. One response requested that the scheme be reviewed 12 months after implementation.

One respondent stated that there should be 50 free visitor permits per resident and the second 50 at a cost of £15.

Three respondents felt that the CPZ would increase the speed of the traffic and two respondents suggested introducing a 20mph speed limit throughout the Divinity Road area.

Two respondents objected to the scheme as there are currently no problems in the area, one of which stated that the scheme makes it difficult to car share with a resident in St. Mary's Road.

One respondent queried the provision for removal vans in the Divinity Road area.

One respondent queried the provisions for the flats between numbers 4 and 6 Southfield Road.

One respondent stated that households should be allocated 100 visitor permits as the current proposals mean that HMOs will get more permits.

One respondent enquired into the size of the required signs as they are willing to have one on their front garden wall.

One respondent requested for a parking bay to be placed in front of number 65 Southfield Road.

Two respondents objected to the number of 2 hour shared parking bays, one of which stated that the scheme should be reviewed in 6 months and enforced properly in the evenings and weekends.

One respondent felt that 50 visitor permits per year was inadequate for a resident and enquired about the carer's permit as they receive regular visits from carers, cleaners etc.

One respondent stated that the location of a car club bay in Southfield Road near Minster Road junction should not be in between 2 permit holder only parking bays.

### **Stone Street**

There are 8 properties in Stone Street. 2 (25%) responses were received, 1 of which supported the proposals and 1 having objections to them

The current parking demand is 25. The proposed scheme provides 30 shared/permit holder bays plus 1 car club bay.

One respondent had concerns regarding the enforcement of the footway parking.

One respondent requested double yellow lines outside number 3 Stone Street.

Double yellow lines are currently proposed across the access to number 3 Stone Street.

### **Tawney Street**

There are 34 properties in Tawney Street. 5 (15%) responses were received, 3 of which support the proposals and 1 having objections to them.

The current parking demand is 34. The proposed scheme provides 38 shared/permit holder bays.

One respondent requested that the parking bay be extended in front of their garage.

One respondent requested a white access protection marking in front of their access and a 2 hour shared parking bay in front of Nos. 3 and 5 Tawney Street.

One respondent was concerned about the space available for lorries to turn if footway parking only occurred on one side.

## **Warneford Lane**

There are no properties fronting the carriageway for the length of Warneford Lane within the zone. The current parking demand in the evenings is 1. The proposed scheme provides 24 shared/permit holder bays.

One respondent objected to the time restrictions of the shared parking bays in Warneford Lane and requested that these bays have no time restriction to enable non-residents to park.

One respondent from outside the zone expressed concern that the 2 hour shared parking bay, Monday to Sunday 8am-6.30pm, may prevent non residents from using the park in the evenings.

## **Warneford Road**

There are 34 properties in Warneford Road. 6 (18%) responses were received all of which had objections to the scheme.

The current parking demand is 46. The proposed scheme provides 33 shared/permit holder bays.

One respondent objected to the reduction in the number of parking spaces and the 'No Waiting At Any Time' restrictions at the junction of Warneford Road and Bartlemas Road.

One respondent requested the removal of 'No Waiting At Any Time' restrictions across their access.

Four respondents objected to footway parking.

The carriageway width of Warneford Road is between 6.2 metres and 6.3 metres and the average footway width on both sides is 1.5 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metre wide parking bays is 6.6 metres. Therefore it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass.

One resident objected to the provision of 2 permits per household instead of 1.

One respondent objected to the number of visitors' permits as they felt they were insufficient.

## ANNEX B

### **Notes of a public meeting Proposed CPZs in Divinity Rd and Magdalen Rd areas of Oxford**

**Wednesday 22 July, 7:30 pm  
St Clement's Family Centre, Cross Street**

Individuals were invited to submit forms requesting to speak, and were allowed a maximum of 3 minutes each. After each speaker, Cllr Hudspeth responded to their specific queries where appropriate.

In attendance: Cllr Hudspeth, Cllr Rose, Joy White, Peter Egawhary (OCC), Naomi Barnes (Jacobs), Edward Murphy (Fire and Rescue Service), plus the local Oxford City councillors. 108 people signed in to the meeting, including local residents and businesses.

Cllr Hudspeth introduced the meeting and said that although the consultation period had now ended all feedback was being considered before a decision that would be made on 1 October.

The main points raised by each speaker are listed below.

1. **Dennis Pratley, local businessman**
  - Lack of public transport as alternative to driving
  - CPZ would lead to more parking in front gardens
  - Residents would take up the 'shared' bays
  - Decision has already been made
2. **Mark Mason, local businessman (MM studios, Percy St)**
  - Shared bay parking is flawed
  - Some cars in the area are parked and not used for over a month, blocking spaces
  - Parking needs to be available for customers, who sometimes stay all day
  - Shared bays should be timed for all users
  - More flexibility is needed for businesses
  - Could businesses have permits like hotel and guesthouse permits?
3. **Ellie Dommett, Oxford Samaritans**
  - Samaritans chose Magdalen Rd based on accessibility including parking
  - Parking needed for staff after 6:30 pm
  - 120 volunteers, many from outside Oxford, come in to work in the evenings.
4. **Sarah Sleet, Iffley Fields Residents Association**
  - Design is so flawed that it is not worth talking about minor improvements
  - Change to design at formal consultation stage – substantially less parking.
  - Scheme will make residential pressure worse

5. **Amar Latif, Iffley Fields Residents Association**

- Commuter parking reason flawed - commuter parking is not a problem.
- Where is the detailed study of Iffley Road announced in LTP?
- Naïve to suggest that 2 permit limit will solve the capacity problem
- Why should residents pay to stop congestion?

6. **Sarah Sharp, resident, Iffley Fields area**

- Iffley Fields should be a separate CPZ
- County Council should buy smaller fire engines
- Fire Service found few problems with access
- Effect of CPZ on front gardens

7. **Mari Girling, resident, Iffley Fields area**

- Pavements are for people, not cars
- County council should buy smaller fire engines
- The scheme will affect vulnerable road users

8. **Sarah Wild, resident, Iffley Fields area**

- Concern over loss of parking in Iffley Fields area
- The parking problem is in the evening.
- Concern over restriction on visitor permits especially for home workers and families with young children
- Could visitor permits be for 2-hour slots?
- CPZ will affect people's social lives

9. **Colin Whittle, Southfield Golf Course**

- Different parts of the proposed areas have different problems.
- Access problems in Hill Top Road – serious health and safety concerns
- Refuse vehicles cannot get down Hill Top Road
- Problem is in University term time only.

10. **Stephen Jones – Hill Top Road Residents Association**

- CPZ should not be 'one size fits all'
- Problem in Hill Top Rd is mainly due to students driving to Brookes
- Problem is daytime only
- Footway parking would have a bad effect on Jack Howarth House residents
- Status quo is not acceptable
- County Council should find a way through and not put things off

11. **Nicholas Lawrence, Iffley Fields area resident**

- Agree with need for CPZ
- Wants a response from the Fire Service (see below)

12. **Paul Cullen, Oxford Pedestrians' Association**
  - Pavements are for people
  - Streets are more than storage for vehicles
  - Current situation has arisen because of council's failure to act as custodian of the street.
  - In Ferry Rd and William St (Marston South CPZ) people are forced to walk in the road due to footway parking
  - Inclusive Mobility guidance says pavements narrower than 1.5m should be for max 6m length.
13. **Corinne Grimley Evans, Oxford Pedestrians' Association**
  - If council is condoning pavement parking, why does it fund anti-pavement parking stickers?
  - Everybody pays for the upkeep of pavements – why should they be given over to car drivers?
  - Pavement parking will damage kerbs
  - Pavement parking would take away people's right to use the pavement.
14. **Kerry Patterson, Hill Top Rd resident**
  - Different problems in different areas within the CPZ areas.
  - Cause of problem is commuting by Brookes students, as well as the developments on the Churchill and related sites
  - Students park across drives
  - Problem is in the day time in Hill Top Road
  - Solution may simply be sign saying 'residents only parking' and leave it at that.
15. **Barry Allday, The Goldfish Bowl, Magdalen Rd**
  - CPZ will take away parking for customers to this specialist shop
  - 8 specialist staff will find it difficult to get to work without parking nearby
  - Why does the business permit cost so much more than residents permits?
  - Supports the view that students are the problem.
16. **Alan Hobbs**
  - Why are the chicanes being kept in Southfield Road – they serve no function as people park right up to them.
17. **Anthony Cheke, The Inner Bookshop, Magdalen Rd**
  - Area suffers from overspill from existing E Oxford CPZ
  - Sees pavement parking as essential to provide enough parking
  - CPZ will cause issues for businesses
  - Residents will block the shared spaces
  - Could allow weekend parking outside school in Hertford St
  - Lack of parking in Catherine St
  - Pavement parking works in Cambridge
  - Scheme will need strict enforcement

18. **Barbara Crossley, Divinity Rd area resident**
  - Pleased about new 20mph limit coming in
  - Concern over who is a resident and how they will prove it?
  - Wants road closures
  - Too many shared bays in Southfield Rd
19. **Cllr Larry Sanders**
  - Why not leave Iffley Fields out and wait and see if there is a problem?
  - Why can't car use by Brookes students be controlled when they are living out? Shouldn't rule out this option.
20. **Sian Charnley, Magdalen Rd area resident**
  - Safe pavements should not be negotiable
  - White lines on the pavement will not solve the problem – people can't park well enough.
  - Cars manoeuvring on and off the pavement will be dangerous
  - How will children be trained to cross the road?
  - Will there be enough money to enforce parking?
  - Scheme shows lack of vision
  - Should be addressing climate change
21. **Pete Turville**
  - 2 cars essential for many households for getting to work
  - Main problem is commuters
  - Council should be taking on large employers
  - Council hasn't worked out where the commuters come from
  - Why should residents pay for problem they are not causing?
  - Why not have a congestion charge?
  - County Council has no political mandate for the city
  - CPZ will cause substantial loss of parking space and lead to overspill into surrounding areas
  - Nature of the area will change as families will avoid it.
22. **Louise Locock, Iffley Fields Residents Association**
  - Fire Service concerns are 'muddying the water'
  - When people asked for a CPZ they did not know what it would look like
  - Want further consultation on a different scheme
  - What scheme to be deferred
23. **Peter Lewis, Iffley Fields area resident**
  - Scheme should be put to referendum
  - Decision will be made behind closed doors, with no scrutiny

24. **David Boshier, Argyle St resident**
  - LTP did not identify CPZs in these areas
  - Concern over vehicle speed
  - How does this fit with school travel plans and encouraging children to walk to school?
  - Will fines be issued for footway parking?
25. **Alan Berman, Southfield Rd resident**
  - There is no problem with emergency access
  - No need for pavement parking
  - Should be able to control commuter and Brookes parking by other means
  - CPZ is a misuse of public funds
26. **Hugh Jaeger, Bus Users UK**
  - Bus users are pedestrians – concern over pavement parking
27. **Richard Twinch, Hill Top Rd resident**
  - Need for flexibility – treat each area according to its needs
  - Need to be lenient at start
  - Need to show humanity
  - Need to consider businesses
28. **Finn Fordham**
  - Unhappy that people are being made to feel guilty about opposing the scheme, because of Fire Service issues
  - Fire Service data provided only covers Divinity Rd area
  - Shows only 1 access problem in 8 years
  - Need to have a flexible scheme or do nothing
29. **Paul Pemberton, Aston St resident**
  - Scheme is unfair to HMOs
  - In a shared house some people won't be able to get to work if they can't get a parking permit
30. **Cllr John Tanner**
  - In favour of parking restraint
  - County council not listening
  - Should not impose scheme on Iffley Fields
  - Opposes pavement parking
  - Should not charge for parking permits
  - Ridgefield Rd area should be included.

31 **Cllr Nuala Young**

- Smaller fire engines should be pursued
- People's concerns should be made publicly available.

Edward Murphy of the Fire and Rescue service was called to respond at various points in the meeting. Below is a summary of the points he made:

**Smaller fire appliances:**

Service's efficiency and response times across the county would be compromised by having some smaller engines rather than a standard fleet. When there is a fire, the nearest appliance will attend. Smaller appliances carry lower payload and less water.

**Reported difficulties in attending incidents:** Since 1996 there have been 146 incidents in the area. In about 10% of cases crews reported difficulty getting to the incident. Parked cars can prevent crews from getting out of the vehicle.

The meeting closed at 21:30.

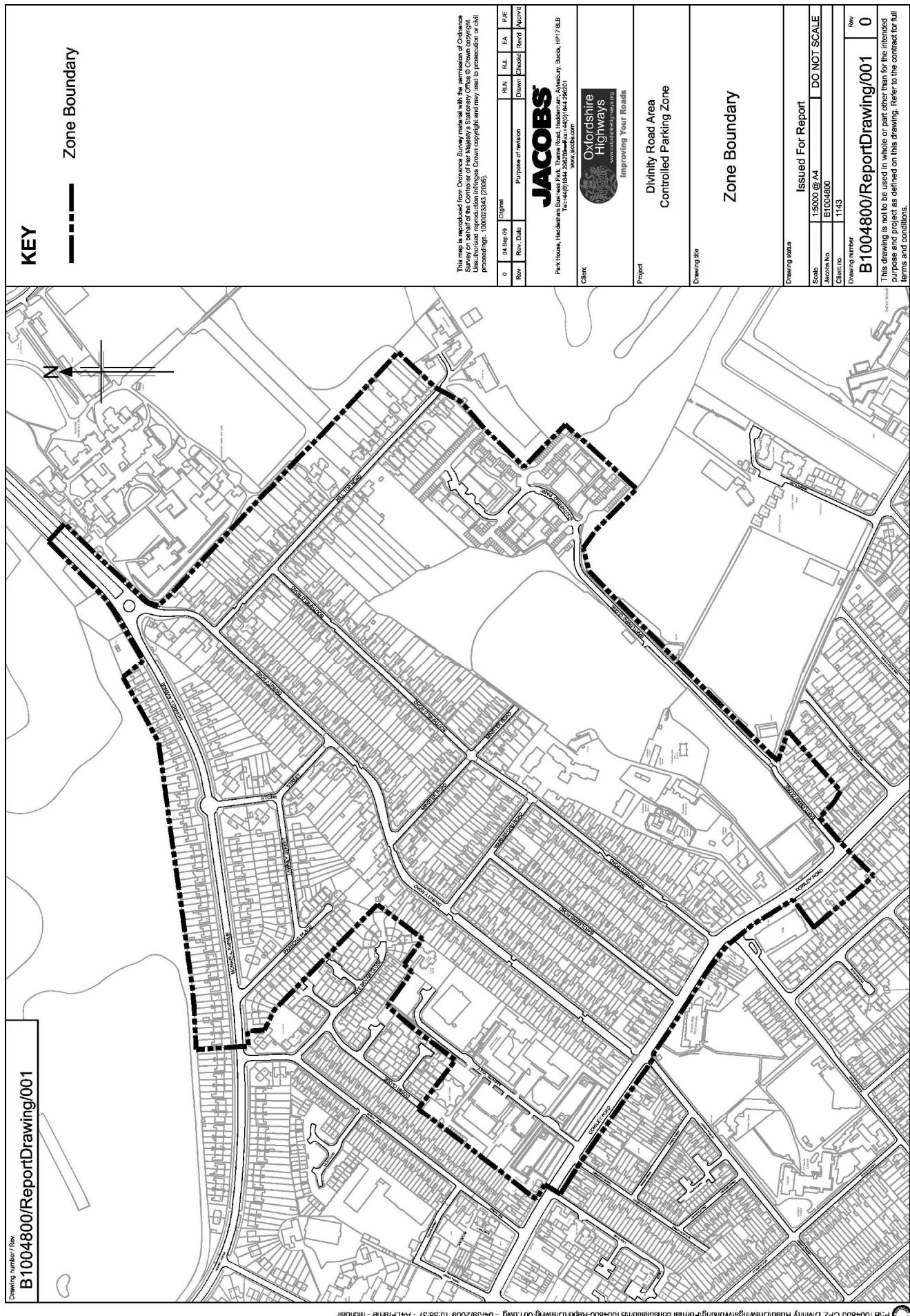
**ANNEX C****Existing footway parking conditions in the Divinity Road area – selected streets**

Street	% cars on footway	No. cars on footway <1m from boundary	% cars on footway <1m from boundary	Mean distance from boundary (20% sample of cars on footway) cm	Approx min distance from boundary cm
Bartlemas Rd	81%	23	79%	91	60
Top end Divinity Rd	61%	5	36%	96	60
Stone St	67%	18	30%	103	75

**ANNEX D****Proposed minor amendments subject to reconsultation.**

If it were decided to proceed with the scheme, the following amendments would be recommended, subject to further consultation with residents and businesses in the immediate vicinity.

