

To: **Members of the Transport Decisions Committee**

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

Thursday, 11 February 2010 at 10.00 am

County Hall

Joanna Simons

Joanna Simons
Chief Executive

February 2010

Contact Officer: **Graham Warrington**
Tel: (01865) 815321; E-mail:
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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 19 February 2010
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: 25 March 2010

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. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am on the working day before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

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

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

4. **Minutes (Pages 1 - 6)**

To confirm the minutes of the meeting held on 26 November 2009 (**TDC4**) and to receive for information any matters arising therefrom.

5. **Petitions and Public Address**

6. **County Speed Limit Review (Pages 7 - 40)**

Forward Plan Ref: 2009/103

Contact: Mike Collins, Principal Engineer (01865 815877)

10.05 am

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

7. **Abingdon Town Centre (Various Roads) 20 mph Speed Limit (Pages 41 - 50)**

Forward Plan Ref: 2009/176

Contact: Andy Warren, Senior Engineer (01865 815835)

10.30 am

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

8. Thornhill Park & Ride Expansion (Pages 51 - 70)

Forward Plan Ref: 2009/196

Contact: Paul Fermer, Senior Transport Planner (01865 815764)

10.40 am

Report by Head of Transport (**TDC8**)

9. Oxford - Highfield Traffic Management Scheme (Pages 71 - 78)

Forward Plan Ref: 2009/221

Contact: Joy White, Senior Transport Planner (01865 815882)

10.50 am

Report by Head of Transport (**TDC9**)

10. Summertown - Entry Treatments (Pages 79 - 84)

Forward Plan Ref: 2009/214

Contact: Peter Evans, Senior Engineer (01865 815836)

11.05 am

Report by Head of Transport (**TDC10**)

11. Exclusion of Residential Properties from Summertown Controlled Parking Zone Order, Oxford (Pages 85 - 90)

Forward Plan Ref: 2010/002

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

11.15am

Report by Head of Transport (**TDC11**)

12. Disabled Persons Parking Places - Oxford City (Pages 91 - 98)

Forward Plan Ref: 2009/116

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

11.20 pm

Report by Head of Transport (**TDC12**)

13. Bulwarks Lane, Oxford - Proposed Gating Order (Pages 99 - 102)

Forward Plan Ref: 2009/246

Contact: Peter Ronald, Area Traffic Engineer (01235 466139)

11.30am

Report by Head of Transport (**TDC13**)

14. Henley-on-Thames - Proposed Amendments to Waiting Restrictions (Pages 103 - 218)

Forward Plan Ref: 2009/168(a)

Contact: Malcolm Bowler, Senior Traffic Technician (01235 466119)

11.35 am

Report by Head of Transport (**TDC14**)

15. Various Roads, Wallingford - Prohibition of Waiting (Pages 219 - 230)

Forward Plan Ref: 2009/166

Contact: Malcolm Bowler, Senior Traffic Technician (01235 466119)

12.00pm

Report by Head of Transport (**TDC15**)

16. Various Roads, Watlington - Amendments to Waiting Restrictions (Pages 231 - 242)

Forward Plan Ref: 2009/168(b)

Contact: Malcolm Bowler, Senior Traffic Technician (01235 466119)

12:10pm

Report by Head of Transport (**TDC16**)

17. Oxfordshire County Council (Wantage and Grove)(Traffic Regulation) Amendment Order 200* (Pages 243 - 246)

Forward Plan Ref: 2009/169

Contact: Malcolm Bowler, Senior Traffic Technician (01235 466119)

12.15 am

Report by Head of Transport (**TDC17**)

18. Wallingford Air Quality Management Area Traffic Calming Scheme (Pages 247 - 272)

Forward Plan Ref: 2009/215

Contact: Odele Payne, Transport Planner (01865 810443)

12:20pm

Report by Head of Transport (**TDC18**)

19. Review of Grants for Provision of Locally Organised Transport Schemes for People with Mobility Impairments (Pages 273 - 284)

Forward Plan Ref: 2009/171

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

12:35pm

Report by Head of Transport (**TDC19**)

20. Review of Funding for External Transport Posts (Pages 285 - 294)

Forward Plan Ref: 2009/228

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

12.40pm

Report by Head of Transport (**TDC20**)

TRANSPORT DECISIONS COMMITTEE

MINUTES of the meeting held on Thursday, 26 November 2009 commencing at 10.00 am and finishing at 11.16 am

Present:

Voting Members: Councillor Rodney Rose – in the Chair
Councillor Ian Hudspeth

Officers:

Whole of meeting G. Warrington (Corporate Core) and S. Howell (Environment & Economy)

Part of meeting M. Bowler, C. Lees and L. Turner (Environment & Economy) - Item 6
K. Powley (Environment & Economy) - Items 7 and 8
D. Tole (Environment & Economy) - Item 9
M. Bromley (Environment & Economy) - Item 10
D. Deriaz (Environment & Economy) - Item 11
M. Bowler (Environment & Economy) - Item 12
M. Francis (Environment & Economy) - Item 13

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

26/09 MINUTES

(Agenda No. 4)

The minutes of the meeting held on 26 November 2009 were approved and signed.

27/09 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 5)

<i>Speaker</i>	<i>Item</i>
Roger Howard)
Martyn Webb)
James Vaughan-Fowler)
Stepehn Rayson)
Simon Collins)
Bill Barnett)
Tony Richards) 6. Buckland Road and Bampton
Mark Hinton) Environmental Weight Limit
Paul Lyon)

Steven Radband)
West Oxfordshire District Councillor)
Mark Booty)
County Councillor Melinda Tilley)
County Councillor Don Seale)

Nicholas Lawrence 9. Car Club Parking Bays, Oxford

Councillor Jean Fooks 10. Proposed Changes to Parking,
Wolvercote

David Bloxham 13. OCC (Abingdon)(One-way Traffic
and Prohibition and Restriction of
Waiting) (Amendment No11) Order
200*

28/09 BUCKLAND ROAD AND BAMPTON 7.5 TONNE ENVIRONMENTAL WEIGHT LIMIT

(Agenda No. 6)

The Committee considered (TDC6) responses received to a formal consultation on implementation of a 7.5 tonne environmental weight restriction.

Mr Howell tabled an amendment to his recommendation:

- Delete “not” in the original recommendation printed in the report TDC6;
- The following additional recommendation “to delegate authority to the Head of Transport in consultation with the Cabinet Member for Transport Implementation to make any minor amendments to the zone to include the two farms on Mount Owen Road, access by milk tankers and agricultural vehicles.”

He confirmed that the detail of the additional recommendation was regarded as minimal and would not require further consultation.

Mr Bowler clarified the definition of an agricultural vehicle and confirmed that the proposed exemption would not include grain carrying lorries. Exempt vehicles would be allowed into the zone in order to gain access for deliveries within the zone and entitled to leave by any route. Enforcement would require a restricted vehicle to be followed through the zone from its point of entry to its point of exit. It was likely that any reduction in the volume of heavy traffic in the zone would not be significant and in percentage terms could be expected to follow national guidelines of between 2 – 5 %.

Roger Howard spoke in support of a weight restriction and the revised recommendations. Measures to protect property and lives were long overdue.

Martyn Webb spoke in support of a weight restriction and referred to local support from the Parish Council and residents. He highlighted serious concerns for the safety of children, particularly in the area near the recreation ground.

James Vaughan-Fowler spoke in support of a weight restriction but recognising the needs of local businesses suggested that a permit system possibly operated through local businesses could be investigated.

Stephen Rayson spoke in support of a weight restriction and expressed concern regarding use of unsuitable roads and damage to property.

Simon Collins operated a farm in Weald, which was just outside the zone and called for exemptions for vehicles to travel through the zone in order to access properties situated outside the zone rather than requiring those vehicles to use longer alternative routes.

Bill Barnett also referred to the unsustainability of longer alternative routes and called for consideration to be given to vehicles such as grain lorries accessing local farms to be exempt.

Tony Richards (Watson Petroleum) advised that the company would be seriously affected by a restriction. Use of alternative routes on similarly unsuitable roads was impractical and unsustainable.