- i. Include an exemption for emergency vehicles or vehicles being used for police purposes;
- ii. Where footway widths are 1.1 metres for extended lengths that the minimum allocation of 0.3 metres for a tyre be reduced to 0.2 metres.
- iii. Bartlemas Close: Replace all 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm with 3 hours Shared parking bay with no restriction in the evenings.
- iv. Bartlemas Road: Change 'Permit Holders Only' across the access to 2A Bartlemas Road to 'No Waiting At Any Time'
- v. Cowley Road: Review parking outside St Mary's Church
- vi. Cowley Road: Provide 3 hour shared parking bays near St. Albans Church.
- vii. Divinity Road: Change 'Permit Holders Only' across the access to 147 Divinity Road to 'No Waiting at Any Time'.
- viii. Divinity Road: Change the 'No Waiting At Any Time' across the garage of number 74 Divinity Road to 'Permit Holders Only'
- ix. Divinity Road: Review the length of No Waiting at Any Time outside 117/119 Divinity Road.
- x. Hill Top Road: Change 'No Waiting At Any Time' outside 46 Hill Top Road to 'Permit Holders Only'.
- xi. Hill Top Road: Change 'Permit Holders Only' across the access of number 59 Hill Top Road to No Waiting at Any Time'
- xii. Hill Top Road: Refer concerns regarding drain in front of No.3 Hill Top Road to maintenance team.
- xiii. Minster Road: Change No 'Waiting At Any Time' within the Cul-de sac with 'Permit Holders Only'
- xiv. Parsons Close: Change 'Permit Holders Only' across the access of number 6 Parsons Close to 'No Waiting At Any Time'
- xv. Southfield Road: Change 'No 'Waiting At Any Time' Infront of number 63 Southfield Road to 'Permit Holders Only'
- xvi. Tawney Street: Change 'No 'Waiting At Any Time' across the garage of number 22 Tawney Street to 'Permit Holders Only'
- xvii. Warneford Street: Change 'No 'Waiting At Any Time' across the access to number 20 Warneford Road to 'Permit Holders Only'
- xviii. Warneford Lane: Replace all the 2 hour shared parking bays 8am-6.30pm Mon-Sun in Warneford Lane to 2 hour shared parking with no restriction in the evenings.
- xix. Refer all disabled bays requests to the TRO team in Oxfordshire County Council



Division(s): East Oxford

**ITEM TDC9**

## **TRANSPORT DECISIONS COMMITTEE – 1 OCTOBER 2009**

### **EAST OXFORD CONTROLLED PARKING ZONE REVIEW 2008/09**

#### **Report by Head of Transport**

#### **Introduction**

1. On the 18 July 2006 Oxfordshire County Council's Cabinet considered a report on the introduction of Charges for Residents' and Residents' Visitors' Permits. That meeting resolved to instruct officers to start a programme of reviews for the existing Controlled Parking Zones in Oxford and this report is a consequence of that Cabinet resolution.

#### **Background**

2. A Controlled Parking Zone (CPZ) has been in existence in East Oxford for over 20 years and was last reviewed almost ten years ago. This culminated in the current Traffic Regulation Order (TRO) which came into force in 2000. Since then only the traffic calming scheme along Cowley Road and some minor variation Orders have been promoted to exclude new residential development in the zone from any entitlement to on-street parking permits.
3. This review proposes to consolidate existing amendments and make changes to some of the residents' parking and waiting controls which were identified by officers and also some that were suggested by residents who have contacted us either before or as part of the preliminary Informal Consultation. This review does not alter any of the existing parking and loading arrangements along Cowley Road.
4. The main aims of the CPZ remain to:
  - Tackle congestion by removing parking places available to commuters who park in the area, either near to their work or to access other forms of transport for onward travel;
  - Deliver accessibility by protecting junctions and narrow streets from inappropriately parked vehicles;
  - Prioritise the remaining parking places for residents or short term visitors to businesses and residents in the area.

#### **The Review Process (including an Informal Consultation)**

5. Officers reviewed the existing parking arrangements by carrying out daytime and night-time parking surveys, on site measurements and an Informal

Consultation which sought residents' views on the existing scheme by distributing questionnaires to all properties within the existing zone. Copies of the letter and questionnaire can be found in background Document A, which is available in the Members' Resource Centre.

6. Recipients were asked how the existing CPZ could be improved and their opinions were invited on the following issues;
  - (i) Whether or not Permit Holders should be exempt from the time limit in the 2 and 3 hour parking places throughout the zone;
  - (ii) Should the time limits apply at weekends and in the evenings within the time limited parking places;
  - (iii) Whether the existing permit restraint should be reduced from the present two permits per household to one and, if so, should those already with two permits be allowed to continue to apply for both their permits.
7. Before the Informal Consultation, a meeting was held with local members from both Oxfordshire County Council and Oxford City Council to discuss the above issues and find out any additional information that would be useful to the review process.
8. In total 235 responses were received during the Informal Consultation and from the results it was clear that the hours of operation within the time limited parking places should not be extended to cover evenings and Sundays - 65% of those that responded favoured this option. Similarly there was support for making Permit Holders exempt from the time limit in the 2 and 3 hour parking places - a total of 65% either favoured this proposal or did not mind (47% and 18% respectively).
9. The situation regarding permit restraint was not as clear. 44% of respondents wanted the maximum limit to remain at two per dwelling, 35% preferred reducing the number of residents' permits to one per dwelling and 21% preferred limiting the number of residents' permits to one per dwelling, except where two residents already have a permit each. Some of the support for one permit was conditional on other exceptions. Consequently it was felt that there was not enough support to include any change in the formal proposals at this time, but that a separate consultation on the level of permit restraint for the zone would be more appropriate at a later stage.

## **Formal Proposals**

10. The previous review had done much to maximise the amount of on-street parking. However, it was felt by officers that some extra space could be created by rearranging some of the existing restrictions and improving the parking layout. The revised controls and parking layout would also take into account new access requirement as well as protecting Fire Hydrants within the carriageway. Additionally, an amount of extra parking could be made available to residents and their visitors in Cowley Place through the use of

shared-use time limited parking bays in place of the existing general unlimited parking places and some short lengths of extraneous waiting restriction.

11. Overall the proposals provide for approximately 1075 overnight parking spaces throughout the zone. Of these 865 parking spaces would be accessible to permit holders for parking throughout the whole day, an increase of 115.
12. Night-time surveys indicated that the maximum residential on street parking demand is approximately 810. Although the total amount of evening parking appears to suggest that there is a surplus parking provision of approximately 240 spaces, it must be remembered that there is a significant demand for this parking in the area because of the evening economy that exists along Cowley Road and the surrounding area. Therefore this does suggest that the parking demand is close to capacity.
13. A more detailed description of the proposals is contained within the Annexes to this report, listed below:

**Annex 1** Details of Proposals and Comments Concerning Zone-wide Issues;

**Annex 2** Details of Proposals and Comments Concerning Street Specific Proposals;

**Annex 3** Details of Street Specific Changes Where No Comments Were Received.

### **Formal Consultation Process (25 June 2009 – 24 July 2009)**

14. Approximately 2400 consultation packs were sent to every property within the existing CPZ. These packs contained a covering letter, a list of proposed changes and other relevant documents which were listed in the covering letter. Information was also sent to 39 formal consultees and documents placed on deposit for public inspection at the Central Library, Cowley Library, County Hall and Speedwell House. Copies of the consultation pack and documents placed on deposit can be found in background Documents A and B respectively, both of which are available in the Members' Resource Centre.
15. Street notices were placed in every road within the zone for the duration of the consultation period and a Public notice published in the Oxford Times on 25 June.
16. 28 responses were received during the statutory consultation. Copies of the letters of comment are contained within Document C which is available in the Members' Resource Centre. A synopsis of each comment and further detailed analysis in relation to the proposed changes is set out in Annex 1 (Zone-wide issues) and Annex 2 (Street-specific issues) to this report. Annex 3 details the proposed changes in streets where no comments were received.

17. There were 9 responses regarding zone-wide issues, 6 of which concerned matters not contained within the proposals. These related to enforcement, charging for residents' permits, reducing the maximum number of permits available to households, allowing unrestricted parking during the evenings and requests for other classes of permit. These are beyond the scope of this review but could be considered in any later review of the parking permit scheme. There were 3 other comments relating to zone-wide issues. It is not proposed to uphold these objections for reasons set out at Annex 1.
18. Of the 19 responses on street-specific issues there are 10 where it is considered that, following detailed investigation of the comments made, some changes to the advertised proposals are desirable; these are discussed below in street order. For the remainder, the reasons for proposing no further change are set out at Annex 2.

**Boulter Street.**

19. The information sent to residents referred to the retention of a 1 hour parking place near the junction with St Clement's Street. It appears that this was incorrectly signed as Permit Holders Only. Consequently three residents expressed varying levels of concern about the perceived loss of permit holder parking that correcting the signing error would entail.
20. It is therefore recommended that the controls in the scheduled 1 hour parking place be changed to 2 hour parking 8am – 6.30pm Monday – Saturday where permit holders are exempt from the time limit. This would retain some permit holder capacity without the complete loss of short term parking. To this end we have written to properties in the vicinity, seeking views on this change to the proposals. Any responses will be reported orally at the meeting.

**Cherwell Street.**

21. A resident objected to the additional parking places proposed outside numbers 19 to 25 Cherwell Street. He was concerned that vehicles using these parking places, and others illegally parked, would make turning movements hazardous, prevent street cleansing (which could lead to flooding) and hamper refuse collection since bins are often left at one of the locations.
22. In response, vehicles would be able to continue to use Harpsichord Place for turning, as many currently do, and adequate enforcement should remove the hazard posed by illegally parked cars. However, it is recommended that the part of the proposed Permit Holders Only parking outside number 25 Cherwell Street is abandoned in favour of the existing no waiting at any time as this would facilitate street cleansing operations. The other proposed bays should remain.

**Cowley Place.**

23. Currently much of the parking in Cowley Place is 24 hour with no return within 8 hours. Observations suggest that these parking places become filled with commuters early on during the day sterilising much needed valuable on-street

parking spaces for use by residents and visitors to the area, which undermines one of the core objectives of the controlled parking zone.

24. Conversion of the 24 hour spaces into 3 hour and Permit Holders' Only parking offers a valuable opportunity to provide much needed parking for residents and their visitors in an area of the zone with little scope for on-street parking. The proposed Parking Without Time Limit at the cul-de-sac end is intended to mitigate the loss of the above 24 hour parking. Such parking would be available to over weight/height vehicles that are ineligible for permits under the scheme.
25. The Bursars of St Hilda's College and Magdalen College School (both with frontages along Cowley Place) expressed concern about the proposed additional parking in the road.
  - (a) They fear the additional parking would block the emergency access to St Hilda's College and obstruct sightlines making it particularly hazardous for cyclists, young people and students alike.
  - (b) They state that the area is used as a drop-off point for those attending the two educational establishments in the road and that there have been a series of near fatalities over the last few years.
  - (c) They also mention that delivery vehicles often need to wait near the turning area until they can gain entry to the college's servicing area.
26. The extent of the proposed additional parking has been designed so that it would not obstruct emergency access or hamper turning manoeuvres. It is considered that this would have little effect on visibility for vehicles leaving St. Hilda's College. Additionally, accident data records show that there have been no recorded injury accidents over the past five years anywhere in Cowley Place.
27. However, in response to the comments regarding the number of cars using the area as a drop-off point and to avoid the potential for localised congestion, it is now proposed that there should be No Waiting Monday to Saturday 8am - 6.30pm in place of the proposed parking without time limit.
28. To this end we have written to both establishments, seeking their views on this change to the proposals. Additionally they have been asked if the proposed hours of operation would need adjusting to coincide with the times their delivery vehicles need to wait in order to gain access to their premises. Any responses will be reported orally at the meeting.

**Jeune Street.**

29. Following concerns expressed by a resident of the street and Thames Valley Police that vehicle speed may increase as a result of moving parking places to one side of the road for most of its length it is now recommended that this element of the proposals for Jeune Street should be abandoned. The effect of this on the proposed increase in the level of parking will be minimal.

**Princes Street.**

30. We have received a concern that the existing parking place outside 66 Princes Street makes turning in and out of Grants Mews both difficult and hazardous. Additionally a new access-way, provided for 74 Princes Street, will need protecting. This would not leave a sufficiently viable length of parking place.
31. Consequently it is now proposed to remove both Permit Holders Only parking places and replace them with No Waiting at Any Time. To this end we have written to properties in the vicinity, seeking their views on this change to the proposals. Any response will be reported orally at the meeting.

**Temple Street.**

32. An objection was received to the conversion of a length of No Waiting Monday to Saturday 8am – 6.30pm nearest Kingdom Hall, into three additional Permit Holders' parking places. The owners of the Hall believed that the conversion would result in a loss of parking used by their members during meetings on Sundays and in the evenings.
33. Although the proposals for the entire street would lead to five additional car spaces, which their members could use, they still requested that the permit holders' spaces be allocated elsewhere so that the single yellow line could remain for elderly and disabled members of their congregation. They were also concerned that the proximity of the proposed parking place to their access would make its use difficult.
34. Retaining the single yellow line removes an opportunity to provide three car parking places available to residents during the day which cannot be provided elsewhere in the road. However, in recognising the difficulty their elderly members may have and the comments regarding their access the following is recommended:
  - (a) The extent of additional permit holder parking place proposed be reduced by approximately one third in order to provide potentially two parking spaces available to residents;
  - (b) The no waiting at any time protecting their access to be extended over the remaining portion of No Waiting Monday – Saturday 8am – 6.30pm, nearest Kingdom Hall. This would better protect their access-way while enabling any disabled member of their congregation (displaying a blue badge) to park near the Hall.
35. To this end we have written to properties in the vicinity, seeking their views on this change to the proposals. Any response will be reported orally at the meeting.