Mark Hinton stated that this proposal would greatly add to the burden of the farming industry, which was already in crisis. Alternative routes would mean greater costs which would ultimately be reflected back in costs to the consumer. He recognised the concerns of residents but felt the proposal was irresponsible.

Paul Lyons accepted there were concerns regarding road safety and environmental impact but there would also be an impact on local firms who were already affected by the current economic climate. He supported a permit system possibly administered by the Parish Council.

Steven Radband suggested amendments to the limit of the zone and questioned the merits of an alternative route taking prohibited vehicles through Clanfield and near to 2 schools.

West Oxfordshire District Councillor Mark Booty accepted that whilst there would be an effect on local businesses that would be to a lesser degree than the current impact on residents. There was a great deal of local support for the introduction of a weight limit.

Supporting the proposal for a weight limit Councillor Melinda Tilley referred to the unsuitability of local roads. She supported the recommendation as amended and possible introduction of a permit system.

Councillor Don Seale referred to overwhelming local support for a weight limit. Congratulating the Parish Council on their involvement he welcomed the constructive amendments which had been made as a result of sound consultation on and discussion of the proposals. He endorsed calls for further dialogue regarding possible introduction of a limited permit system and thanked both Cabinet Members for their involvement.

Mr Howell confirmed that the Order if introduced would be a permanent measure and that there could be further dialogue regarding introduction of a permit system.

RESOLVED:

- (a) to approve the proposed Traffic Order to implement a 7.5 tonne environmental weight restriction on Buckland Road and parts of Bampton;
- (b) delegate authority to the Head of Transport in consultation with the Cabinet Member for Transport Implementation to make any minor amendments to the zone to include the 2 farms on Mount Owen Road, milk tankers and agricultural vehicles.

29/09 CONGESTION MANAGEMENT: CONTINGENCY PLANS FOR A420, A44 AND A34, A40, A4142, A423 KNOWN AS THE OXFORD RING ROAD

(Agenda No. 7)

As part of the County Council's responsibility under the Traffic Management Act 2004 to manage congestion on its road network the Committee considered (TDC7) contingency routes when it had been deemed necessary by TV police to close a particular road following an accident or incident.

RESOLVED:

- (a) approve the development of the proposed contingency routes;
- (b) support the work of the Network Coordination team in developing these strategies.

30/09 CONGESTION MANAGEMENT: CONTINGENCY PLAN FOR A34 (RESULTING IN CLOSURE)

(Agenda No. 8)

The Committee considered (TDC8) Highways Agency contingency plans for the A34 through Oxfordshire when Thames Valley Police deemed it necessary to close the A34 in the event of a traffic accident or incident.

RESOLVED: to

- (a) approve the proposed contingency plans; and

- (b) support the Highways Agency recommendations for the A34.

31/09 CAR CLUB PARKING BAYS - OXFORD

(Agenda No. 9)

The Committee considered (TDC9) comments received to a formal consultation regarding introduction of dedicated parking bays for car club vehicles, generally in Oxford and specifically within the proposed Divinity Road and Magdalen Road controlled parking zones.

Nicholas Lawrence spoke in support of the proposals, asked whether it was intended to introduce bays in Bedford Street and establish these facilities in other areas and suggested that the charge should be a legitimate check on businesses and not aligned to business/resident charges.

Mr Tole confirmed bays would be provided in Iffley Fields irrespective of the decision to exclude the area from the CPZ; additional areas could also be added subject to the necessary consultation process. It was necessary for the charge to be related to costs and it had been decided to link those charges to business permits.

RESOLVED: to

- (a) approve the principle of introducing Car Club bays in Oxford;
- (b) approve the making of the Oxfordshire County Council (Oxford – Car Club Parking Places) Order 20** as published.

32/09 PROPOSED CHANGES TO PARKING - WOLVERCOTE, OXFORD

(Agenda No. 10)

The Committee considered (TDC10) comments received on a formal consultation to amend parking arrangements in a number of streets in Wolvercote in order to improve movement of buses and enable deployment of larger vehicles by bus operators.

Councillor Fooks thanked officers for their work and welcomed the proposals.

RESOLVED: to approve the proposed changes to parking in Wolvercote as advertised and amended and described in the report TDC10.

33/09 BANBURY, SPRINGFIELD AVENUE PROPOSED TRAFFIC CALMING ALTERATIONS FOR PREMIUM BUS ROUTE B1

(Agenda No. 11)

The Committee considered (TDC11) proposed traffic calming alterations on premium bus route B1 and noted the support of Councillor Kieron Mallon (Local Member).

RESOLVED: to authorise implementation of the proposed traffic calming alterations in Springfield Avenue, Banbury as set out in the report TDC11.

34/09 B481 WATLINGTON ROAD, NETTLEBED, TRAFFIC CALMING

(Agenda No. 12)

The Committee considered (TDC12) responses to a formal consultation on a proposed traffic calming scheme along the B481 Watlington Road, Nettlebed and noted the support of the Councillor Roger Belson (Local Member).

RESOLVED: to approve the proposed traffic calming scheme on Watlington Road, Nettlebed as advertised and set out in Annex 1 to the report TDC12.

35/09 OXFORDSHIRE COUNTY COUNCIL (ABINGDON)(ONE-WAY TRAFFIC AND PROHIBITION AND RESTRICTION OF WAITING) (AMENDMENT NO. 11) ORDER 200*

(Agenda No. 13)

The Committee considered (TDC12) responses to a formal consultation on proposed waiting restrictions along Coopers Lane, Abingdon.

David Bloxham spoke in support of the restrictions and referred to safety concerns and access problems, particularly for large service vehicles, which resulted from commuter parking. He suggested a reduced time for waiting and called for vigorous monitoring and enforcement.

Councillor Hudspeth suggested that Abingdon Town Council be asked to support improved enforcement as part of the joint funding arrangement for PTSOs.

RESOLVED:

- (a) to approve the making the of the Oxfordshire County Council (Abingdon)(One-Way Traffic and Prohibition of Waiting)(Amendment No 11)Oder 20** as advertised;
- (b) authorise the necessary works to implement the proposals.

..... in the Chair

Date of signing 2009

Division(s): N/A

TRANSPORT DECISIONS COMMITTEE - 11 FEBRUARY 2010

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 County's road safety team together with the input of the Speed Reference Group identified draft recommendations for changes to speed limits, both up and down, on the network.
3. The result of informal consultation with the Police, parish councils and neighbouring authorities (where the limit meets the county boundary) were reported to this Committee in October with a recommendation to proceed to formal consultation on schemes listed in Annex 3 to that report.
4. Formal consultation has been carried out on these schemes with the emergency services; town and parish councils, neighbouring local authorities (where appropriate) and stakeholder groups together with a notice in the local newspaper and site notices.
5. Objections to some of the draft speed limit orders have been received.
6. This report details objections received, officer comments and seeks a decision on how to proceed with each speed limit order.

Consultation

7. Formal consultation was carried out on some 64 sites where draft speed limit orders were proposed.
8. Objections have been received on some of the sites. These are tabulated in Annex 1 together with officer comments and a recommendation on how to proceed.
9. Where no objections have been received authorisation will be carried out by the Head of Transport using delegated powers under the Council's Constitution.

How the project supports LTP2 objectives

10. 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 seeks to reduce accident risks.

Financial Implications (including Revenue)

11. Assessment, consultation and the preparation of the speed limit orders has been carried out by County Council staff.
12. Implementation of the speed limit changes is programmed for 2010/11 and will be undertaken by the County's successful tenderer for the provision of Transport Services.
13. Early identification of the cost is to be established by each tenderer being asked to submit a priced schedule of activities to complete the speed limit project based on the rates used for their final tender submission.
14. Having obtained the cost a decision will need to be taken on each proposed speed limit change to check that it achieves value for money.

RECOMMENDATION

15. **The Committee is RECOMMENDED to:**
 - (a) **approve implementation of the speed limit orders as detailed in Annex 1 to this report; and**
 - (b) **delegate authority to the Head of Transport, in consultation with the Cabinet Member for Transport Implementation, to agree those schemes offering value for money.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Consultation Documentation

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

December 2009

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Cherwell - Proposed Speed Limit Changes

ANNEX 1

A361 between Bloxham and Banbury: 50mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Keith Mitchell			Considers not unreasonable
Parish Council	Banbury Town Council	Yes	No objection	
Parish Council	Bloxham Parish Council	Yes	Yes	
Police		No	No	object on grounds that accidents clustered, speed and appearance

Officer comment: while the route includes one accident cluster site (the Wykham Lane crossroads) the accidents are otherwise dispersed. The 'appearance' of the road as such is not a relevant factor in relation to the Department for Transport (DfT) guidelines - 50mph limits giving good safety benefits have already been introduced on a wide variety of rural roads in the County.

Recommendation: implement order as advertised

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC member	Cllr Keith Mitchell			Concerned about enforcement expectations
Parish Council	Adderbury Parish Council	Yes	No objection	Request minimal signing
District Council	Cherwell District Council			suggest limit slightly further south of Berry Hill Road junction
Police		No	No	Object on grounds that roadside development is insufficient

Officer comment: there is significant industrial development along this road and proposed limit accords with para 118 of the DfT guidance on the setting of local speed limits (DfT Circular 1/06)

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Cherwell - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation 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	Yes	Request minimal signing
Police				No objection

Recommendation: implement order as advertised (note: consideration also needs to be given to revoking 40mph order on Twyford Road for consistency)

A4260 Kidlington roundabout: 40mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation 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

Officer comment: the case for a 30mph limit on the Oxford Road has been carefully assessed but not considered necessary taking account of the accident record and road layout

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Cherwell - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Timothy Hallchurch		Yes	
Parish Council	Weston on the Green Parish Council	Yes	Yes	Would prefer existing 40mph limit at Weston on the Green is extended to include proposed new limit
Police		No	No	Object on grounds that roadside development is insufficient and accidents clustered

Officer comment: there is significant industrial development along this road and meets guidance of para 118 of Dft Circular 1/06

Recommendation: implement order as advertised

B4027 Islip to Bletchington: 50mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Timothy Hallchurch		Yes	OCC Member
Parish Council	Islip Parish Council	Yes		
Parish Council	Bletchington Parish Council	Yes	Yes	
Police		No	No	object on grounds of collision rate and appearance

Officer comment: the accident rate meets the DfT threshold. See above notes on 'appearance'.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Cherwell - Proposed Speed Limit Changes

B4030 at Caulcott: 40mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Timothy Hallchurch		Yes	OCC Member
Parish Council	Lower Heyford Parish Council	Yes	Yes	Strong support
District Council	James Macnamara (District Councillor)	Yes	Yes	Strong support
Police		No	No	object on grounds of collision rate and appearance

Officer comment: the limit accords with para 118 of the DfT guidance on the setting of local speed limits (DfT Circular 1/06) applying to roads with a lesser level of development where a speed limit lower than 60mph is considered appropriate.

Recommendation: implement order as advertised

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Mrs C Fulljames	Yes		
Police		No	No	object on grounds of collision history , appearance and speeds

Officer comment: the proposed limit is considered appropriate taking account of the accident history; see above notes on 'appearance'.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Cherwell - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Fulljames	Yes		
District Council	Cherwell District Council			query need
Police		No	No	object on grounds of collision rate and appearance – also queries location of terminal signs

Officer comment: the accident rate meets the DfT thresholds. See above notes on 'appearance'; the terminal signs locations are suitable.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Oxford City - Proposed Speed Limit Changes

A40 E of Cutteslowe roundabout (to just E of access to Cutteslowe Park) : 50mph limit with minor extension of 30mph limit to E of Cutteslowe roundabout

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation 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	City Cllr Michael Gotch			requests consideration of 40mph limit rather than 50mph
District Council	Oxford City Council		Yes	
Police		No	No	object on grounds of road side frontage and enforcement burden

Officer comment: proposals considered to accord with DfT advice and reflect presence of junctions (including turn through central reserve).

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Oxford City - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Roy Darke			Generally supportive
Parish Council	Elsfield Parish Meeting	Yes	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
District Council	Oxford City Council		Yes	
Police				concerned that limit appears to address isolated accident problem site

Officer comment: proposals considered to accord with DfT advice

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	David Turner	No	No	Strongly opposes on safety grounds
Parish Council	Great Milton Parish Council	Yes	Yes	
Parish Council	Great Haseley Parish Council	Yes		
Police				No objection

Officer comment: proposals are considered to be consistent with para 118 of DfT Circular 1/06

Recommendation: implement order as advertised

A329 in Cholsey / Moulsoford area: 40mph limit between Cholsey and Moulsoford

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Cholsey Parish Council	Yes	No objection	
OCC Member	Cllr Patrick Greene			Supportive of 30mph due to hazards
	Reading Road Association			support lower limit, but would like to be 30mph, not 40mph; if 40mph proceeded, request extension by 50 to 100m to SE of existing 30mph limit at Cholsey
Police		No	No	object on grounds of appearance

Officer comment: proposals are considered to be consistent with para 118 of DfT Circular 1/06

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Aston Rowant Parish Council	Yes		supportive of lower limit, but would prefer 30mph rather than 40mph
Parish Council	Lewknor Parish Council	Yes	Yes	supportive of lower limit, but would prefer 30mph rather than 40mph
	Butts Way Residents Association			supportive of lower limit, but would strongly prefer 30mph rather than 40mph
Member of public				supportive of lower limit, but would prefer 30mph rather than 40mph
Police				No objection

Officer comment: while not supportive of a 30mph limit in place of the proposed 40mph limit, an extension of the limit as requested is not considered unreasonable

Recommendation: implement order following further consultation on minor extension of limit to north to include bus stop layby

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation 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 Tetworth Road also raised to 40mph for consistency
Parish Council	Waterstock Parish Meeting	Yes		
Members of public		No (3)	No (1)	Oppose on safety grounds
Police				No objection

Officer comment: proposals are considered to be consistent with para 118 of DfT Circular 1/06

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation 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	Yes	
Parish Council	Kidmore End Parish Council	Yes		supportive of 40mph proposal but requests lower limit to be extended to include the B4526 junction
Police				Supportive of 40mph proposal and accept there is a case for 50mph limit extension

Officer comment: the request for the 40mph limit to be extended to the B4526 junction would take the limit (500m+) beyond the roadside development at Cane End

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

A4074 in Benson area: 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	Informal consultation Support proposals (yes/no)	Formal consultation 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		
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	No objection	
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		
Cyclist Touring Club	James Dawton		Yes	
Police		No	No	Object on grounds of appearance and accident record

Officer comment: the 40mph limit is judged to accord with para 118 of DfT Circular 1/06 and the accident rate on the proposed 50mph limit meets the DfT threshold; see above notes on 'appearance'.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

A4074 in Shillingford / Warborough area: 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	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Lindsay-Gale			Supportive of 40mph limit to Henley Rd junction but request reconsideration of reduction in length of 30mph at SE end
Parish Council	Warborough Parish Council	Yes	Yes	Supportive of 40mph limit to Henley Rd junction but request reconsideration of reduction in length of 30mph at SE end
Members of public (5)				request reconsideration of reduction in length of 30mph at SE end on grounds of safety
Police		No	No	Object on grounds of appearance and accident record

Officer comment: the 40mph limit is judged to accord with para 115 of DfT Circular 1/06

Recommendation: re-consult on proposed order with terminal point of 30mph to be left unchanged

A4130 Didcot Northern perimeter road: 50mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Tony Harbour	Yes		
Parish Council	Didcot Town Council			Support lower limit but suggest 40 limit is applied between B4016 and Avon Way
Police				No objection

Officer comment: consider 50mph limit on all of the route would be more appropriate than a mixture of 40 and 50mph.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Lindsay-Gale			Suggests increase to 40mph rather than 50mph would be a suitable compromise
Parish Council	Clifton Hampden and Burcot Parish Council	No	No	Not supportive – reluctantly would accept 40mph providing accesses to the White House and Riverside remained at 30mph (as proposed)
SODC member	Cllr Pamela Tomlinson			Suggests increase to 40mph rather than 50mph would be a suitable compromise
Parish Council	Berinsfield Parish Council	Yes		
Member of public		Yes		
Member of public (2)			No	
Member of public				Consider increase to 40mph acceptable but not 50mph
Police				No objection