## **Effects of the Proposed Divinity Road Controlled Parking Zone**

36. The length of Morrell Avenue, between East Avenue and Divinity Road, is not included within the revised East Oxford CPZ and associated permit scheme as it is intended to include it within the proposed Divinity Road Controlled Parking Zone.
37. Should the proposed Divinity Road proposals be deferred or abandoned it will be necessary to amend the East Oxford TRO to ensure consistency of the restrictions over the affected length of Morrell Avenue.

## **Conclusion**

38. The overall response, during both the informal and formal consultation, did indicate a general level of support for a parking review of this zone and for the need of a more flexible approach to be taken with regard to parking provision that considered the wider community. It should also be noted that the proposals do introduce a greater degree of flexibility for non-permit holders as well as for residents. This has been achieved by introducing more general public parking spaces exempting permit holders from the 2 or 3 hour time limited spaces when compared to the present parking arrangement. The conversion of the existing lengths of 24 hour limited parking control in Cowley Place into 3 hour and permit holder parking will prevent their occupation by commuters and open up a much needed parking resource to residents and visitors at this end of the zone where parking is at a premium.

## **How the Project Supports LTP2 Objectives**

39. These proposals are in line with the LTP objective of improving the street environment and reducing traffic congestion on the principal radial routes through the reduction of longer term on-street parking provision.

## **Financial Implications (including Revenue)**

40. The cost of implementing this review is estimated to be around £90,000, which includes an allowance towards upgrading signs and lines to the current national standards. This cost shall be met from the income generated through the purchase of residential and business parking permits.

## **RECOMMENDATIONS**

41. **The Committee is RECOMMENDED to authorise the making of:**
  - (a) **The Oxfordshire County Council (East Oxford) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 20\*\* subject to the following amendments:**
    - (i) **Boulter Street – Change the controls in the existing 1 hour parking place, 8am – 6.30pm Monday – Saturday into 2 hour**

**parking where permit holders are exempt from the time limit;**

- (ii) Cherwell Street – Remove the proposed Permit Holders Only Parking outside 25 Cherwell Street and replace with No Waiting at Any Time;**
- (iii) Cowley Place – Replace the proposed Parking Places without time limit with No Waiting, 8am – 6.30pm, Monday – Friday;**
- (iv) Jeune Street – Change Proposed TRO to reflect the existing layout of permit holders' only parking;**
- (v) Princes Street – Remove the existing parking places outside numbers 66 and 74 Princes Street and replace with No Waiting at Any Time;**
- (vi) Temple Street – Reduce the extent of proposed additional permit holder parking place near Kingdom Hall by approximately one third and extend the No Waiting at any time protecting the adjacent access to meet it;**

**(b) The Committee is RECOMMENDED to authorise the making of the Oxfordshire County Council (Disabled Persons Parking Places - Oxford) (Amendment No.[8]) Order 20\*\* as advertised**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers:      Document A, containing covering letters with information pack associated with both the Informal and Formal Consultations;  
                                    Document B, containing documents placed on deposit for public inspection;  
                                    Document C, containing emails and letters of comment associated with the Formal Consultation.

All the above are located in the Member's Resource Centre.

Contact Officers:      Stephen Axtell,      Tel 01865 815967  
                                    Peter Egawhary,      Tel 01865 815857

September 2009

Details of Proposals and Comments Concerning Zone-wide Issues			
Proposal or Issue		Comments Concerning The Proposals Arising From THE Formal Consultation.	Reason For Proposal And Officer Response.
a)	<b>To exempt permit holders from the time limit in all 2 hour time limited parking places throughout the zone.</b>	<p>A resident of Marston Street objected to this as they were concerned that permit holders would occupy all of the time limited spaces. This would make it difficult for their visitors to find a space, and would place a higher demand on what they consider is a scarce supply of visitors permits.</p>	<p>The demand for additional permit parking is such that we need to make more space available. Making the 2 hour spaces shared use is a flexible way of increasing the availability of permit parking in what is currently an under utilised resource during the day.</p> <p>The proposed change only applies to 2 hour parking places and not the 30 minute and 1 hour parking places. Consequently, visitors could still use the 30 minutes or 1 hour parking places without competition from permit holders.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>
b)	<b>To continue allowing unrestricted parking in time limited parking places during the evenings and on Sundays.</b>	<p>A prospective resident of Hurst Street would like permit holders only restrictions to apply in the 2 hour parking places during the evenings.</p> <p>Their main concern is that these spaces would be occupied with the overspill from the proposed Magdalen Road zone or by those trying to avoid permit charges from either zone.</p>	<p>The requirement to use permits during the evening leads to a higher demand on what some see as a limited supply of visitors permits.</p> <p>During the informal consultation an alternative solution of extending the 2 hour shared use parking, into the evening was proposed. This would have put less pressure on visitor permits and resulted in much simpler signing. However, this received little support and was not progressed.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>

Details of Proposals and Comments Concerning Zone-wide Issues (continued)			
Proposal or Issue		Comments Concerning The Proposals Arising From The Formal Consultation.	Reason For Proposal And Officer Response.
c)	<b>Enforcement.</b>	There were five comments relating to the level of enforcement. These generally requested more or stated that new restrictions should be rigorously enforced.	Levels of enforcement are not set out in the TRO and are outside the scope of this consultation. However, the specific issues raised by respondents have been passed to the enforcement contractor for appropriate action.  <b>RECOMMEND: No Change to the Advertised Draft TRO.</b>
d)	<b>Permit Restraint (One per Household).</b>	Three residents stated that that a reduction to one permit per household was necessary, while one opposed this view.	At the informal consultation opinion for change was split with some residents wanting a reduction to one permit per household but with exceptions to the rule which would be impractical to implement. Consequently it was felt prudent not to progress this as part of the current review as objections could jeopardize or delay the other improvements being proposed.  It would therefore be advisable to review this at a later date.  <b>RECOMMEND: No Change to the Advertised Draft TRO.</b>
e)	<b>Short term visitor permits.</b>	A resident requested short term visitor permits in blocks of 2 hours to facilitate short visits without using up a full visitor permit when time limited parking is full.	Changes such as this need to be examined as part of a citywide review of permit policy.  <b>RECOMMEND: No Change to the Advertised Draft TRO.</b>

Details of Proposals and Comments Concerning Zone-wide Issues (continued)			
Proposal or Issue		Comments Concerning The Proposals Arising From The Formal Consultation.	Reason For Proposal And Officer Response.
f)	<b>Permits for Hire Cars.</b>	<p>One resident felt that it was not sensible to prevent residents from obtaining permits for hire cars.</p>	<p>This is currently the case for all permit schemes. Consequently it would be better to address this as part of a citywide review of permits policy. Residents do have the option to use their visitor permits for these occasions.</p> <p>In addition there are proposals to enable the introduction of car club bays which could provide an alternative solution for some residents</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>
g)	<b>Student Parking.</b>	<p>Two residents requested some form of sanction to prevent or deter students from obtaining permits.</p>	<p>Sanctions specifically against students could be discriminatory as there is no reliable means of identifying them.</p> <p>However, the proposal to require vehicles to be registered at a zone address may deter students and other transient residents from bringing cars into the area.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>

Details of Proposals and Comments Concerning Zone-wide Issues (continued)			
Proposal or Issue		Comments Concerning The Proposals Arising From The Formal Consultation.	Reason For Proposal And Officer Response.
h)	<b>The requirement to register vehicles at zone addresses</b>	<p>a) Three residents were concerned that the requirement to have cars registered at zone addresses would prevent them from having company cars.</p> <p>b) A retired couple objected to the requirement to have cars registered at a zone address since they only stay at their property for part of the year and have a car registered in another EU member state.</p> <p>They also say it would be impractical to re-register the car each time they return to Oxford.</p>	<p>a) It has now been explained that arrangements are already in place for those who have company cars to continue to have permits.</p> <p>b) The requirement to register cars at a zone address has been proposed to mitigate the effect of the transient population of East Oxford.</p> <p>Although the couple say that it would be impractical to re-register each time they came to Oxford, they do not say why they could not register the car permanently at their Oxford address which would remove the problem.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>
i)	<b>Charging for Residents' Permits.</b>	Three residents made comments and suggestions about this aspect despite being told that this would not be part of the review.	<p>The proposals make no changes to the charging regime,</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>

Details of Proposals and Comments Concerning Street Specific Proposals			
Proposal or Comment		Comments Concerning The Proposals.	Officer Response.
a)	<b>Alma Place.</b>  Additional Permit Holders' Only parking to be provided at 2 locations, by extending an existing parking bay near 1 Alma Place and by replacing a length of double yellow line outside 5 Alma Place.	One comment was received supporting this proposal.	Noted
b)	<b>Boulter Street.</b>  5 metres of existing double yellow line to be replaced with No Waiting, 8am – 6.30pm Monday – Saturday (single yellow line)	<p>Concerns were received about the adjacent time limited parking place (which is currently incorrectly signed as permit holders' only parking). Two residents objected to what they thought was a loss of Permit Holders Only parking, although one felt that exempting permit holders from the 1 hour time limit would be acceptable.</p> <p>There were also concerns that vehicles parking on the proposed single yellow line could obstruct emergency service vehicles</p>	<p><b>RECOMMEND: Change the controls in the existing 1 hour parking place, 8am – 6.30pm Monday – Saturday into 2 hour parking where permit holders are exempt from the time limit.</b></p> <p>The extent and location of this restriction is such that a vehicle using it correctly would make little difference to those turning in and out of the road, particularly since traffic flows are much lighter in the evenings and on Sundays.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>

Details of Proposals and Comments Concerning Street Specific Proposals (continued)		
Proposal or Comment	Comments Concerning The Proposals.	Officer Response.
<b>Boulter Street (continued).</b>	<p>One of the residents was also concerned that those visiting restaurants etc. would occupy the time limited parking and the proposed No Waiting 8am – 6.30, Monday – Saturday single yellow line if there were no evening and weekend permit parking controls.</p>	<p>This is not recommended since it is considered that the proposals represent a balance between business need and the needs of residents.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>

Details of Proposals and Comments Concerning Street Specific Proposals (continued)			
Proposal or Comment		Comments Concerning The Proposals	Officer Response.
c)	<p><b>Bullingdon Road.</b></p> <p>Permit Holders' Only parking place to be extended outside 76 to 78 Bullingdon Road to provide additional parking.</p> <p>Existing 1 hour parking places outside 111 to 112 Bullingdon Road to be replaced with 2 hour parking places (where Permit Holders are exempt from the time limit) on the opposite side of the road.</p> <p>Controls within the existing 1 hour parking places on the southeast side near Cowley Road, would be changed to 2 hour parking places (where Permit Holders are exempt from the time limit). This is to provide flexibility for permit holders.</p>	<p>A resident objected to the removal of some No Waiting at Any Time in front of a dropped kerb outside 77 Bullingdon Road. They consider this restriction should be retained in the event that they should wish to reinstate their off street parking which has been converted into a front garden.</p> <p>An objection was also received from an Oxford College concerning the closure of Bullingdon Road.</p>	<p>The garden in question appears to be too short to accommodate a vehicle without it overhanging the footway and there is also a step at the rear of the footway. Should there be legitimate off-street parking created in the future, the on-street bay can be removed or modified using an Access Protection Marking. Consequently it is not recommended to uphold this objection.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p> <p>There are no proposals to close Bullingdon Road as part of this review.</p>

Details of Proposals and Comments Concerning Street Specific Proposals (continued)			
Proposal or Comment		Comments Concerning The Proposals	Officer Response.
d)	<p><b>Cherwell Street.</b></p> <p>An additional Permit Holders' Only parking place is proposed outside 25 Cherwell Street.</p> <p>Controls within the existing 2 hour parking place outside 42 to 46 Cherwell Street is to be changed to Permit Holders' Only Parking.</p> <p>Additional 2 hour parking place outside 19 to 23 Cherwell Street would replace those converted into Permit Holders Only Parking.</p>	<p>An objection was received from a resident concerning the additional parking places proposed outside 19 to 25 Cherwell Street. They are concerned that vehicles using these parking places combined with others illegally parked would make turning movements hazardous.</p> <p>They also believed that vehicles using the spaces would prevent street cleansing which could lead to flooding.</p> <p>They also stated that household refuse bins were placed in the same location for collection as the proposed Permit Holders' only parking place.</p>	<p>Vehicles would still continue to be able to use Harpsichord Place for turning and adequate enforcement should remove any hazard posed by illegally parked cars.</p> <p>However, it is agreed that the proposed bay outside 25 Cherwell Street could interfere with street cleansing operations and should therefore not proceed</p> <p><b>RECOMMEND: Removing the proposed Permit Holders Only Parking outside 25 Cherwell Street from the Draft TRO.</b></p>

Details of Proposals and Comments Concerning Street Specific Proposals (continued)			
Proposal or Comment		Comments Concerning The Proposals.	Officer Response.
e)	<p><b>Cowley Place.</b></p> <p>The existing 24 hour parking and Permit Holder Only parking on the west side to become 3 hour parking.</p> <p>The existing 24 hour parking place on east side to become Permit Holder Only Parking.</p> <p>Two additional parking places without time limit are proposed southwest of entrance to St Hilda's College.</p>	<p>Objections were received from the College and School concerning the proposed additional parking places at the cul-de-sac end of Cowley Place as it was felt that this could block the emergency access to St Hilda's College or obstruct sightlines making it particularly hazardous for young people and students alike.</p> <p>It is also stated that the area is used as a drop-off point for those attending the two educational establishments in the road, that cyclists are too often in collision with opening car doors and that there have been a series of near fatalities over the last few years.</p> <p>One of the organizations also states that delivery vehicles often have to wait near the turning area until they can gain entry to the college.</p>	<p>It is considered that the extent and location of the proposed additional parking places are such that they would not obstruct emergency access or hamper turning manoeuvres, and that the overall effect on visibility for vehicles leaving St. Hilda's College is not adverse.</p> <p>Additionally, accident records show that there have been no recorded injury accidents over the past five years anywhere in Cowley Place.</p> <p>However, comments regarding the number of cars using the area as a "drop off" point suggest that this location becomes quite busy at school start and finish times. To avoid the potential for worsening any localised congestion, it is now considered prudent to prohibit waiting during the day where there were proposed additional parking places without time limit. This will also enable any delivery vehicles to wait.</p> <p><b>RECOMMEND:</b> Replace the proposed parking places without time limit with No waiting, 8am – 6.30pm, Monday – Friday, subject to any response to this change, which will be reported orally.</p>