Officer comment: accept that 40mph would be a satisfactory compromise given local concerns and history of site

Recommendation: re- advertise revised order to increase current limit to 40mph

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Peter Skolar		No	strongly oppose
Parish Council	Shiplake Parish Council	No	No	strongly oppose
Shiplake Primary School			No	
Shiplake College			No	
Member of public (59)		No		strongly oppose
Member of public (2)		Yes		
Police				No objection

Officer comment: proposals are considered to be consistent with para 118 of DfT Circular 1/06

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Stewart Lilly	Yes		no objection
Parish Council	Harwell Parish Council		Yes	Request short length of 40mph limit between Rowstock and Harwell to be reduced to 30mph
Parish Council	Aston Tirrold and Upthorpe Parish Council	Yes	Yes	
Parish Council	West Hagbourne 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		
District Council	Vale of White Horse District Council		Yes	Query if some 30mph limits at villages need to be extended to help ensure lower speeds in built up area
2 No Member of public		No		
Police		No	No	object on grounds of appearance and accident rate

Officer comment: the accident rate meets the DfT thresholds. See above notes on 'appearance'

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr David Turner	Yes		support on safety grounds
Parish Council	Waterstock Parish Meeting			concerned over multiplicity of different limits and sign clutter
Parish Council	Great Milton Parish Council		Yes	support only for length from Shabbington turn eastwards to A329 roundabout
Parish Council	Thame Town Council			support only for length from Shabbington turn eastwards to A329 roundabout
Police		No	No	object on grounds of appearance and accident rate

Officer comment: although there has been some recent reduction in accident rate, the road has an above average proportion of high severity accidents.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

B4015 between Clifton Hampden and Chiselhampton: 50mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr David Turner	Yes		While supporting 50mph for majority of route, strongly request a 30 or 40mph limit between Little Baldon Farm and Marylands
OCC Member	Cllr Lindsay-Gale			While supporting 50mph for majority of route, strongly request a 30 or 40mph limit between Little Baldon Farm and Marylands
Parish Council	The Baldons Parish Council			While supporting 50mph for majority of route, strongly request a 30mph limit between Little Baldon Farm and Marylands
Parish Council	Nuneham Courtenay Parish Council			Supports proposal but also suggests 40mph limit between A4074 and Marylands Farm
Parish Council	Clifton Hampden and Burcot Parish Council	Yes		
Police				no objection

Officer comment: although it is accepted that the length of road between Little Baldons Farm and Marylands Farm has a particularly poor alignment together with some level of development, it is recommended that the current proposal is implemented and evaluated before any further lowering of the limit is considered.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Stewart Lilly	Yes		No objection
Parish Council	Didcot Town Council		Yes	
Parish Council	Harwell Parish Council	Yes		Strongly supportive
District Council	Vale of White Horse District Council		Yes	
District Council	Cllr Reg Waite and Margaret Turner	Yes		
Police		No	No	object on grounds of appearance and accident rate

Officer comment: the proposed limit is judged to accord with paras 115 and 118 of DfT Circular 1/06

Recommendation: implement order as advertised

B4493 between the A4130 and Foxhall Road: 40mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Tony Harbour	Yes		
Parish Council	Didcot Town Council	Yes	Yes	
Police		No	No	object on grounds of appearance and accident rate

Officer comment The proposed limit is judged to accord with principles of DfT Circular 1/06 and will tie in with proposals to introduce a 40mph limit on the A4130 to the west to accommodate planned development / new traffic signalled junction

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Carol Viney	Yes		
Parish Council	Eye and Dunsden Parish Council	No	No	Object on grounds of increase in traffic from the Lafarge Sonning Works, lack of footway, driveways, junction, and poor sightlines
	Sonning & Sonning Eye Society	No		
9 No Member of public		No		
Police				Concerns over safety at new entrance to LeFarge Quarry site

Officer comment: the concerns relating to the increase in traffic from the mineral extraction works are accepted

Recommendation: no change in speed limit – in longer term review when mineral extraction works are completed

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

South Oxfordshire - Proposed Speed Limit Changes

B480 between Stadhampton and Watlington: 50mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation 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			No	
Member of public				not supportive of limit on Chalgrove bypass but otherwise not opposed
Police		No	No	object on grounds of current speeds and appearance of road

Officer comment: accident rate close to DfT threshold and lower limit would be consistent with limits introduced on neighbouring A and B road network with positive safety benefits

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Vale of White Horse - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation 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)
District Council				question benefit
Police				no objection to 40mph proposals on Manor Road but not supportive of 50mph limit to south

Officer comment: accident rate close to DfT threshold and lower limit would be consistent with limits introduced on neighbouring A road network with positive safety benefits

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Vale of White Horse - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Iain Brown	Yes		
Parish Council	Marcham Parish Council		Yes	
Parish Council	Fyfield and Tubney Parish Council		Yes	
Parish Council	Frilford Parish Meeting	Yes	Yes	
District Council	Cllr Terry Cox	Yes		
District Council	Vale of White Horse District Council		Yes	
	Frilford Heath Golf Club	Yes		
Member of public		Yes		
Police		No		Object on grounds of accident rate and appearance

Officer comment: the accident rate meets the DfT threshold. See above notes on 'appearance'.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Vale of White Horse - Proposed Speed Limit Changes

A417 at Buscot: 40mph limit by Buscot village

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Judith Heathcoat	Yes		Supports principle of lower limit
Parish Council	Buscot Parish Parish	Yes	Yes	Suggest 40mph limit is extended to include bends to east and entrance to Buscot Park
District Council		Yes	Yes	
Police		No	No	Consider existing proposals extend too far too west

Officer comment: proposed limit includes the dispersed properties to west of junction to village and is judged to accord with para 118 of DfT Circular 1/06

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Vale of White Horse - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Arash Fatemian	Yes		
Parish Council	Sunningwell Parish Council			Supports lower limit but would prefer 40mph limit
Parish Council	Radley Parish Council			Supports lower limit but would prefer 40mph limit
District Council		Yes		possibly some more hazardous sections may require 40mph limit
Member of the public				requests lower limit (30mph) by Sugworth Lane junction
Member of the public		No		Supports reduction in limit but requests lower limit by Sugworth Lane junction and extension of 30mph limit across Oxford Road to W
Police		No	No	oppose on grounds of appearance and accidents are clustered at A4183 / A34 junction

Officer comment: a 40mph limit is considered unduly low; the accident rate meets the DfT threshold and the accidents are dispersed on route; see above note on 'appearance'

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Vale of White Horse - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Cumnor Parish Council		Support in principle	concerned that the proposal would materially improve safety
District Council		Yes		Suggest some extensions may help improve safety on bend / junction of A420 southbound exit slip road
Police		No	No	object on grounds of collision rate and appearance and integration with adjacent speed limits

Officer comment: the proposals are considered to accord with para 115 of DfT Circular 1/06

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

B4494 S of Wantage: 50mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Zoe Patrick	Yes		
Parish Council	Ardington and Lockinge Parish Council		No	
Parish Council	Wantage Town Council	Yes	No objection	
District Council				question benefit
District Council	Cllr Bill Melotti	No		strongly oppose
Police		No	No	object on grounds of collision rate and appearance and current speeds

Officer comment: the accident rate is close to DfT threshold and lower limit would be consistent with limits introduced on neighbouring A road network with positive safety benefits

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

Vale of White Horse - Proposed Speed Limit Changes

Hanney to Steventon road: 50mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	East Hanney Parish Council	No	No	unconvinced of need / effectiveness
District Council	Vale of White Horse District Council		Yes	
Police		No	No	Object on grounds of appearance

Officer comments: accident rate is close to DfT threshold; see above notes on 'appearance'.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

West Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Chipping Norton Town Council	Yes		
Police		No	No	Object on grounds of appearance

Officer comment: the proposals are considered to accord with para 115 of DfT Circular 1/06.

Recommendation: implement order as advertised

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	North Leigh Parish Council			Supportive of lower limit but strongly request this to be continued to E to join with 40mph limit at Freeland and to W to include Common Road junction
District Council	Cllr Barry Norton		Yes	As above
Police		No	No	Object on grounds of appearance and that accident problem clustered at one

Officers comments: the proposals are considered to accord with para 118 of DfT Circular 1/06. A longer limit is not considered appropriate taking account of the level of road side development / frequency of accesses.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

West Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Judith Heathcoat	Yes		
Parish Council	Cllr John Bowler	No		
Parish Council	Faringdon Town Council	No	No	do not consider need
Parish Council	Clanfield Parish Council		No	
Parish Council	Grafton and Radcot Parish meeting	Yes		
District Council	Vale of White Horse	Yes	Yes	
Police				no objection

Officer comment: accident rate meets DfT criteria

Recommendation: implement order as advertised

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Clanfield Parish Council		No	
Police				No objection

Recommendation: no change in limit given not supported by parish council and minor nature of change

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

West Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Chipping Norton Town Council	Yes		
Police		No	No	Object on grounds that lower speed limit will not materially affect severity of outcome of accident

Officers comments: this is regarded as a special case. The long term accident history includes high severity accidents where vehicles leaving the carriageway have struck trees (forming a memorial avenue) located very close to the edge of carriageway and where following investigations there appears no other viable risk-reduction measure.

Recommendation: implement order as advertised

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
	Carterton Town Council	Yes		supports (but with limit starting to W of Faulder Avenue)
Member of public			No	
Police				No objection

Officer comment: although the objection from a member of public is noted, the proposed change appears consistent with DfT guidance

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

West Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Swerford Parish Council	Yes		
Parish Council	Enstone Parish Council	Yes	No objection	suggest 50mph limit is extended between B4030 and A44
Parish Council	Little Tew Parish Meeting			Limited support
Police		No	No	object on grounds of collision rate and appearance

Officer comment: there has been a reduction in the accident rate and in view of this recommend further monitoring before considering further

Recommendation: defer implementation to allow further monitoring of accident rate

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

West Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Hailey Parish Council			Support lower limit but request 40mph limit (rather than 50mph) by Bird in Hand PH and Crawley turn
Parish Council	Finstock Parish Council Parish Council		Yes	
Parish Council	Ramsden Parish Council Parish Council		Yes	Strongly support
Charlbury Cycling Group			Yes	Request also extension of 30mph limit to S of Charlbury
Police		No	No	no speed data supplied - object on appearance

Officer comment: although it is accepted that the length of road in the vicinity of the Bird in Hand PH has a particularly poor alignment together with some level of development, it is recommended that the current proposal is implemented and evaluated before any further lowering of the limit is considered.

Recommendation: implement order as advertised

LIST OF SITES RECEIVING OBJECTIONS TO TRAFFIC REGULATION ORDER

West Oxfordshire - Proposed Speed Limit Changes

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

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
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
Member of public			Yes	Also request 30mph limit at Cassington Road roundabout
Police		No	No	Object on grounds of appearance and accident history

Officer comment: The accident rate is close to the DfT threshold and the proposed limit would be consistent with the treatment of the B4449 / B4044 route as a whole

Recommendation: implement order as advertised

Division(s): Abingdon North, Abingdon West, Abingdon East

TRANSPORT DECISIONS COMMITTEE - 11 FEBRUARY 2010

ABINGDON TOWN CENTRE – (VARIOUS ROADS) 20MPH SPEED LIMIT

Report by Head of Transport

Introduction

1. This report considers the results of a public consultation on a Traffic Regulation Order for the introduction of a 20mph speed limit on various roads in Abingdon Town Centre and recommends implementation. Roads covered by the Order include Stert Street, High Street, Bridge Street, East and West St Helen Streets, Abbey Close and St Helens Wharf area. A reduced scale plan showing the extent of the 20mph speed limit is attached at Annex 1.

Background

2. Oxfordshire County Council's former Environmental Committee adopted an Integrated Transport Strategy for Abingdon on 27 June 2001. A design for the town centre scheme was progressed which led to a public exhibition in July 2004 and proposals for a 20mph zone were included in the scheme at that stage.
3. Results of the exhibition were reported to the Council's Executive in November 2004 who endorsed the scheme.
4. Oxfordshire County Council's policy for introducing 20mph zones (approved April 2005) requires the introduction of a mandatory amount of additional traffic calming in order for it to be as self enforcing as possible. Members of the AbITS members working group were concerned at the introduction of physical traffic calming features, such as road humps and chicanes and on 14 November 2008 a recommendation to proceed with a 20mph speed limit, requiring terminal and repeater signs only, was accepted. This change was reported, and approved, by the then Cabinet Member for Transport on 12 February 2009.

Consultation

5. Public consultation on the proposed 20mph speed limit was undertaken between 09 November and 04 December 2009.
6. Consultation was carried out with emergency services, members of the AbITS Working Group, local County Councillors, Vale of White Horse District Council, Abingdon Town Council, road user groups, residents and

businesses. Copies of public notices advertising the proposals appeared in the local press and were posted on street furniture along the affected roads.

7. Thames Valley Police have objected to the proposed limit on the grounds that any such proposals would need to be self enforcing. Concern was also raised that the limit would be introduced on a main traffic route and that they should only be considered on roads that have an average measured speed of less than 24mph. AbITS Working Group members have not raised any objections to the proposal. The Cyclists Touring Club has responded in favour of the proposal.
8. 13 letters from local residents have been received during the consultation period - 5 in support and 8 against. The main objections were based on the town centre roads already being subjected to congestion at peak periods with vehicles unable to travel through at speeds above 20mph, the costs of introducing the limit and that noise and air pollution would increase. Extending the limit to cover roads and approaches to schools was also requested. Numerous other issues were raised and these are summarised along with officer responses at Annex 2. Copies of correspondence are available in the Members' Resource Centre.

Officer Comment

9. The proposal for a 20mph speed limit/zone has been a long time inclusion in the Integrated Transport Strategy for Abingdon and is seen as an important element in improving conditions for pedestrians, cyclists, tourists etc within Abingdon Town Centre.
10. Vehicle speeds have been measured on a number of the roads covered by the proposed limit and data shows that average speeds range from 16mph to 21mph although no measured data is available for High Street and Stert Street.

Financial and Staffing Implications

11. The 20mph speed limit is included within the funding secured for the current town centre improvement scheme approved up to 2010/11.
12. Oxfordshire Highways staff will undertake construction supervision and project management of the scheme. The County Council's Legal Services will prepare the Traffic Regulation Order.

RECOMMENDATION

13. **The Committee is RECOMMENDED to authorise implementation of the 20mph speed limit as detailed in Annex 1 to this report.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background Papers : Consultation documentation

Contact Officer : Andy Warren, Senior Engineer Tel: (01865) 815835

November 2009

Summary of comments received during Consultation

Respondent	Support proposal	Comments	Officer Comment
Thames Valley Police	No	<ol style="list-style-type: none"> 1. 20mph should be self enforcing 2. Such limits should not be implemented on roads with a strategic function or main traffic routes (such as the A415) 3. DfT guidance suggests that where speed limits alone are introduced, reductions of only 2mph in 'before' speeds may be achieved. 20mph limits are therefore only suitable in areas where vehicle speeds are already low (mean vehicle speeds already below 24mph). 	<ol style="list-style-type: none"> 1. Limit will be by signage only. Vehicle speeds are generally below 24mph. 2. Proposal has been a long time inclusion in the Integrated Transport Strategy for Abingdon and is seen as an important element in improving conditions for pedestrians, cyclists, tourists etc within Abingdon Town Centre. 3. Speeds have been measured on a few of the roads covered by the limit and data shows that average speeds are already less than 20mph.
Resident, St Amand Drive	No	<ol style="list-style-type: none"> 1. Any further inconvenience for drivers will reduce the use of Abingdon's shops and businesses. 2. Current speed limits are sufficient as speeds are low during busier pedestrian periods. 3. Problems are from small number of excessive speeders 	All. Complaints have been received with respect to vehicle speeds outside of peak hours thus the proposed limit.