Details of Proposals and Comments Concerning Street Specific Proposals (continued)			
Proposal or Comment		Comments Concerning The Proposals.	Officer Comment.
f)	<p><b>Cross Street.</b></p> <p>The 2 hour parking places, where it is proposed to exempt Permit Holders' from the time limit, to be relocated partially on the footway on the northern side only.</p> <p>Two additional 2 hour footway parking places (where Permit Holders' are exempt from the time limit) will also be provided on the northern side.</p> <p>Disabled Persons' Parking Place outside 20 Cross Street to be converted to Permit Holders Only Parking.</p>	<p>An objection was received from a resident of Princes Street who felt that footway parking should not be provided.</p> <p>They suggest that the existing parking be replaced with a protected cycle lane along one side of the road.</p>	<p>Footway parking in Cross Street (between its junctions with Princes Street and Rectory Road) would be necessary to meet a minimum access requirement of 3 metres.</p> <p>This location has a particularly wide footway and a minimum of 1.5 metres width would remain clear for pedestrians.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>
g)	<p><b>Dawson Street.</b></p> <p>Controls within the existing 1 hour parking place to be changed into Permit Holders Only parking.</p> <p>Two additional Permit Holders' Only parking places to be provided.</p> <p>The Existing No Waiting (8am – 6.30pm Monday – Saturday) to be changed to No Waiting at Any Time.</p>	<p>Thames Valley Policed were concerned that there would be insufficient clear running lane width between parking bays on opposite sides of the road.</p>	<p>The existing parking place is marked out as considerably more than the usual 1.8 metre width. This will be adjusted during implementation to provide an adequate clear width on the running lane.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>

Details of Proposals and Comments Concerning Street Specific Proposals (continued)			
Proposal or Comment		Comments Concerning The Proposals.	Officer Comment.
h)	<b>Hurst Street.</b>	<p>Although there are no proposed changes in this road a prospective resident suggested that footway parking be considered (as a last resort), should the introduction of the Magdalen Road Zone lead to insufficient capacity.</p> <p>They also requested some dedicated motorcycle parking since they believe motorcycles take up a car space when they park within the existing parking bays. They also felt that bikes parked in permit holders parking bays are prone to damage as they are easily knocked over.</p>	<p>Lengths of No Waiting at Any Time currently protecting access-ways and junctions have already necessitated single sided parking over this section of Hurst Street. Consequently, footway parking is unlikely to generate any additional parking.</p> <p>Provisions in the TRO require motorcycles to park perpendicular to the kerb. Consequently they should take up less space than any car.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>
i)	<b>Jeune Street.</b> <p>Introduce a 1 metre length of no double yellow line to separate Permit Holders Only and Time limited parking places outside 45 to 47 Jeune Street.</p> <p>Permit Holders Only parking places on the west side of the road moved to the east side.</p>	<p>One resident and Thames Valley Police raised concerns about a possible increase in speed as a result of most of the parking being located on the same side of the road.</p>	<p>While the proposals would only increase the length between chicanes by 50% it is recognised that this could lead to some increase in vehicle speed. Consequently it is proposed to amend the proposals to retain the existing layout of permit holders only parking.</p> <p><b>RECOMMEND: Change Draft TRO to retain the layout of existing Permit Holders Only parking.</b></p>

Details of Proposals and Comments Concerning Street Specific Proposals (continued)			
Proposal or Comment		Comments Concerning The Proposals.	Officer Comment.
j)	<b>Marston Street.</b>	A resident of a car free development was disappointed that the proposals did nothing for them as they would remain excluded from having permits even though they needed their car for work.	The property in question was excluded from permit eligibility from construction so that it would not place an additional burden on parking demand in the area which is oversubscribed.  <b>RECOMMEND: No Change to the Advertised Draft TRO.</b>
k)	<b>Princes Street.</b>  The existing Disabled Persons' Parking Place adjacent to the East Oxford Community Centre to be extended over the adjacent 1 hour parking.  Existing Permit Holders Only parking place, opposite the East Oxford Community Centre, to be extended into adjacent 1 hour parking places.	Concerns were expressed about the difficulty residents of Grants Mews have turning left out of their access, and the lack of visibility, caused by an adjacent parking place outside 66 Princes Street.	In addition to the concerns expressed by the resident of Grants Mews, a new access-way has been constructed outside 74 Princes Street. The remaining length between dropped kerbs is too short for a viable parking place to remain.  <b>RECOMMEND: Remove parking places outside 66 and 73/74 Princes Street, subject to any response to this change, which will be reported orally.</b>
l)	<b>Regent Street.</b>  It is proposed that Permit Holders Only parking places on the northern side of the road between 22 to 25 Regent Street, would be moved to eastern side.	Thames Valley Police raised concerns about a possible increase in speed as a result of most of the parking being located on the same side of the road.	The length of parking in question is relatively short and close to the western end of the road. Consequently, it is felt that vehicles will already be slowing as they approach the "T" junction and that there will be no increase in speed.  <b>RECOMMEND: No Change to the Advertised Draft TRO.</b>

Details of Proposals and Comments Concerning Street Specific Proposals (continued)			
Proposal or Comment		Comments Concerning The Proposals.	Officer Comment.
m)	<p><b>Temple Street.</b></p> <p>Additional Permit Holders Only parking places to replace No Waiting, Monday – Saturday 8am – 6.30pm, near Kingdom Hall.</p> <p>A new 2 hour parking place is proposed to replace double yellow lines along the side of 61 Iffley Road.</p> <p>The existing 2 hour parking places near the Doctors Surgery to be replaced with Disabled Persons Parking Places, 8am – 6.30pm Monday – Saturday.</p> <p>Evening and weekend Permit Holder Only restrictions in Doctors spaces to be removed.</p>	<p>Objections were received from the Jehovah's Witnesses concerning the three additional Permit Holders' parking places proposed to replace a length of No Waiting Monday – Saturday 8am – 6.30pm (single yellow line) near Kingdom Hall.</p> <p>They request that the single yellow line remain as they do not wish to lose parking used by their members during meetings on Sundays and evenings.</p> <p>Although it has been explained that the proposals would lead to five additional spaces their members could use, they still request that the permit holders' spaces be allocated elsewhere and the single yellow line remain. They are particularly concerned about space being available to elderly and disabled members of their congregation as well as access to their one off-street parking place.</p>	<p>This loss of unrestricted evening and Sunday parking is more than compensated for elsewhere in the road and the rearrangement of controls would also provide an additional five spaces that their members could use.</p> <p>Retaining the single yellow line wastes an opportunity to provide parking places available during the day which cannot be provided elsewhere in the road.</p> <p>It is therefore suggested to amend the proposals so that the No Waiting at any time protecting their access is extended over one of the proposed permit holders' only spaces (this will provide 3 hour parking for any disabled member of their congregation displaying a blue badge) while still retaining two additional permit holders only parking places.</p> <p><b>RECOMMEND: Change Proposed TRO to extend the No Waiting at any time in front of the access to Kingdom Hall over part of the proposed permit holders' only parking, subject to any response to this change, which will be reported orally.</b></p>

n)	<p><b>Union Street.</b></p> <p>The existing Permit Holders' Only parking to be extended outside 14 to 15 Union Street.</p> <p>An additional 2 hour parking place to be provided on the west side of the road, near 25 Union Street.</p>	<p>A resident believes that the proposed parking layout was the least favourable of several options discussed on site with officers which were:</p> <ul style="list-style-type: none"> <li>a) Allow parking on an area of land with hatched markings adjacent to the garages in Union Street;</li> <li>b) A request to reinstate parking, opposite 15 Union Street, lost when a cycleway was constructed.</li> </ul> <p>The resident also objects to the loading restrictions. However, the effect of the proposals is not to change any of these.</p>	<p>Prior to the formal consultation, officers met with the resident and discussed a number of suggestions which the resident made. At the time, it was explained that one of the suggestions would not be possible (as the land was not public highway) while the others could be looked into, but it could not be guaranteed that these would be feasible. In response to the specific points:-</p> <ul style="list-style-type: none"> <li>a) The land in question is neither Highway Maintainable at Public Expense nor owned by Oxfordshire County Council consequently we are unable to consider this request;</li> <li>b) This is at a location where the cycle track joins Union Street. To reinstate parking would necessitate redesigning the cycle track and adjacent access road to the East Oxford Primary School. Such physical works lie outside the scope of this review.</li> </ul> <p>The proposed parking arrangements are therefore the most cost effective way of introducing additional parking for the area.</p> <p><b>RECOMMEND: No Change to the Advertised Draft TRO.</b></p>
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## ANNEX 3

### East Oxford Controlled Parking Zone Review 2009 Details of Street Specific Changes Where No Comments Were Received

No comments were received, as part of the formal consultation process, in relation to the following proposals. Consequently no changes are recommended to the draft Traffic Regulation Order.

**a) Ablett Close.**

An additional 3 hour parking place is proposed alongside the rear garden of number 61 East Avenue.

**b) Bath Street.**

The Disabled Persons' parking place, nearest to the junction with St. Clements' Street, would have its hours of operation reduced to 8am – 6.30pm, Monday – Saturday from at all times.

**c) Caroline Street.**

The Disabled Persons' parking place would be changed into a 1 hour parking place and extended slightly.

**d) Cave Street.**

Existing double yellow line, opposite numbers 15 to 17 Cave Street would be replaced with No Waiting, 8am – 6.30pm Monday – Saturday.

**e) Cave Street Turning Area (New Street).**

Approximately 1 car length of existing double yellow line in this, the remaining stub of New Street, would become No Waiting, 8am – 6.30pm Monday – Saturday.

**f) Circus Street.**

The existing 2 hour parking places on the west side would be removed to make way for new 3 hour parking places on the opposite side of the road. Permit Holders' would also be exempt from the time limit.

**g) Cosin Close.**

Residents would become eligible for East Oxford residents' and visitor permits.

The 2 hour parking places, outside number 1 Cosin Close would be extended. Permit Holders' would also become exempt from the time limit.

Additional 2 hour parking places, in which Permit Holders' are exempt from the time limit, would be provided outside numbers 2 and 3 Cosin Close.

**h) Cowley Road.**

A small extension to the Permit Holders' Only Parking Place outside numbers 22 to 24 Cowley Road is proposed. A slight relocation of an existing Bus Stop Clearway will also be required to accommodate this.

**i) Crown Street.**

An additional 2 hour parking place, alongside the Public House on the corner of St. Mary's Road is proposed. Permit Holders' would also be exempt from the time limit.

**j) East Avenue.**

The Disabled Persons' parking place outside numbers 38 to 40 East Avenue would be converted into Permit Holders Only Parking,

The Existing Disabled Persons' Parking place, nearest Cowley Road, would be relocated to the opposite (north–eastern) end of the existing bay.

**k) Glebe Street.**

An additional Permit Holders' only parking place is proposed in the northwest corner.

**l) Harpsichord Place.**

Additional Permit Holders' Only parking places are proposed on the southeast side of the road, opposite the existing Disabled Persons' Parking Place.

It is proposed to remove the redundant Disabled Persons' parking place to make way for the above Permit Holders Only parking.

**m) Iffley Road.**

A new 2 hour parking place to replace the No Waiting 8am – 6.30pm Monday – Saturday outside numbers 103 to 109 Iffley Road is proposed. Permit Holders' would be exempt from the time limit.

Controls within the 1 hour parking place outside numbers 141 to 145 Iffley Road would be changed into Permit Holders Only Parking.

New 1 hour parking place outside numbers 147 to 149 Iffley Road would replace the existing No Waiting 8am – 6.30pm Monday – Saturday.

**n) James Street.**

The Existing No Waiting 8am – 6.30pm Monday – Saturday opposite St Mary's Road junction shortened to enable double yellow line to protect an existing access.

**o) Leon Close.**

An additional 1 hour parking place would be provided near the junction with Cowley Road.

The order will also better define the current parking places without time limit in the road.

**p) Little Brewery Street.**

The Existing double yellow line within parking places would be replaced with white access protection to conform to current Department for Transport signing standards.

**q) Nye Bevan Close.**

Residents would become eligible for residents' and visitor permits.

Existing double yellow lines, outside numbers 2 to 3 Nye Bevan Close, would be replaced with No Waiting, 8am – 6.30pm Monday – Saturday.

Additional 2 hour parking places would be provided outside numbers 9 to 10 and 12 Nye Bevan Close. Permit Holders' would also be exempt from the time limit.

**r) Rectory Road.**

An additional 2 hour parking place would be provided outside 19 to 21 Rectory Road together with a Permit Holders' only parking place outside number 25 Rectory Road. Permit Holders' would be exempt from the time limit in the 2 hour parking place.

The Existing double yellow line outside The Rectory Centre would be replaced with No Waiting, 8am – 6.30pm, Monday – Saturday.

Existing Permit Holders' Only Parking place would be replaced with No Waiting, 8am – 6.30pm, Monday – Saturday outside numbers 52 to 53 Rectory Road.

**s) St. Mary's Road.**

The existing 2 hour parking places alongside James Street Church would be extended. Permit Holders' would be exempt from the time limit.

**t) Stockmore Street.**

The 30 minute parking places, 8am – 6.30pm Monday – Saturday, outside 38 to 44 Stockmore Street, would be changed to 2 hour parking places where Permit Holders' are exempt from the time limit.

The 1 hour parking place alongside number 77 Iffley Road would become a Permit Holders' only parking.

**u) Wingfield Street.**

A single 2 hour parking place, where Permit Holders' are exempt from the time limit, is proposed.

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Division(s): Banbury Easington

**ITEM TDC10**

## **TRANSPORT DECISIONS COMMITTEE - 1 OCTOBER 2009**

### **BANBURY, SPRINGFIELD AVENUE PROPOSED HUMPED ZEBRA CROSSING**

#### **Report by Head of Transport**

#### **Introduction**

1. This report describes the proposed scheme, its location which is close to the main pedestrian entrance to Blessed George Napier Roman Catholic Secondary School and presents both objections and support received in response to a public consultation with comments on the objections from County Council officers. The recommendation of the report is that the proposed scheme should be implemented.

#### **Background**

2. The scheme is part of the Better Ways to School Highway Schemes 2009-10 programme. The Schools Information Management System indicates (from 2008 data) that about 250 Blessed George Napier School pupils walk to and from school and most of them have to cross Springfield Avenue. In addition, many who travel by car, and some who travel by school bus, are set down/ picked up on the opposite side of Springfield Avenue from the school because there is more space available for stopping there than on the school side. Of those who travel by car, about 50 live within 20 minutes' walk of the school.
3. There are seven round-top humps on Springfield Avenue between Grange Road junction and Horton View junction and they are effective in keeping speeds almost entirely below 30mph. However, in peak periods, congestion on the A4260 Oxford Road between Grange Road junction and Upper Windsor Street junction causes many drivers to use Springfield Avenue instead.
4. As vehicle speeds are almost entirely below 30mph, and there are private accesses close to the proposed crossing location, a zebra crossing is considered to be the most appropriate crossing type. A further advantage is that a zebra crossing costs only about half as much as a traffic-signal-controlled crossing. The location needs to be ideally between 5 and 10 metres from the school entrance so that students approaching on foot from both directions will use it. To the north-west of the school entrance, private accesses and a mature tree make that location unsuitable. Therefore, the proposed location is about 10 metres south-east of the school entrance and at the site of an existing round-top hump, which would be reconstructed as a flat-top hump with the zebra crossing on top of it. A layout/location plan is shown at Annex 1.