Respondent	Support proposal	Comments	Officer Comment
		who will be unlikely to obey a 20mph limit.	
Resident, Golafre Road	No	Referred to the 20mph limits recently introduced in Oxford and that drivers were too busy watching the speedo rather than concentrating on the road ahead etc.	There is no evidence to support this is the case but the situation will continue to be monitored.
Resident, Wootton Road	Yes	<p>1. Fully support the proposals as they believe that town centre priority should generally be given to pedestrians over traffic to both improve the pedestrian environment and reduce the risk of accidents.</p> <p>2. Would like 20mph speed limits extended to cover areas outside all of Abingdon's schools.</p>	<p>1. Noted.</p> <p>2. Discussions are ongoing between schools and the county councils road safety and travel plans teams with respect to safety measures outside and on routes to schools.</p>
Resident, Bridges Close	No	Limit not necessary and would discourage both motorists and cyclists. Even when High Street is not held up the limit would only be another source of aggravation.	<p>Proposal has been a long time inclusion in the Integrated Transport Strategy for Abingdon and is seen as an important element in improving conditions for pedestrians, cyclists, tourists etc within Abingdon Town Centre during peak periods and when traffic flows are low.</p> <p>The project was always aimed at controlling the flow of traffic through the town centre with the result of enhanced environment for other road users.</p>

Respondent	Support proposal	Comments	Officer Comment
Resident, Pytenry Close	No	Reducing speed limits is not the answer. Abingdon is gridlocked most of the time and it would be of more benefit to introduce road safety awareness programmes, particularly aimed at cyclists.	County Council already undertakes education, training and publicity.
Resident, Lay Avenue, Berinsfield	No	Impossible to reach 20mph for majority of the day. The A415 towards Culham etc has always suffered with nothing done to improve the situation.	<p>Proposal has been a long time inclusion in the Integrated Transport Strategy for Abingdon and is seen as an important element in improving conditions for pedestrians, cyclists, tourists etc within Abingdon Town Centre during peak periods and when traffic flows are low.</p> <p>The project was always aimed at controlling the flow of traffic through the town centre with the result of enhanced environment for other road users.</p>
Resident, The Chestnuts	Yes	Fully supports the proposals but would like it extended to include Bath Street up to the Faringdon Road/Wootton Road roundabout and also include a pedestrian crossing on Bath Street at its intersection with the footpath from Fitzharry's Road. (Important link to local schools).	Discussions are ongoing between schools and the county councils road safety and travel plans teams with respect to safety measures outside and on routes to schools.
Resident, Shaw's Copse, Lower Radley	No	A daytime limit on roads such as High Street, Ock Street and Stert Street might be a good idea. However to extend it beyond the shopping area would not be acceptable or	Proposal has been a long time inclusion in the Integrated Transport Strategy for Abingdon and is seen as an important element in improving conditions for pedestrians,

Respondent	Support proposal	Comments	Officer Comment
		warranted. (Increased congestion and pollution, pedestrians taking greater risks by crossing away from controlled crossings).	cyclists, tourists etc within Abingdon Town Centre during peak hours and when traffic flows are low. The project was always aimed at controlling the flow of traffic through the town centre with the result of enhanced environment for other road users.
Resident,	No	Stationary traffic most of day, this proposal will not change that. Costs of introducing the limit could be better spent on other projects to help the town.	Proposal has been a long time inclusion in the Integrated Transport Strategy for Abingdon and is seen as an important element in improving conditions for pedestrians, cyclists, tourists etc within Abingdon Town Centre during peak periods and when traffic flows are low. The project was always aimed at controlling the flow of traffic through the town centre with the result of enhanced environment for other road users.
Resident, Sweet Briar, Marcham	Yes	Would like 20mph speed limits extended to cover St John's Road outside Our Lady's Convent School.	Discussions are ongoing between schools and the county councils road safety and travel plans teams with respect to safety measures outside and on routes to schools.
Resident, Baker Road	Yes	Generally welcomes efforts to reduce traffic speeds in such areas but has concerns over a couple of streets in particular that they suggest would benefit from a 'shared space' environment.	Provision of 'shared space' environments on two of the roads would be costly and are beyond the current brief of AbITS.

Respondent	Support proposal	Comments	Officer Comment
		Concerns over enforcement, clutter by signs and drivers concentrating on speedometer rather than the road.	Signage will be kept to a minimum with existing street furniture used where possible. There is no evidence to support drivers attention is drawn to their speedometer but the situation will continue to be monitored.
Transport for All	Yes	Support any move to reduce speed limits particularly on roads/areas which are busy and heavily populated such as these.	Noted.
Address Withheld	No	Very much against physical features, including road humps, that have been installed around the County.	No road humps are proposed in this instance.
Cyclist Touring Club	Yes	Proposal will improve conditions for cyclists and pedestrians in the Centre of Abingdon.	Noted.



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TRANSPORT DECISIONS COMMITTEE– 11 FEBRUARY 2010

THORNHILL PARK & RIDE EXPANSION

Report by Head of Transport

Introduction

1. Oxford's Park & Ride facilities have, for many years, played a significant and integral role in the transport strategy for Oxford. They form part of a consistent and sustained approach to the city's transport strategy and help to ensure that transport problems have not hindered growth or threatened Oxford's unique character and environment.
2. There is increasing pressure at all five Park & Ride sites with Seacourt regularly filling up and Peartree and Water Eaton occasionally reaching capacity. However, Thornhill experiences the greatest pressure, with the car park being full almost every weekday by around 9:30am.
3. Officers have been progressing a scheme to tackle the capacity issue at Thornhill. This report seeks permission for officers to progress the scheme further.

Background information

4. Initially, the scope for expanding both Thornhill and Seacourt was investigated. However, due to complex issues at Seacourt and with limited resources, both staff and budget, expansion plans for Seacourt are not currently being progressed.
5. Thornhill Park & Ride is located within the Oxford Green Belt and any expansion would also be in the Green Belt. Planning Policy Guidance note 13, 'Transport', sets out the criteria for the assessment of Park & Ride development in Green Belts, including extensions to existing sites. Annex E states that Park & Ride development is "not inappropriate" provided certain tests are met. These tests include a requirement for a thorough assessment of other potential sites; that the proposal would not seriously compromise the purposes of including land in the green belt and that the proposal is contained within the Local Transport Plan. Over a period of months, officers have been working to address these tests and this information would help form part of the justification to be submitted with the planning application.
6. It is acknowledged that the existing Park & Ride car parks on the edge of Oxford cannot expand indefinitely. Work has therefore continued on developing alternatives such as remote Park & Ride car parks and encouraging increased use of public transport to Oxford from closer to home. The "Premium Routes" initiative has helped to increase bus patronage. Efforts

will also be made to ensure that the existing Park & Ride sites are used more efficiently.

7. Thornhill, like many of Oxford's Park & Ride sites, have multiple destinations such as the City Centre, Headington, hospitals, London, and airports. This makes determining the current and future demand at Thornhill a complex matter.
8. Oxfordshire County Council commissioned its transport planning consultants, Halcrow, to assess current and future demand for additional park & ride provision to the east of Oxford. For the purpose of the demand assessment work, it was assumed that this additional demand was at Thornhill. The demand assessment modelling they undertook shows there is currently an unmet demand for an additional 303 parking spaces at Thornhill, which rises to 540 if demand to 2026 is taken into account. An extension of 540 spaces would bring the total car park capacity to 1400. Annex 1 contains the executive summary from the demand assessment report.
9. While not the primary purpose of Thornhill Park & Ride, its use for London trips has always been permitted. While this use was not part of the original concept for Park & Ride, it has grown over a long period and is now an important feature of the Thornhill facility and benefits many residents of Oxfordshire and reduces car travel to London. As far back as July 1999, Oxford City Council's Highways and Traffic Committee was informed that 25-30% of the use of Thornhill car park was by London-bound users. City members decided to accept this use on the basis that Thornhill was a general public transport interchange as well as a Park & Ride car park. Subsequently the County Council allowed coaches to enter the car park. Previously coaches only served the bus stops on the A40. However, people could still park at Thornhill and walk across to these stops. On road safety grounds it is considered preferable to facilitate these services on the Park & Ride site
10. Although this use increases the demand for spaces at Thornhill, there are potential carbon savings, reduced congestion and sustainability benefits associated with coach travel to London and the airports. It is accepted, however, that this element of use requires more proactive management and this is addressed later in the report.