## **Public Consultation**

5. In July 2009, letters were sent to representative organisations, emergency services, elected representatives, Blessed George Napier School and also to local homes. Of the twelve responses received - six, including Blessed George Napier School and Cherwell District Council, supported the proposal. The representative of visually impaired people in Banbury had also expressed support but would have preferred a traffic-signal-controlled crossing. (A zebra crossing is proposed for reasons explained above).
6. Two respondents (Thames Valley Police and the bus route operator) were neutral. The Police had no objection, but suggested that the limited visibility due to tree trunks should be considered. As vehicle speeds are almost entirely below 30mph, this limited visibility is not expected to be a problem.
7. Two local residents and one school bus operator objected to the proposal and expressed concerns about the effects of the proposed crossing. Their responses are summarised and tabulated at Annex 2. The responses themselves (and also the responses in support or neutral) are available in the Members' Resource Centre.

## **Effects of other projects on the project**

8. The Banbury Premium Bus Routes project (programmed for 2010/11) includes Bus Route B1, which runs along this part of Springfield Avenue. In order to improve comfort for bus occupants, the existing round top humps are to be replaced with trios of speed cushions. The proposed humped zebra crossing will not be affected. However, to improve the ride for bus passengers, the gradient of the ramps on the humped zebra crossing will be restricted to 1 in 25.
9. The Premium Bus Routes project is programmed for 2010/11. However, it is hoped that the hump replacements in Springfield Avenue can be carried out in March 2010, immediately after construction of the humped zebra crossing in February. Public consultation on the hump replacements may have started by 1 October, so that the responses to that consultation can be reported to the Transport Decisions Committee for consideration at the meeting on 26 November 2009.

## **How the project supports LTP Objectives**

10. The crossing is expected to encourage walking to/from school and discourage parents on the school run from bringing their cars into Springfield Avenue. Within Springfield Avenue the crossing is expected to reduce congestion and reduce air pollution, enhance safety for pedestrians, particularly children going to and from school, and accessibility, particularly for disabled people.

## **Financial and Staff Implications**

11. The construction cost would be approximately £31,000. Sufficient finance is available in the Better Ways To School (Transport Schemes) budget. The preparation and supervision work required can be accommodated within existing staff resources in Oxfordshire Highways.

## **RECOMMENDATIONS**

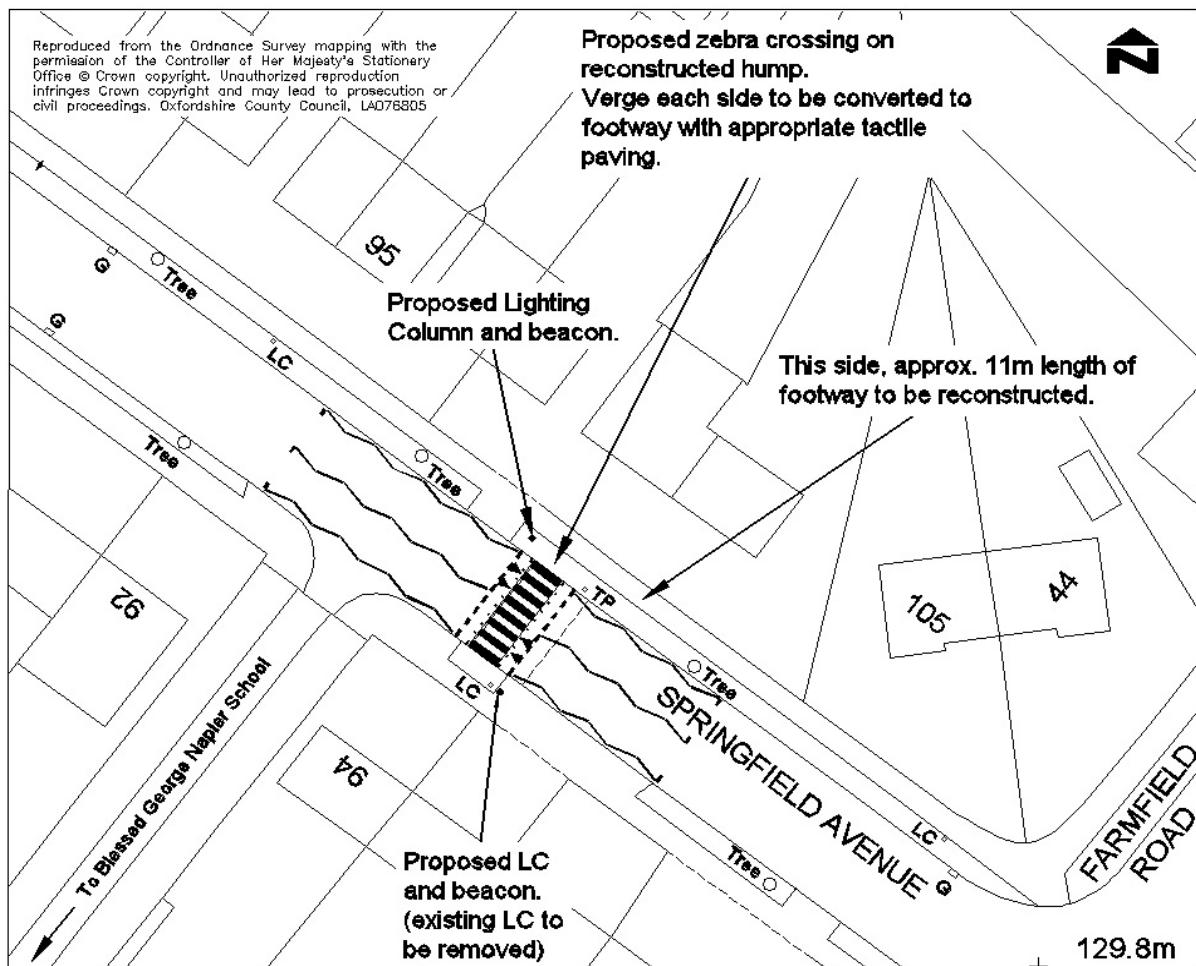
12. **The Committee is RECOMMENDED to authorise implementation of the proposed humped zebra crossing on Springfield Avenue, Banbury close to the main pedestrian entrance to Blessed George Napier Roman Catholic School.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers: Consultation documentation and responses.

Contact Officer: David Deriaz Tel: 01865 815666

August 2009



**BANBURY, SPRINGFIELD AVENUE**

**PROPOSED HUMPED ZEBRA CROSSING**

**LOCATION / LAYOUT PLAN**

## ANNEX 2

**BANBURY, SPRINGFIELD AVENUE**  
**PROPOSED HUMPED ZEBRA CROSSING**

**OBJECTIONS RECEIVED IN RESPONSE TO PUBLIC CONSULTATION**

<b>Objector ref no.</b>	<b>Objection</b>	<b>Officer comments</b>
2	Parking space for residents and their visitors will be lost.	Approximately 6 car parking spaces will be lost. However most properties have off-street parking. More on-street space is available nearby.
2	Drivers picking up school students might park close to the crossing, on the proposed zigzag lines. At present, some of them park on the "School Keep Clear" markings.	Parking on "School Keep Clear" markings is not an offence in this instance because there is no Traffic Regulation Order. Parking on zigzag lines associated with a zebra crossing is automatically an offence, and most drivers are well-aware of that.
1	Drivers picking up school students will park across driveways.	It is hoped that some drivers will pick up and set down a greater distance away, knowing that their student passengers will be able to use the zebra crossing.
1	The flashing beacons will shine into bedrooms at night.	The beacons will be fitted with standard hoods to prevent this.
1	The replacement of one street light by two will increase the amount of light shining into windows of nearby houses.	Modern street lights spread less light into gardens and windows than those made over 20 years ago. Therefore it is likely that less light will shine into windows.
1	Nearby property values will be adversely affected.	From experience of other new zebra crossings, this is unlikely.
1	The crossing will be a bottleneck for traffic and will cause congestion.	This might happen for a few minutes at the busiest times of day. However it might be beneficial by discouraging through traffic from using Springfield Avenue.
2	The crossing is probably not needed.	The crossing is widely supported. A high proportion of the users of it will be unaccompanied students aged 11-18.
3	With the loss of parking space, the remaining space will be taken by cars. School buses will have difficulty in picking up and setting down near the School.	Loss of parking will be only about 8 metres on the School side, but about 36 metres on the opposite side. School buses which pick up / set down on the opposite side could do so in Farmfield Road without causing an obstruction.

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Division(s): All

## ITEM CMDT11E

### TRANSPORT DECISIONS COMMITTEE - 1 OCTOBER 2009

#### BUS SERVICE SUBSIDIES

##### Report by Head of Transport

#### Introduction

1. This report and associated Annexes deals with the following which now require decisions to be made by the Committee:-
  - (A) The Review of Subsidised Bus Services in the Bicester and Kidlington area, which, if awarded, will be effective from 13 December 2009.
  - (B) Other bus subsidy contracts elsewhere in the County.
2. Background information on items (A) and (B) above is included at Annex 1 together with a summary of the relevant points from the responses received through local consultation. Information relating to the main County Council subsidy contracts is also included at Annex 1 for each service, but in some cases there are wider issues affecting particular contracts, which are discussed in the main body of the report. Section A of Annex 1 deals with services under review in the Bicester and Kidlington area, whilst Section B deals with other services elsewhere in the County.
3. Tender prices obtained for contracts specified in paragraph 1 will be contained in a confidential Supplementary Exempt Annex 2, to be circulated later.

#### Reasons for Exempt Annex

4. This item should be considered in exempt session because its discussion in public might lead to the disclosure to members of the public present of information relating to the financial or business affairs of any particular person (including the authority holding that information) as a result of discussions between Oxfordshire County Council and/or other local authorities and organisations.
5. The costs contained in Annex 2 must be treated as strictly confidential since they relate to the financial and business affairs of the operator. All prices must be treated as strictly confidential until such time as the Decision Meeting decides whether or not to provide financial support for each service. Revealing operators' prices before then would prejudice the County Council's position if tenders or propositions had to be sought again for any of the services. Prices remain confidential after the date of this meeting for 10 days (until 12 October) under the objection period specified in the Public Contract Regulations 2006.

## **Subsidy Prices**

6. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annex 2 together with my recommendations. Until all tender prices and 'de minimis' propositions received have been analysed, I will not know what the overall impact on the Public Transport budget is likely to be. Local Members will be advised in writing of recommendations affecting their Divisions at least one week before the meeting that considers this report and their written comments sought. Any responses received will be included as an appendix to Supplementary Exempt Annex 2.
7. If further support for any contract is not agreed at the meeting on Thursday 1 October 2009 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 12 December 2009. The only exception to this may be if a settlement will be left with no other form of public transport. In such cases, I may recommend that existing contract arrangements be extended until June 2010 to allow time for alternative facilities such as voluntary community transport to be explored.

## **Exemption from Call-in**

8. On 10 January 2006 Council agreed an amendment to the Constitution which means that the County Council's call-in procedure should not apply to any decision on the letting of a contract arising from termination of an existing contract if the time available is such that allowing for call-in would result in service discontinuity, provided that all members of the relevant Scrutiny Committee had been informed of the circumstances of the decision to be made and had had an opportunity to make representations to the decision maker about it. Since existing subsidy contracts will inevitably end on 12 December 2009, the effect of any call-in would be to prevent introduction of any replacement contracts, thus resulting in complete withdrawal of the services concerned and a consequent service discontinuity. The 10 January 2006 amendment therefore applies.
9. With regard to that provision, local members and Growth & Infrastructure Scrutiny Committee Members will be advised of the recommended contract awards (as contained in Supplementary Exempt Annex 2) at least one week before the date of this meeting to allow them the opportunity to put their comments in writing or arrange to speak at the meeting.
10. The above arrangements are separate from the provisions of the Public Contracts Regulations 2006 which allow a 10 day 'cooling-off' period for contractors who have any grievance with regards to the tender awards or processes. Successful tenderers will be advised of the outcome as soon as is practicable after the meeting, so that they will be in a position to register services with the Traffic Commissioners before the end of the 10 day period if necessary. Because of this it will not be possible to disclose any information to the public in respect of the tender awards until before Monday 12 October 2009 (the tenth day of the 'cooling-off' period being the preceding Sunday).

## Financial Position – Current Year (2009-10)

11. The funding available in the County Council's bus subsidy budget is as follows:

	£000's
Bus Subsidy Budget	3,200
Rural Bus Subsidy Grant (RBSG)	1,663

This figure essentially represents a stand still budget when the annual inflation cost, to be applied to existing contracts, is taken into account.

*Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £1 million of income from developer, partnership and service-specific Government grant funding. All of these other sources of funding are dedicated to specific services and are not available for general bus subsidy. The value of any of these other sources of funding is therefore 'netted out' in any references to the subsidy cost to the Council of the services concerned.*

## Financial Position – Bicester and Kidlington Review

12. The current annual net cost to the bus subsidy budget of the contracts under review is £492,000. However, there are also external contributions to the contracts (largely from Section 106 developer contributions and sums provided from the 'Home-to-School' transport budget for transporting students to catchment area school on subsidised public bus services) which total an additional £172,030 annually. Given the significant sums coming from sources other than the bus subsidy budget, it is likely that significant cost reductions will be necessary to maintain services should the availability of external funding be greatly reduced.

### Contract Numbering

13. Contracts have been given a letter code in the first column of each Annex (and also in any references to the service within this report) and members are recommended to use this code for cross-reference purposes. Existing service and contract numbers are mentioned, for members' information only, in the service descriptions. Both service and contract numbers may change following award of new contracts.

#### **A. Review of Subsidised Bus Services in the Bicester and Kidlington areas**

### Background

14. Subsidised bus services in the Bicester and Kidlington area are due for their regular four-yearly review, and tenders have been invited for new contracts to run from 13 December 2009 until 1 June 2013 (unless stated otherwise). 10 contracts are currently operating in this area and are included in this review. 4

other contracts serving areas outside the review area are also due for consideration. These are dealt with separately in section B of this report.

15. Details of all of the services concerned together with information on the present subsidy cost and patronage data are contained in Annex 1 (Section A). All affected Parish/Town Councils were consulted, as were parishes in the review area with no existing bus service. The views of Oxfordshire's four District Councils, Oxford City Council and Northamptonshire County Council were also requested. If appointed, the Parish Transport Representative of each parish was notified of the consultation process in addition to the Parish Clerk. Numerous further interested parties were also consulted in the course of this review including Bus Users UK, Transport for All, local health representatives and colleagues elsewhere within Oxfordshire County Council. Notices were placed on buses operating the routes concerned, and at major bus stops. As a result views were also received from private individuals and other representative bodies. Comments received from the consultees, including any particular requests for new services or variations to existing routes, are also summarised under the respective contract headings in Annex 1.
16. A response rate of around 40% was achieved from Parish and Town Councils as a result of the public consultation exercise. Of these, several responses were in the form of 'transport needs surveys', which were compiled with the assistance of the Rural Transport Adviser at Oxfordshire Rural Community Council. Some made suggestions for additional journeys or variations to services, although it was made clear at the commencement of the consultation process that spare funds for significant improvements were likely not to be available at this time. However, prices have been sought for some route diversions or other realistic improvements where feasible. In addition to the above responses, several further comments were received from other consultees.