Key Stakeholder Consultations

11. A main stakeholder consultation was conducted in February 2008 seeking comments on the Potential Sites Report. A summary of this report and the sites assessed can be found at Annex 2.
12. It should be noted that the letters from stakeholders on the Potential Sites report covered both Thornhill and Seacourt. However, for reasons already mentioned, references to Seacourt have been removed from the report.

13. Whilst some respondents questioned the sustainability of continued Park & Ride provision, particularly in respect of the coach services to London, most largely agreed with the assessment of the potential sites and no additional sites were suggested for investigation.
14. CPRE, Natural England, Oxford Green Belt Network and Oxford Preservation Trust had concerns regarding the impact further development would have on the Green Belt. Oxford Preservation Trust commented further that potential sites should be considered along with landscaping and screening measures. CPRE, South Oxfordshire District Council and the Highways Agency were also concerned that Park & Ride use could encourage more car use.
15. Oxford City Council and both major bus operators, Oxford Bus Company and Stagecoach, were in support of further expansion at Thornhill. Oxford City Council also stated that the adopted Local Plan and emerging LDF Core Strategy, supported the principle of capacity improvements.
16. Following this consultation the report was amended to remove references to Seacourt and greater detail was added. This report will help form part of the planning application.
17. Although the consultation was carried out some time ago, the facts remain unaltered and therefore it is not deemed necessary to repeat the consultation exercise. The planning application process will include further consultation.

Management of Thornhill P&R Site

18. Parking for cars at Thornhill is currently free, whatever the destination; London, Airports, Oxford centre and the local area. The only restriction is a 72 hour maximum stay.
19. It is considered that the use of Thornhill for destinations other than Oxford is beneficial as it provides a valuable service for Oxfordshire residents and helps to reduce traffic travelling through South Oxfordshire and on neighbouring authorities' roads.
20. Park & Ride sites cannot be expanded indefinitely, even though they are key to Oxfordshire's Transport Strategy. The county council's strategy is to provide people with a choice of sustainable means of getting to their destination whenever possible. Measures such as charging targeted at London and Airport use will help to control demand for spaces and maintain a balance between core use for travel to Oxford and trips to London.
21. Mechanisms to enable charging to take place will need further evaluation but would need to be built into any proposals.
22. Without a commitment to managing demand through the introduction of a charging regime at Thornhill, targeted at maintaining core use, it is considered likely that this could cause problems when seeking planning permission for further expansion in the green belt.

Private Land Acquisition

23. The option of purchasing the land currently leased at Thornhill is not being pursued. The cost of buying the land would increase the project capital costs significantly. Shotover Estate, the landowner, is also not keen to sell and going through a Compulsory Purchase Order (CPO) process would cause delay and add further costs to the project.
24. The proposal is to extend the current lease agreement the county council has with Shotover Estate. Preliminary discussions have indicated that the Estate is happy in principle with this approach.

The Local Transport Plan

25. The second Local Transport Plan included in its programme a new terminal building at Thornhill Park & Ride to provide high-quality facilities for inter-urban coaches and the Park and Ride bus service. The LTP also aimed to *'...ensure that sufficient capacity exists to meet growing demand...It is anticipated that some expansion of the existing sites will take place during the current plan period'*. The expansion would help to deliver these current LTP proposals.
26. An expanded Park & Ride would continue to contribute towards the new objectives agreed by the county council's Cabinet in September 2009 for LTP3. This scheme should contribute to several of the high priority objectives for investment in several settlement types. It has therefore been put forward to be assessed as part of the LTP3 programme process for 2011-2016.
27. This scheme would also complement Oxfordshire's Access to Oxford project and form part of the Council's contribution to this package of schemes.

Financial and Staff Implications

28. Proceeding with the planning application and associated work can be accommodated within existing staffing levels, utilising support from framework consultants. The allocated budget from the capital programme for this work is £200,000 in 2010/11; costs incurred prior to this are approximately £300,000.
29. The likely increased lease cost is currently unknown. However, the previous increase to the last extension is known. There will also be a marginal additional revenue cost associated with increasing the lighting and CCTV on the site.
30. If planning permission was granted and the site extended, then no additional on-site staff resource would be required to operate the expanded Thornhill site.
31. A London-bound departure charge payable for London and airport services departing from Thornhill, would generate revenue to help contribute towards

the running costs of operating Thornhill. Implementing parking charges targeted at London and airport travellers would also generate a revenue stream to contribute to the running costs. The amount generated would be dependent on the actual scheme implemented.

32. A capital budget to implement and build the extension, should planning permission be granted, has yet to be identified. Implementation costs have currently been identified at £3-4 million dependent on the specification of the expansion.

Conclusion

33. The work done to date identifies that there is a high level of unmet demand and additional future demand associated with growth in the area. Following the assessment of potential sites to cater for this additional demand for the eastern corridor, officer preference is to provide for this demand at Thornhill through expansion to the east of the existing site.
34. Seeking planning permission can be a lengthy process and although there is no capital funding identified yet, officers recommend the county council should proceed with seeking planning permission so that they are in a position to proceed with the extension when funding permits.
35. Officers hope to be in a position to be able to apply for planning during spring 2010.
36. Implementation of a charging regime is important for the planning application and to help manage demand for the site. Officers will work with Cabinet Members and stakeholders to develop the details of an acceptable charging regime targeted at London and Airport use.

RECOMMENDATION

37. **The Committee is RECOMMENDED to:**
 - (a) **authorise officers to proceed with making a planning application to expand Thornhill P&R to the east of the current site, increasing the capacity of the site to 1400 spaces as outlined in Annex 3 to this report;**
 - (b) **authorise officers to proceed with negotiations to agree an extension to the current lease arrangement with Shotover Estate;**
 - (c) **authorise officers to proceed with designing and specifying a charging regime, targeted at London and airport bound use, which will form part of the planning application; and**

- (d) delegate approval for the mechanism of the charging regime to the Head of Transport in consultation with the Cabinet Member for Growth & Infrastructure.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Halcrow Demand Assessment Report
Potential Sites Assessment Report

This report contains a summary of the two reports listed as background papers. As the full reports are of a technical nature they can be viewed on request to Paul Fermer or Chanika Walawage.

Contact Officer: Paul Fermer: Tel: 01865 815764
Chanika Walawage: Tel: 01865 815890

January 2010

Thornhill Park & Ride Demand Assessment

Executive Summary

1 Introduction

- 1.1 Halcrow has been commissioned by Oxfordshire County Council (OCC) to undertake a review of the existing and potential future demand at Thornhill park & ride. For the purpose of this study, it was assumed that any additional park & ride capacity for the eastern corridor of Oxford is at Thornhill; potential sites are covered in the OCC Potential Sites report.
- 1.2 The review has considered and reports on the characteristics of current use and travel patterns at Thornhill, as well as assessing the potential level of demand projected for the future year of 2026, chosen as it is in-line with the Local Development Frameworks (LDF). This report provides an evidence base to help understand the particular characteristics of the Thornhill park & ride facility. The findings of the review will help to determine an appropriate park & ride facility to meet the demand of people travelling predominantly from the east of Oxford.