## **Services under Review**

17. A number of factors have had to be taken into consideration during the course of the review. These include:-
  - (a) Wholly or partial commercial declarations by existing operators, and subsequent 'de minimis' prices sought
  - (b) Other 'de minimis' prices sought for some contracts
  - (c) Cross-boundary issues relating to operations within the Northamptonshire County Council administrative area
  - (d) Home to School Transport: revised joint working arrangement
  - (e) Exploration of possible synergies with Chiltern Railways' peak and off-peak 'taxibus' feeder service to/from Bicester North Station

### **a – Wholly or partial commercial declarations by existing operators, and subsequent de minimis prices sought**

18. Commercial journeys are those which operate without any subsidy. All existing contractors were approached regarding the declaration of any route

or section of route, currently supported by the County Council, that could be continued without subsidy (i.e. commercially).

Full commercial declarations

No such developments have occurred during the course of this review: all services under review will therefore continue to maintain an element of financial support from the County Council should they continue.

Part-commercial declarations with potential significant changes to service

**RH Transport services 25/25A (Contracts PT/C50/C51): Bicester – Upper Heyford or Weston-on-the-Green – Kirtlington – Oxford (item B)**

The current operator, RH Transport, had indicated that they were willing to run some journeys on service 25A commercially from Monday 14 December. However, officers were of the view that the level of service proposed fell far short of what was essential on both routes 25 and 25A and decided to offer both routes for full tender. Additionally, awarding a sizeable 'de minimis' contract would take the total value of 'de minimis' contracts to close to the government-imposed limit of nearly 25% of total bus subsidy expenditure. This could limit the flexibility of Council officers to negotiate with bus operators for the provision of small numbers of subsidised journeys on largely commercial services, which is a useful tool to have available in providing additional journeys at potentially lower cost than if procured by competitive tender. RH Transport have been advised of this situation but they may decide to register a commercial service following the award of tenders.

19. For all contracts under review and made available for tender, officers have as a basic specification sought tenders for the current level of service. However, as usual various alternative options have also been specified for many contracts at either a lower level of service, or for a combination of existing routes in order to achieve savings.

**b – Other 'de minimis' prices sought**

**20. Grayline services 37/81 (Contract PT/C39): Somerton-Bicester and Bicester-Stoke Lyne Monday to Wednesday, Bicester-Brackley Thursday and Friday (item C)**

As the route covered by the service 81 element of contract PT/C39 is essentially a truncated version of the Bicester-Banbury service operated commercially on Thursday and Friday, Heyfordian Travel has been asked under 'de minimis' rules to submit prices for the service 81 element of contract PT/C39 which operates between Somerton and Bicester: this would potentially replace the service 81 section of contract PT/C39 (item C).

21. Tenders have also been invited for a more comprehensive replacement service incorporating elements of service 37 and service 81. Most of the places served by service 37 would be served by the revised Northamptonshire-subsidised service X88 (see sub-section c 'Cross-boundary services' below), but those that would not be served have been included within the specification for this replacement service. Prices for the variants described above are detailed within Annex 2 (item C).

22. **Heyfordian Travel service 81 (Contract PT/C30): Bicester-Banbury Saturdays (item D)**

Heyfordian Travel currently operates a commercial service between Bicester and Banbury on Thursday and Friday, in addition to the subsidised service on Saturdays. The Thursday and Friday services were declared commercial at the last review. As the commercial operator on two days of the week, Heyfordian Travel has been asked to submit 'de minimis' prices for continuation of the Saturday service detailed above. Prices will be detailed within Annex 2 (item D).

23. **Charlton Services service 94 (Contracts PT/C44, PT/C45 & PT/C46): Bicester-Blackthorn-Charlton-Oxford (item E)**

These contracts currently ensure the provision of a Monday to Friday morning peak service and a single Saturday round trip from the Otmoor villages to Oxford that complement other commercial journeys. Additionally, a single round trip between Charlton, Ambrosden and Bicester on Tuesday and Fridays and Ambrosden, Charlton and Oxford on Wednesdays and Fridays have recently been declared "uncommercial" by the operator, and have as a result been subsidised in the short-term while this review is conducted.

24. As Charlton Services continue to operate a significant number of commercial journeys, officers have been able to negotiate 'de-minimis' payments for future service provision. Prices for various options have been requested, and details of these will be contained in Annex 2.

25. Until now the early morning journey into Oxford has been provided in conjunction with (and using the same vehicle as) a Home-to-School contract also held by Charlton Services to transport students entitled to free transport from the Otmoor villages to Gosford Hill School. Discussions were held with members of the Home-to-School transport team early in the review process about the continuation or otherwise of this synergy, and the potential for registering this journey as a public service and Home-to-School transport contributing to the subsidy cost for the carriage of the 'entitled' students. However, it was felt by Home-to-School transport that better value may be achieved via open tender than by continuation of this arrangement on the basis detailed above. However, should Charlton Services successfully retain the Home-to-School contract, it would seem sensible to maintain the current arrangement if possible: officers will continue to liaise with colleagues within the Home-to-School Transport team as both tendering exercises progress.

26. It has become apparent that there are 15 to 20 'non-entitled' students currently paying to travel on this journey, both to Gosford Hill School and to independent schools in Oxford. It is hoped that this respectable number of guaranteed passengers on schooldays in addition to adult passengers and the potential to use a smaller, more economical vehicle for this journey should help to keep costs down if the Home-to-School and public bus elements are separated. Charlton Services have offered to run an additional commercial journey to return non-entitled students home after school, should such a journey be required: most traveling from Gosford Hill currently use the school bus from here, but some attendees of private schools in Oxford use the commercial 16.10 journey, which should continue. Details of prices received will be contained within Annex 2 (item E).

### **c – Cross-boundary services**

- 27. A single Oxfordshire-administered contract in this review currently operates into Northamptonshire (contract PT/C39 (Item C) – service 37 Bicester-Cottisford-Brackley Thursday and Friday). Currently this service receives no financial contribution from Northamptonshire County Council. The service also operates on Monday to Wednesday, but commences/terminates at Hethe or Stoke Lyne, and as a result does not extend into Northamptonshire on these days.
- 28. During the review, Northamptonshire County Council advised officers that they would be happy to consider diverting their subsidised X88 service (Silverstone-Brackley-Bicester-Oxford) via most of the villages in Northamptonshire and Oxfordshire currently served by service 37. Those omitted would be Tingewick (which is in Buckinghamshire and has more frequent alternative services to Brackley) and Finmere, Stoke Lyne and Hardwick in Oxfordshire (although only partially in the case of Finmere). The specification for the revised service X88 is for a Monday to Saturday peak and off-peak service, with through journeys possible to Oxford. Peak journeys and direct travel to Oxford have not previously been available from the Oxfordshire villages served, so this would represent a significant improvement in service provision if prices are acceptable. Oxfordshire's potential contribution has been agreed at 26% of the total subsidy cost (based on the mileage between Brackley and Bicester): the potential cost of this significantly improved service will be outlined within Annex 2 (item C), along with alternative options. Any Oxfordshire parishes potentially disadvantaged by pursuing this partnership with Northamptonshire have been included in an alternative contract which has been made available for tender (contract PT/C42: Finmere-Newton Purcell-Hardwick-Stoke Lyne-Bicester and Somerton-Fritwell-Bicester): details of prices received for this contract will also be included in Annex 2 (item C).

### **d – Home-to-School Transport – revised joint working arrangements**

- 29. It had been normal practice for subsidised bus services and home-to-school transport to be reviewed at the same time to identify any opportunities for economies or improvements. In practice the opportunities presented have been minimal. Following a review of procurement arrangements for home-to-school transport it was agreed by the Integrated Transport Board that the two processes should now be carried out on different timetables.
- 30. Given the above, it is now not straightforward to create new synergies between school and public bus contracts. Following discussions with the Home-to-School transport team, most of the existing formal linkages in this review area (i.e where a school contract is fulfilled by a service bus, or where fare-paying passengers are carried on a bus largely for students in return for a contribution to the cost of provision from either the Bus Subsidy budget or the Education Transport budget) will therefore cease in December. However, one or two informal arrangements remain where a flow of students to a school or college can be easily accommodated within existing vehicle resources and

without compromising other passengers' journey requirements. Schools in the review area have been consulted in an attempt to identify additional flows of students that could be similarly catered for. However, in this instance no such flows were identified.

### **e – Discussions with taxi operators**

31. Early in the review, officers met with the proprietor of Walters Limousines, a taxi operator who also has experience of operating subsidised bus services and is currently contracted to provide the 'Octabus' community transport facility. The purpose of the meeting was to attempt to ascertain whether taxi operators could have a more significant role in the provision of County subsidised public transport, either on a timetabled or demand-responsive basis, with a potential benefit of reduced subsidy costs due to the less complex nature of the vehicles used and less stringent driving regulations.
32. From these discussions it became apparent that although maintenance and fuel costs could be reduced should taxis replace buses on some contracts (generating a potential reduction in necessary subsidy), drivers would still be required to be 'on standby' even if services were operated on a demand responsive basis. There are also advantages to accessibility by using buses, which are now 'low-floor' on many subsidised services and enable easy access for the elderly and disabled, as well as those with push-chairs and shopping trollies: most cars (and indeed minibuses) used as taxis do not permit this ease of access and it would be necessary to alight from wheelchairs and fold buggies. The potential benefit generated by the increased flexibility of a 'demand-responsive' service provided by taxis may therefore be outweighed by the increased difficulties of using the vehicles that may operate the service.
33. In conclusion, there seems to be no significant benefit to be gained from increasing the scope of taxi operation of subsidised services at present, but the potential for this method of operation should be considered as an available alternative should circumstances dictate.

### **f – Exploration of possible synergies with Chiltern Railways' peak and off-peak 'taxibus' feeder service to/from Bicester North Station**

34. Currently Chiltern Railways provides a timetabled peak hour 'taxibus' service, linking Bicester North Station with Greenwood Estate, Bure Park, Langford Village and Bicester Fields. In off-peak periods a 'demand-responsive' service is provided linking the entire Bicester urban area with Bicester North Station.
35. Early in the review, officers identified that there was a significant amount of duplication between the 'taxibus' service and the subsidised Bicester Town service, currently under review, which links Langford Village, Bicester Fields, Bure Park, Southwold and Caversfield with Bicester town centre. Currently buses do not pull into the station forecourt at Bicester North, but instead stop nearby on Buckingham Road.

36. Having identified this duplication, officers approached Chiltern Railways to investigate the possibility of a funding partnership between the rail operator and the County Council for continuation of the town bus service, with a potential revision of the route to include a stop at the station forecourt. In addition, Grayline Coaches were approached to ascertain if they would be interested in diverting their commercial 21 service (Bicester Town Centre-Greenwood Estate) to call at the station, in return for a small 'de minimis' subsidy payment. The combined effect of these alterations would ensure access to Bicester North Station for the majority of the Bicester urban area, and render the 'demand-responsive' off-peak service unnecessary. If attractive tender prices were received for an earlier start (around 0600) and later finish (around 2000) than under the current specification, it may have been possible that the peak hour taxibus service could also be replaced by the bus service. These ideas were positively received by Chiltern Railways.
37. Discussions relating to the potential for a funding partnership between Chiltern Railways and Oxfordshire County Council for provision of a combined Bicester town service and 'railbus' were still ongoing at the time of writing: details of any potential cost implications will be contained within Annex 2 (item A).

### **Identification of flows of non-entitled schoolchildren**

38. The Bus Strategy states that subsidy will not be paid for services provided wholly or mainly for passengers who are (non-entitled) students who pay their own fares, although where a service can be justified on the basis of catering for other users, and can cater for students at no extra cost, then every effort will be made to ensure that this is achieved.
39. Following internal discussions with colleagues in the School Travel Plans team it was decided to write to all schools in the review area to explore whether in their opinion any of the routes under review catered for significant numbers of non-entitled schoolchildren and whether, if through minor adjustments to timings, it might be possible to benefit more children than are currently carried. Few responses were received and those that were contained no suggestions for changes that could be made to increase the numbers of these passengers.

### **Developer Funding – Section 106 Monies**

40. Details of any available Section 106 funding (or alternative sources) for particular bus services under review will be shown under the relevant item headings within Annex 2.

### **Publicity**

41. In order to assist the travelling public it is possible to publish a publicity leaflet containing all the new bus service timetables covering the Bicester, Woodstock and Kidlington area together with details of the changes. This would be distributed locally and carried on board the current buses serving this area. This would also help with the challenge of keeping passengers

informed of the changes where the contract may transfer from one bus company to another one and is good public relations. It is anticipated that the cost would be approximately two thousands pounds. Previous publicity of this type has attracted favourable comment.

### **Contract Costs**

42. Following the award of the any new bus service contracts, the financial impact on the Bus Services budget can be calculated. The financial out turn will be set out in Annex 2.

### **Use of County Council owned vehicles**

43. Officers considered the possible use of County Council-owned vehicles in the context of this review but no opportunities were identified.

### **Contributions towards timetabled Community Transport operations**

44. There are no Community Transport operations in this review area which are currently under review.

### **Consultation During Review**

45. Extensive consultation has been carried out during the course of this review and around half of those consulted responded. A brief summary of all the comments received is set out at Annex 1 under their respective contracts.
46. In addition, public meetings were held in Kidlington and Bicester in June 2009 to which all consultees were invited and at which various proposals were outlined and comments received.

## **B. Contracts for Subsidised Bus Services Elsewhere**

### **Oxford Bus Company service 4B (Contract PT/V4): Oxford-Cumnor-Wootton-Abingdon evenings and Sundays (item H)**

47. This contract is currently paid for entirely by Section 106 funding generated by a new housing development in Wootton (near Abingdon) and provides a service from here to Abingdon and Oxford at times when there would otherwise be no service. It has now been established that there is enough money from the Section 106 agreement to continue to fund the existing level of service until June 2010. The future of these journeys can then be examined as part of the Oxford Review.

### **Stagecoach service 31 (Contract PT/V43): Oxford-Abingdon-Marcham-East Hanney-Grove-Wantage Monday-Thursday evenings (item I)**

48. Stagecoach had made a commercial decision to reduce the Monday to Thursday evening timetable on service 31 earlier this year from hourly to 2-hourly. Following this proposed reduction a short term emergency contract

was awarded to Stagecoach to maintain the existing level of evening service while this full review could be conducted. This contract expires on Saturday 12 December and a decision is needed on whether to award a further contract until the Wantage Review in 2011.

**RH Transport service 36 (Contract PT/V36): Wantage-Steventon-Milton Park Mon-Fri a.m/evening peak (Item J)**

49. The contract for this new service was awarded in December 2007, with the proviso that a 'mini-review' should be carried out midway through the contract to ascertain current patronage and identify potential minor improvements.
50. Additional Section 106 money is available from various sources to potentially enhance the service to include the off-peak hours. This would benefit shift workers and part-time staff employed at Milton Park. RH Transport have also suggested one or two minor amendments to the timetable to improve reliability and coverage: these will be detailed in Annex 2.

**Service 105: 0745 Wallingford-Dorchester-Berinsfield-Oxford**

**Service 106: 0850 Oxford-Oxford Science Park**

**Service 136: Cholsey-Wallingford a.m peak**

**(All operated by Thames Travel: Contract PT/S81 (Item K))**

51. Following the commercial withdrawal earlier this year of the journeys detailed above (which are all operated by the same vehicle), a short-term emergency contract was awarded to Thames Travel to maintain these journeys while a full review could be conducted. This contract expires on Saturday 12 December and a decision is needed on whether to award a long term contract until the Wallingford Review in 2012.

**How the project supports LTP2 objectives**

52. The 'Accession' system is able to provide a detailed accessibility study for the area under review. This highlighted that most villages had good accessibility to the main centres (in this case Bicester and Kidlington), with one or two exceptions. Officers will give a provisional indication in Annex 2 of those service options which, if agreed, would have either a significant positive or negative effect on the accessibility score.

**Financial and Staff Implications**

53. The financial implications as they relate to bus service subsidies will be dealt with in Supplementary Exempt Annex 2. There are no staff implications.

**SUPPLEMENTARY EXEMPT ANNEX 2**

54. This document will be circulated prior to the meeting to all relevant County Council members. Each contract (or group of like contracts) will have a separate sheet in the same order and numbering as in Annex 1. Relevant information on the current service pattern, level and route will be repeated in the heading followed by the officers recommended option and suggested

course of action (including the costs of recommended option). This section will also highlight the likely consequences of proceeding with award of this recommended option (parishes unserved or known passenger flows displaced). This is followed by a summary of all the other options/prices sought and the cost /likely effect of awarding these options (and which may be awarded by the Cabinet Member for Transport Implementation and Cabinet Member for Growth & Infrastructure in lieu of the officers recommended option if they so wish).

## **RECOMMENDATION**

**55. The Committee is RECOMMENDED to:**

- (a) make its decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to be reported subsequently;**
- (b) record that in the opinion of the Committee the decisions made in (a) above are urgent in that any delay likely to be caused by the call in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process; and**
- (c) agree that a publicity leaflet is published and distributed containing bus timetables for all the new bus services in the Bicester, Kidlington and Woodstock area dealt with in this review.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers: Correspondence with Local Councils, Parish Transport Representatives, Transport operators and other bodies (refer to contact officers).

Contact Officers: Allan Field (Tel: Oxford 815826): Financial information and other services.  
Tim Darch (Tel: Oxford 815587): Bicester and Kidlington area review

September 2009

## Bicester Area Review – December 2009

### A: Contracts under review in Bicester and Kidlington area

Item number	Service number	Contract number	Route	Days of operation	Operator	Page
A	22/23	C40	Bicester Town services	Mon – Sat	Grayline	3
B	25/25A/25B/59B	C50/C51	Oxford – Bicester via villages	Mon – Sat	RH Transport	4
C	37/81	C39	Bicester-Hethe-Fringford-(Brackley) (Mon-Fri) Bicester-Bucknell-Ardley-Fritwell-Souldern (MTW)	Mon – Fri	Grayline	6
D	81	C30	Bicester-Banbury	Sat	Heyfordian	8
E	94	C44/C45/C46	Bicester-Blackthorn-Oxford *	Mon – Sat	Charlton Services	9
F	201 203/220 242	W47	Tackley – Woodstock Kidlington – Woodstock Woodstock-Wootton/Glympton Bladon – Woodstock	Mon – Fri	RH Transport	10
G	223 224	C60	Kidlington Town service Yarnton – Kidlington	Mon – Sat	RH Transport	12

### B: Other contracts under review

Item number	Service number	Contract number	Route	Days of operation	Operator	Page
H	4B	V4	Cumnor-Abingdon via Wootton *	Daily	Oxford Bus	13
I	31	V43	Oxford-Abingdon-Wantage *	Mon-Thurs	Stagecoach	14
J	36	V36	Grove-Wantage-Milton Park-Didcot peak ( <i>mini-review</i> )	Mon-Fri	RH Transport	15
K	105 106 136	S81	Wallingford-Oxford * Oxford-Oxford Science Park * Cholsey-Wallingford *	Mon-Fri Mon-Fri Mon-Fri	Thames Travel	16

\* *Certain journeys only (see detailed service descriptions for clarification)*

### Notes

**Parishes served:** Where a parish is listed in [square brackets], the service passes through the parish but does not serve the main area of population. Another service operates to the area of population (listed under alternative services).

**Alternative services:** Services only serving Banbury, Bicester, Gosford & Water Eaton, Kidlington and Oxford City are not listed for clarity.

## **A: Contracts under review in Bicester and Kidlington**

### **ITEM A**

#### **Services 22/23**

##### **Contract C40: Bicester Town Services**

**A “figure of eight” circular service serving north and south areas of Bicester, along with Caversfield. The two routes operate in alternate directions round the loop every hour.**

**Operator** Grayline

**Days of operation** Monday to Saturday

**Frequency** Combined frequency of every 30 minutes in alternate directions

**Parishes served** 3 (Ambrosden, Bicester, Caversfield)

#### **Alternative services**

- The estates in Bicester (Bure Park, Fields Farm, Langford and Southwold) served by this contract do not have any alternative services, with the exception of Langford which is also served by Stagecoach service S5 to Bicester Bure Place and Oxford. Currently this service leaves Langford at xx49 in the off-peak: services 22 and 23 depart at xx22 and xx50. Returning from Bicester, service S5 departs Bure Place at xx30: service 22 and 23 depart at xx15 and xx45.

**Current subsidy per annum** £90,028 (+£66,480 developer funding: ***this will cease to be available when the current contract expires, but other sources of external funding in Bicester are currently being explored***)

**Average passengers per day** 276

**Cost per passenger journey** £1.07 (cost to bus subsidy budget only)  
£1.86 (total contract value)

#### **Comments from consultation**

*Bicester Town Council:* general comment that cuts to any service should only be considered as a last resort.

#### **Prices sought**

PT/C40A Current level of service and route

PT/C40B Hourly service, current route

PT/C40C Half-hourly service covering Bure Park, Southwold and Caversfield only

PT/C41A Peak/off-peak rail feeder service

PT/C41B As option A but with additional early and late journeys requiring second vehicle

PT/C41C Peak/off-peak rail feeder service with earlier start/finish times

**ITEM B**

<b>Contract C50/C51:</b>	<b>Service 25 (Oxford-Kirtlington-Weston-Wendlebury-Bicester)</b> <b>Service 25A (Oxford-Kirtlington-Heyfords-M.Stoney-Bicester)</b> <b>Service 25B (Somerton-Heyfords-Bicester Community College)</b> <b>Service 59B (Lower Heyford-Kirtlington-Oxford early a.m)</b>
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**Operator** RH Transport

**Days of operation** Monday to Saturday

<b>Frequency</b>	<p><b>AM Peak:</b> One journey 25/25A to Bicester Two journeys on 25A to Oxford, plus early am journey on 59B (currently not part of this contract).</p> <p><b>PM peak:</b> One peak journey on 25 and 25A from Oxford, plus a 'short' 1630 25A (terminates Kirtlington), an 1805 25A and a 1905 25 (request beyond Weston). 1605/1810 25A and 1705 25 from Bicester.</p> <p><b>Off-peak:</b> Two hourly through services on each route, with hourly service available by changing at Kirtlington Green</p> <p><b>Late evening Fri-Sat:</b> two round trips (primarily to enable access to Oxford for evening entertainment).</p>
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**Parishes served** 15 (Bicester, Bletchingdon, [Bucknell], Chesterton, Gosford & Water Eaton, Hampton Poole & Gay, Kidlington, Kirtlington, Lower Heyford, Middleton Stoney, Oxford City, Somerton, Upper Heyford, Wendlebury, Weston-on-the-Green)

**Alternative services**

- Chesterton is served by one morning peak service 21 journey into Bicester
- Lower Heyford and Middleton Stoney are served by market day service 82 to Bicester on Fridays.
- Lower Heyford and Upper Heyford are also served by market day service 90 to Banbury on Thursday.
- This contract provides the only service to the villages of Bletchingdon, Hampton Poole, Kirtlington, Upper Heyford (to Oxford/Bicester) and Weston-on-the-Green.
- Chesterton (approx. 1/3 mile) and Wendlebury (approx. 250 yards) are served by Service S5 to Bicester and Oxford daily. Stops exist for both villages on A41, but travel to and from each place entails crossing the busy dual-carriageway (previous objections from residents).

**Current subsidy per annum** £250,820 (plus £45,550 S106 and £34,424 Home-to-School (contract 1404: Somerton-Bicester Community College)

**CONTINUES OVERLEAF**

***ITEM B CONTINUED***

**Average passengers per day** 334 (excluding Summertown/Cutteslowe/Gosford pax)  
20 (Friday / Saturday night extras)

**Cost per passenger journey** £2.46 (excluding Friday/Saturday night extras and external contributions)  
£3.47 (Friday/Saturday night only)  
£3.19 (cpj from total contract value)

**Comments from consultation**

*Bletchingdon*: extend Kirtlington 'short' journeys to Woodstock every two hours

*Gosford and Water Eaton*: simplify timetable

*Hampton Poyle (Transport Needs Study)*: happy with service as is!

*Kirtlington*: extend Kirtlington 'short' journeys to Woodstock every two hours

*Middleton Stoney*: retain current level of service

*Upper Heyford*: retain hourly 25/25A. More journeys to Banbury.

*Wendlebury (Transport Needs Study)*. General concern at potential need to cross A41 if 25 withdrawn. Footbridge suggestion. Church Lane unlit.

*Weston-on-the-Green*: buses unreliable. General view that hourly service may be a little excessive, but request for some service to Bicester and Oxford, peak and off-peak.

**Prices sought**

PT/C48A	Two-hourly peak/off-peak service (service 25 only)
PT/C48B	Two-hourly off-peak service (service 25 only)
PT/C48C	Two-hourly off-peak service with mid-afternoon break (service 25 only)
PT/C49A	Current level of service and route (services 25 and 25A)
PT/C49B	Hourly service 25A, two-hourly service 25 with off-peak extension to Woodstock
PT/C50A	Hourly service (service 25A only)
PT/C50B	Two-hourly service (service 25A only)
PT/C50C	Reduced peak service and hourly off-peak service (service 25A only)
PT/C51A	Single late evening journey on Friday and Saturday (service 25A)
PT/C52A	Single early morning journey (service 25A)

**ITEM C****Services 37/37A/81**

**Contract C39: Bicester – Finmere/Brackley via Mixbury, Fringford and Stratton Audley (Mon-Fri: Service 37)**  
**Bicester – Souldern via Ardley, Bucknell and Fritwell (Mon/Tues/Weds: Service 81)**

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*This service also passes through Northamptonshire (without contribution), serving Evenley and Brackley.*

<b>Operator</b>	Grayline
<b>Days of operation</b>	Monday to Friday (services 37/37A) Monday to Wednesday (service 81)
<b>Frequency</b>	Service 37: 3 'short' journeys each way to Stratton Audley, Fringford, Hethe Mon-Weds, plus one round trip serving Stoke Lyne. Journeys extended to Cottisford/Finmere/Brackley Thurs/Fri. Service 81: two journeys each way Mon-Weds to Bucknell, Fritwell and Souldern
<b>Parishes served</b>	<b>37/37A</b> Mon/Tues/Weds: 7 (Bicester, [Caversfield], Fringford, Hardwick with Tusmore, Hethe, Stoke Lyne, Stratton Audley) Thurs/Fri: 8 (Bicester, [Caversfield], Cottisford, Finmere, Fringford, Hethe, Mixbury, Stratton Audley) <b>81</b> Mon/Tues/Weds: 6 (Ardley, Bicester, Bucknell, Fritwell, Souldern, Stoke Lyne)

**Alternative services**

- Services 22/23 also operate between Bicester and Caversfield.
- Services 37/37A are the only services to Bicester for all Oxfordshire villages served except Stoke Lyne, which also has a service on Thursday, Friday and Saturday via Heyfordian service 81 (Contract C30: q.v.).
- The villages between Souldern and Bicester also have a service to Bicester and Banbury on Thursday, Friday and Saturday via Heyfordian service 81 (Contract C30: q.v.).
- Brackley is linked to Bicester direct by 2-hourly Stagecoach service X88.
- Evenley (Northants) is linked to Brackley by 2-hourly SMS service 499.

**Current subsidy per annum** £37,958 (combined cost for 37/37A/81)

**Average passengers per day** Mon-Weds: 24 (service 37) + 11 (service 81)  
Thurs-Fri: 25 (service 37 only)

**Cost per passenger journey** Mon-Weds: £4.46 (Total for services 37 and 81)  
Thurs-Fri: £5.75

**CONTINUES OVERLEAF**

***ITEM C CONTINUED***

**Comments from consultation**

*Bicester Town Council*: bus service to Banbury should be maintained.

*Bucknell (Transport Needs Study)*: looks largely to Bicester for all services Improve publicity. Smaller buses preferable to large coaches.

*Fritwell*: retain daily service to Bicester and Saturday service to Banbury.

*Hardwick with Tusmore*: retain service 37.

*Mixbury (Transport Needs study)*: run Saturday instead of Thursday. Allow more time in Brackley. Happy to assist with publicity. Publicise Octabus. Bicester is not a popular destination.

*Newton Purcell*: 'some level of subsidised public transport' requested. Re-investigate X5 stopping there?

*Stratton Audley*: need more buses to Bicester/Bicester North/Oxford, including peak service.

*Souldern (Transport Needs Study)*: bus needed to Banbury pm. Buses too big. Roughly equal usage to Bicester/Banbury.

**Prices sought**

***Service 37***

Northamptonshire County Council has tendered a service to run from Silverstone to Oxford via Mixbury, Hethe, Fringford, Cottisford and Stratton Audley. Officers have declared an interest in contributing to the cost of this service should Northamptonshire award the contract: details of potential contributions are contained in Confidential Annex 2.

***Service 81***

Heyfordian Travel (the current operator of commercial service 81 from Banbury to Bicester on Thursday and Friday, which is subsidised on Saturday by contract PT/C30 (q.v)) has been asked under 'de minimis' rules to provide prices for maintaining a service on the current route on Monday and/or Tuesday and/or Wednesday. Prices quoted are detailed in Confidential Annex 2.

***Services 37/81***

PT/C42A: Finmere-Newton Purcell-Hardwick-Bicester (Tuesday shoppers' service)

This contract has been tendered to provide a Tuesday only service on the current Monday to Wednesday service 81 route, along with a new link to Bicester for Newton Purcell and continuation of a service to Hardwick (who would lose their bus service entirely should Oxfordshire contribute to the Northamptonshire contract detailed above, which will not operate via Hardwick).

**ITEM D****Service 81****Contract C30: Bicester – Banbury via Ardley, Fritwell, Somerton and Souldern**

***This service is also operated commercially on Thursdays and Fridays by Heyfordian (declared commercial at last review).***

This service currently passes through Northamptonshire (without contribution), serving Aynho.

**Operator** Heyfordian

**Days of operation** Saturday

**Frequency** Three journeys towards Bicester, two towards Banbury (enabling bi-directional travel)

**Parishes served** 10 (Adderbury, Ardley, Banbury, Bicester, [Bodicote], Bucknell, Fritwell, Somerton, Souldern, Stoke Lyne)

**Alternative services**

- Adderbury and Bodicote are served by service 59 to Banbury and Oxford Monday to Saturday.
- Ardley, Bucknell, Fritwell, Souldern and Stoke Lyne are also served on Monday, Tuesday and Wednesday by Grayline service 81 (Contract C39: q.v), and by the commercial service provided by Heyfordian between Bicester and Banbury on Thursday and Friday.
- Somerton has no other bus service except ***schooldays only*** 25B (Contract C50: q.v) which offers one journey to Bicester at 0807, returning at 1510. No known public use of this facility, which will be withdrawn in December and replaced by a school bus.

**Current subsidy per annum** £7,325

**Average passengers per day** 46.5 (all passengers)  
20 (excludes passengers from Bicester who could use rail)

**Cost per passenger journey** £3.04 (all passengers)  
£7.08 (excludes passengers from Bicester)

**Comments from consultation**

*Bicester Town Council*: bus service to Banbury service should be maintained.

*Bucknell (Transport Needs Study)*: looks largely to Bicester for all services Improve publicity. Smaller buses preferable to large coaches.

*Deddington*: run Saturday bus via Clifton.

*Fritwell*: retain daily service to Bicester and Saturday service to Banbury.

*Souldern (Transport Needs Study)*: bus needed to Banbury pm. Buses too big. Roughly equal usage to Bicester/Banbury.

**CONTINUES OVERLEAF**

***ITEM D CONTINUED***

**Prices sought**

As the commercial operator on Thursday and Friday, Heyfordian Travel has been asked under 'de minimis' rules to provide prices for maintaining the current Saturday service on the current route, but with a minor diversion to include Clifton (near Deddington), which has no other bus service at present. This would necessitate the withdrawal of this service from Aynho in Northamptonshire, but this community is linked with Banbury by two-hourly service 499. Prices quoted for continuation of the Saturday service are detailed in Confidential Annex 2.

**ITEM E****Service 94****Contract C44: Blackthorn – Oxford (Mon-Fri a.m peak and Weds pm)****Contract C45: Blackthorn – Oxford (Sat: single return trip)****Contract C46: Bicester/Blackthorn-Oxford (Tues/Weds/Fri: one daily return trip)*****Enhancement of commercial service (except Saturday: no commercial journeys)*****Operator** Charlton-on-Otmoor Services**Days of operation** Monday to Saturday**Frequency** As above**Parishes served** 13 (Ambrosden, Arncott, Blackthorn, Bicester, Charlton-on-Otmoor, [Fencott & Murcott], Gosford & Water Eaton, Islip, Kidlington, Merton, Oddington, Oxford City, Piddington)**Alternative services**

- Commercial service 94 journeys operate at peak times Monday to Friday to Oxford, and on certain days of the week off-peak.
- Contract C45 (q.v) provides a single round trip on Saturday.
- Ambrosden is served by Stagecoach S5 to Bicester and Oxford daily.
- Piddington and Blackthorn are served by market day service 30 to Bicester on Friday.
- Islip is served by rail services to Bicester and Oxford Monday to Saturday.
- Fencott and Murcott are served by 95 to Oxford on Wednesday and Friday.
- Bicester and Oxford are linked by frequent Stagecoach service S5.

**Current subsidy per annum** C44: £17,201 (de-minimis)  
C45: £3,516 (de minimis)  
C46: £5,886 (de minimis)**Average passengers per day** C44: 55.5 (includes schoolchildren for Gosford 16 (passengers traveling beyond Gosford school only))  
C45: 20.5  
C46: 10.8**Cost per passenger journey** C44: £1.22 (includes schoolchildren)  
£4.25 (excludes schoolchildren)  
C45: £3.31  
C46: £3.54**CONTINUES OVERLEAF**

***ITEM E CONTINUED***

**Comments from consultation**

*Ambrosden*: additional evening journey from Oxford

*Islip*: retain. Increase use by improving off-peak frequency?

*Merton*: non-catchment kids travel on bus to Gosford and private schools. Some commuters and off-peak passengers too. Retain service.

*Oddington (Transport Needs study)*: start Bicester service from Oddington?

Services poorly publicised. Consistent timetable, publicity drive and low-floor bus may be helpful to increase usage.

**Prices sought**

As the commercial operator of several journeys on this route, Charlton Services has been asked to provide prices for various levels of the subsidised element of service 94. Details of the various quotes received are contained within Confidential Annex 2.

**ITEM F****Services 201/203/220/242****Contract W47: 'Woodstock Wanderer'****Service 201: Tackley – Woodstock****Service 203: Kidlington – Shipton-on-Cherwell – Woodstock****Service 220: Wootton/Glympton-Woodstock****Service 242: Bladon (Heath Lane) – Woodstock****Operator** RH Transport**Days of operation** Monday to Friday

**Frequency** 201: 2 round trips  
 203: 4 round trips  
 220: 1 round trip  
 242: 5 round trips

**Parishes served** 6 (Bladon, Blenheim, Kidlington, Shipton-on-Cherwell & Thrupp, Tackley, Woodstock)

**Alternative services**

- Bladon village is served by Stagecoach service 242 to Woodstock and Witney every hour.
- Tackley, Shipton-on-Cherwell and Thrupp are served by Stagecoach service 59/59A (stopping on the A4260) to Oxford, Kidlington and Banbury hourly Monday to Saturday.
- Kidlington has frequent services to Oxford and hourly Stagecoach 59/59A to Banbury, but no other service to Woodstock.
- Woodstock has a high-frequency peak service and a half-hourly off-peak service to/from Oxford via Stagecoach S3, but no other service to Kidlington.
- This is the only service to Heath Lane in Bladon (approximately ¼ mile uphill from the main road served by Stagecoach service 242)

**Current subsidy per annum** £39,202 (using individual price from combined tender for Kidlington local service and this contract)

**Average passengers per day** 201: 2  
 203: 28  
 220: 11  
 242: 18 (commercial passengers removed)  
 Average off-peak passengers per day: 4  
 Average school passengers per day: 14  
 Total: 59

**Cost per passenger journey** £2.62

**Comments from consultation**

*Bladon:* duplication of many journeys doesn't improve potential for decent patronage. Apart from school journeys (which could be replaced by Stagecoach buses, though need to cross main road in a.m.). Retain a 9.30-ish to Woodstock, and 11-ish (and 12-ish?) journeys back. If days reduced, Tuesday and Friday preferable.

**CONTINUES OVERLEAF**

***ITEM F CONTINUED***

*Kidlington*: divert odd 59s Tackley-Woodstock-Kidlington? Operate 203/224 via 203 route, then via Sandy Lane to Begbroke/Yarnton/Kidlington, then back to Woodstock via 203 route.

*Tackley*: retain (surgery in Woodstock). Additional afternoon trip? Low-floor bus?

*Woodstock*: Woodstock-Kidlington peak service requested. Improve connections between 242 and S5.

*Wootton*: enhance with a minimum of one extra afternoon journey. Peak service/evening service/Saturday and Sunday service requested (M-F out 0730/1300/1800, back 1200/1800/2200: Sat/Sun out 0900/1400, back 1400/2200!!!)

*Cllr Ian Hudspeth*: extend to Wootton and Glympton at expense of Tackley journeys as they have hourly 59

**Prices sought**

PTW47A Current level of service and route

PTW47B Off-peak service, with increased frequency for Wootton (reduced service for Bladon)

PTW47C As option B but with earlier finish

PTW47D Revised route (serves Yarnton and Begbroke)

**ITEM G**

**Contract C60: Kidlington local services**

**Service 223: Kidlington Town circular service**

**Service 224: Yarnton / Begbroke / Kidlington circular**

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**Operator** RH Transport

**Days of operation** Monday to Saturday

**Frequency** Service 223: 7 journeys, Service 224: 3 journeys

**Parishes served** 3 (Begbroke, Kidlington, Yarnton)

**Alternative services**

- Begbroke and Yarnton are served by Stagecoach service S3 (to Oxford, Woodstock and Chipping Norton: stops on main road at Begbroke) and RH Transport service 7C to Kidlington Sainsbury. Kidlington has many other services, but not to all the areas that are covered by services 223/224.

**Current subsidy per annum** £44,719 (using individual price taken from tender bid)

**Average passengers per day** 69.5

**Cost per passenger journey** £2.11

**Comments from consultation**

*Begbroke:* collect passengers from other side of A44 too. Retime first journey to 0930. Circular service to Water Eaton P&R (though not required due to 700 extension). PM service to Kidlington.

*Kidlington:* No need to run via airport on current 224 route. Retain half-hourly 223.

*Yarnton:* retain 224 for access to Kidlington.

**Prices sought**

PT/C60A Existing routes, current frequency

PT/C60B Hourly service 223, enhanced service 224 and peak journeys to/from Wootton, Glympton and Woodstock

PT/C60C Shipton-on-Cherwell-Kidlington-Sainsbury's hourly off-peak service, including Saturday service to/from Wootton, Glympton and Woodstock

## **B: Other contracts under review**

### **ITEM H**

#### **Service 4B**

##### **Contract V4: Cumnor-Abingdon via Wootton**

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***Monday to Saturday evenings and all day Sunday***

**Operator** Oxford Bus Company

**Days of operation** Daily (Mon-Sat evenings, all day Sunday)

**Frequency** Hourly

**Parishes served** 4 (Cumnor, Wootton, St Helen Without, Abingdon)

#### **Alternative services**

- There are no alternative services from Cumnor and Wootton to Abingdon at the times covered by this contract, and no other services serve the Wootton Road area of Abingdon.

**Current subsidy per annum** £69,958 (entirely funded from Section 106 agreement. Some funding remains available, but not enough to sustain service for another long-term contract)

**Average passengers per day** 41 (Mon-Sat)  
170 (Sun)

**Cost per passenger journey** £3.57 (Mon-Sat)  
£2.67 (Sun)

#### **Comments from consultation**

*Appleton w/Eaton:* some residents use 4B from Cumnor for social/leisure travel to Oxford/Abingdon

*Cumnor:* retain, as Cumnor has significant links with Abingdon.

*Dalton Barracks:* divert 4B via Barracks as now significant numbers of wives/families left behind with no means of transport (PETITION RECEIVED)

*St Helen Without:* retain, on Saturdays and Sundays if nothing else (PETITION).

Serve Dalton barracks?

*Wootton:* retain hourly service (PETITION RECEIVED)

#### **Prices sought**

As the commercial operator of the daytime service on this route, Oxford Bus Company has been asked to provide prices for various levels of the subsidised element of service 4B. Details of the various quotes received are contained within Confidential Annex 2.

**ITEM I**

**Service 31**

**Contract V43: Oxford-Abingdon-Wantage evenings (Monday to Thursday)**

***Commercial journeys withdrawn: subsidised in short-term to enable review***

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**Operator** Stagecoach

**Days of operation** Monday to Thursday (Friday, Saturday and Sunday not affected)

**Frequency** Hourly – part commercial and part subsidised

**Parishes served** 10 (Oxford, Kennington, Sunningwell, Abingdon, Marcham, [Frilford], [Garford], East Hanney, Grove, Wantage)

**Alternative services on Monday to Thursday evenings**

- Journeys between Abingdon and Oxford via A34 every 15 minutes via service X3
- Journeys between Abingdon and Oxford via Radley and Kennington every 30 minutes via service 35
- No other services operate via Bagley Wood Road at this time
- A single service 32 journey operates from Abingdon to Wantage at 1921 via Didcot
- No other services operate beyond Abingdon to Wantage at this time

**Current subsidy per annum** £32,733

**Average passengers per day** 116

**Cost per passenger journey** £1.39

**Comments from consultation**

*East Hanney:* object to any reduction in service.

*Marcham:* wish to retain hourly service.

**Prices sought**

As the commercial operator of the daytime service on this route, Stagecoach Oxford has been asked to provide prices for various levels of the subsidised element of service 31. Details of the quotes received are contained within Confidential Annex 2.

**ITEM J**

**Service 36**

**Contract V36: Grove-Wantage-Milton Park-Didcot peak (*mini-review: experimental service*)**

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***Morning and evening peak hour 'express' service***

**Operator** RH Transport

**Days of operation** Monday to Friday

**Frequency** 3 am peak journeys, 2 pm peak

**Parishes served** 6 (Didcot, East Hanney, Grove, Milton, Steventon, Wantage)

**Alternative services**

- Alternative peak hour journeys between Wantage and Milton Park and Didcot exist via Thames Travel service 32, but with longer journey times.
- Alternative peak hour journeys from Steventon to Milton Park and Didcot exist via Oxford Bus service 35A.

**Current subsidy per annum** £44,662 (entirely funded from S106 money)

**Average passengers per day** 48

**Cost per passenger journey** £3.67

**Comments from consultation**

*Steventon:* run contra-flow journeys in service

*Didcot:* extend to Ladygrove and 'old town'

**Prices sought**

This contract was awarded for four years in December 2007 as an 'experimental service', and is currently subject to a mid-term review. Officers have also investigated the potential for additional journeys between Wantage and Milton Park, funded by Section 106 monies or other external sources. Details of any potential service enhancements are contained within Confidential Annex 2.

There will be no recommendation to withdraw the service as officers consider that passenger numbers are sufficient to maintain the service until 2011.

**ITEM K**

**Services 105/106/136**

**Contract S81: Wallingford-Oxford/Oxford-Oxford Science Park/Cholsey-Wallingford**

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***Commercial journeys withdrawn: subsidised in short-term to enable review***

**Operator**                   Thames Travel

**Days of operation** Monday to Friday a.m peak, as follows:

- 1) 0745 service 105 journey from Wallingford to Oxford via Dorchester and Berinsfield Village
- 2) 0850 service 106 journey from Oxford to Oxford Science Park
- 3) 0725 service 136 journey from Cholsey to Wallingford

**Parishes served**           7 (Berinsfield, Cholsey, Dorchester-on-Thames, Oxford, Sandford-on-Thames, Shillingford, Wallingford)

**Alternative services**

- Service 136: no alternative peak hour journeys from Cholsey to Wallingford
- Service 106: three earlier morning peak journeys remain (arriving Science Park 0750, 0831, 0858)
- Service 105: two earlier journeys via Dorchester, Berinsfield Village and Sandford-on-Thames (arriving Oxford 0720, 0755). Service X39 operates half-hourly via Shillingford, Berinsfield (A4074) and Nuneham Courtenay (omits Dorchester-on-Thames, Berinsfield Village and Sandford-on-Thames)

**Current subsidy per annum**   105/106: £38,000  
   136: £1,000

**Average passengers per day**   105: 31  
   106: 11  
   136: 3.5

**Cost per passenger journey**   105/106: £3.57  
   136: £1.13

**Comments from consultation**

*Baldons*: retain peak 105 as Baldons have few alternatives.

*Berinsfield*: essential to retain peak 105.

*Cholsey*: essential to retain first 136. Increase viability with additional preceding journey **to** Cholsey?

*Dorchester*: earlier buses are better used from here, but bus is busy from elsewhere, therefore should be retained.

*Wallingford*: retain 136 or provide alternative. 105/106 not essential to Wallingford residents.

**Prices sought**

As the commercial operator of services 105, 106 and 136, Thames Travel has been asked to provide prices for continuation of the individual 105 and 136 journeys provided by this contract. As all other journeys to the Science Park are directly subsidised by the Science Park owners they have been advised that it is not County Council policy to continue to pay for the 0850 No.106 journey. Details of the quotes received are contained within Confidential Annex 2

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