2 Existing Situation

- 2.1 Thornhill park & ride is one of five park & ride sites managed by Oxfordshire County Council, which between them intercept 20% of car trips bound for the city (2005 figures), and divert a total of 1.3m cars per year from the city. The Thornhill site has been in operation since 1985. The site is located on the southern side of the A40 (London Road) to the east of the city. The current capacity available at Thornhill park & ride is 874 parking spaces.
- 2.2 All of Oxford's park & ride sites offer high frequency daytime bus services towards Oxford city centre. Thornhill additionally has coach services to London, Gatwick and Heathrow and a specific link to the Churchill and Nuffield Hospitals. Surveys of users at Thornhill indicate the split of boarders between the different categories of bus services. Around half of boarders use buses to Oxford city centre or hospitals, the remainder are on coach services. A significant number of trips involve driving and parking a car, and this is the dominant mode of access for park & ride bus services focused on the city centre. This is by no means the exclusive mode of access, especially for coach users, as people are also dropped-off, interchange from other buses or access the site on foot or by bicycle.

- 2.3 The car park at Thornhill is at capacity on many weekdays, becoming full as early as 09:15 (Tuesdays and Wednesdays are the busiest, Fridays the quietest). Site visits observed that vehicles could spend 20 minutes seeking a space during these times. There is also a high incidence of vehicles not parking in official bays. The car park occasionally fills on Saturdays, but less regularly than during the week. Long stay and overnight parking is a regular occurrence at Thornhill. There is also some use of Thornhill by car-sharers, and people who walk or cycle from the site.

3 Park & Ride Modelling

- 3.1 Park and ride demand was modelled at Thornhill to assess the potential suppressed demand (present), as well as forecast future demand (including the effects of car park size limitation). Note that the study has focused on Thornhill rather than any of the other potential sites that could be used as a park & ride for the eastern corridor into Oxford. As most demand is from the eastern corridor, forecasts could be transposed to other locations in the east.
- 3.2 Two modelling tools have been used. The starting point for the analysis has been the Central Oxfordshire Transport Model (COTM). COTM has been used to estimate future demand at the site. A bespoke logit model has drawn on trip demand, distribution data and generalised trip cost information from COTM to estimate suppressed demand. In addition, catchment analysis has indicated that around 40 trips that could use Thornhill park & ride are currently using other sites (in the AM peak hour) to get to Oxford city centre and 11 trips to get to the Headington/hospitals area. This represents maximum potential transfers, as users will still choose other sites for reasons unrelated to Thornhill's parking availability.
- 3.3 Note that modelling only simulates demand for the park & ride bus service into Oxford. It is assumed that as most users of London coach services arrive before the car park is full no suppressed demand currently exists. A similar assumption is made for users who park & cycle or park & walk from the site.

4 Results of modelling

- 4.1 Analysis of suppressed demand in 2007 indicates that peak hour demand could be up to 25% higher if parking was available. In 2026, the level of suppression of the COTM forecast AM peak demand was found to be approaching 30% if the car park remains the same size as today. Moreover, if the COTM forecast comparison is made between a suppressed 2007 and an unsuppressed 2026, growth in the demand for park & ride use rises to just over 40%. Most suppressed demand is related to 'conventional' daily park & ride use at the site, the largest category of users. In terms of other users, coach users are less likely to fail to find a space at the site, as a result of a combination of early arrivals and/or a greater proportion of coach passengers being dropped off ('kiss & ride').

4.2 Demand for park & ride bus services at Thornhill has been forecast (by COTM) to increase by some 26% from 2007 to 2026 (AM peak). As COTM is a variable demand model, this does not just include increases from existing origins, but also a re-distribution of trips based on the balance between supply and demand for trips and transport infrastructure. However, COTM's forecast is not constrained by the site car-park, and if site capacity is not increased, forecast demand will not be met. As there is potentially already an element of suppressed demand at Thornhill, this issue will become more significant if parking capacity at the site is not increased.

4.3 Future car park capacity

4.4 Table E.1 summarises the range of demand and implied capacities shown by the model outputs. The implied notional site capacity is a rounded number that effectively makes allowance for additional transfers from other sites.

Table – Car park capacity and potential additional demand:

	AM peak net demand (hour)	Max accum (12:00)	Implied capacity (notional)	Additional/ Suppressed demand (daily)
Base – current car park & illegal parking	181	935	-	-
Forecast – suppressed demand released	225	1161	1200	303
Current car park; illegal parking & suppressed demand	181	935	-	540
1200 space car park; 2007 release of suppressed demand	226	1168	1200	228
No suppressed demand	259	1338	1400	-

Category	Approx proportion of Thornhill car park			
	2007		2026	
Park & Ride bus services	43%	(374)	47%	(655)
Coach services	34%	(299)	32%	(441)
Overnight	17%	(151)	16%	(223)
'Other' methods/modes	6%	(50)	6%	(80)

5 Summary and Conclusions

5.1 In summary, current (2007) levels of suppressed demand at Thornhill suggest that maximum potential car park accumulations of over 1150 would be realised, thus indicating a need for an ultimate capacity of around 1200 to meet current demand. This would allow for an element of illegal parking and additional demand from transfers from other sites. Parking allocations to specific users, such as disabled or families, are not specifically identified in these figures. They are effectively included in the accumulations, as these are based on all traffic, but some additional separate provision may still be required to generate sufficient general user spaces.

- 5.2 The 2026 forecasts show that the overall demand will increase, although accumulations and capacity increases are of a slightly lesser order as a result of different patterns of movement and differential growth in coach versus city-focused park & ride service use. Forecasts indicate that a car park capacity of around 1400 would be suggested for 2026, to have no 'suppressed' demand.

Halcrow
Miles Hodgson
October 2009

Potential Sites Assessment

Executive Summary

1 Introduction

- 1.1 Oxfordshire County Council officers undertook an assessment of potential sites for additional Park and Ride capacity to cater for the unmet and growing demand for car parking evident at the Thornhill Park & Ride site.
- 1.2 The assessment looked at the possibilities for providing the additional demand of around 540 spaces for the demand for this facility in the eastern corridor of Oxfordshire. 10 locations (including Thornhill itself) were identified for assessment. The sites are shown in figure 1.
- 1.3 All sites were assessed in line with Planning Policy Guidance note 13, 'Transport', which sets out criteria for the assessment of Park & Ride development in Green Belts, including extensions to existing sites. Annex E states that Park & Ride development is "not inappropriate" provided certain tests are met. These tests include a requirement for a thorough assessment of other potential sites; that the proposal would not seriously compromise the purposes of including land in the green belt and that the proposal is contained within the local transport plan. Officers have been working to address these tests and this information would form part of the justification to be submitted with the planning application.

2 Approach

- 2.1 A staged approach was taken with regard to the assessment process, with each stage having a progressively more detailed assessment undertaken with tighter criteria.
- 2.2 As the requirements for an Oxford based Park & Ride car park and bus service and those for a London coach/car interchange are different they are dealt with independently of each other.
- 2.3 Stage 1 assessed all sites with criteria around site characteristics, effectiveness and travel impacts, environmental concerns and bus/coach operations. Additional considerations were also given to operating costs and tandem operational issues.
- 2.4 Stage 2 assessed the sites which met the stage 1 criteria. Stage two looked more closely at both the transport and environmental impacts.
- 2.5 Stage 3 involved checking and assessment of the finer details of expansion at the Thornhill site as it was officers' preferred option.

3 Stage 1

- 3.1 It is officer opinion that both of the potential non Green Belt locations (8 & 9) have short comings in access, operational and environmental impact terms. Both are also too remote from Oxford to support dedicated Park & Ride bus services and they are not passed by frequent local bus services. Site 9 at Lewknor is too far out to easily serve a large part of the main Thornhill catchment area including Thame and at least part of Aylesbury. It does already operate informally as a Park & Ride car park for the Oxford Tube but this is as a local facility with a catchment area in its own right.
- 3.2 The remaining sites, all of which are in the Green Belt appear to also have environmental or flood risk shortcomings and other than sites 1A or 1B at M40 Junction 8, it is not considered to have significantly less Green Belt impacts than on-site expansion 10A or 10B at Thornhill.
- 3.3 Main stakeholders were consulted following Stage 1 of the assessment process. Whilst some respondents questioned the sustainability of continued Park & Ride provision particularly in respect of coach services to London, most largely agreed with the assessment of the potential sites. No other potential sites were identified during this consultation process. Figure 2 contains a summary of the comments in full.

4 Stage 2

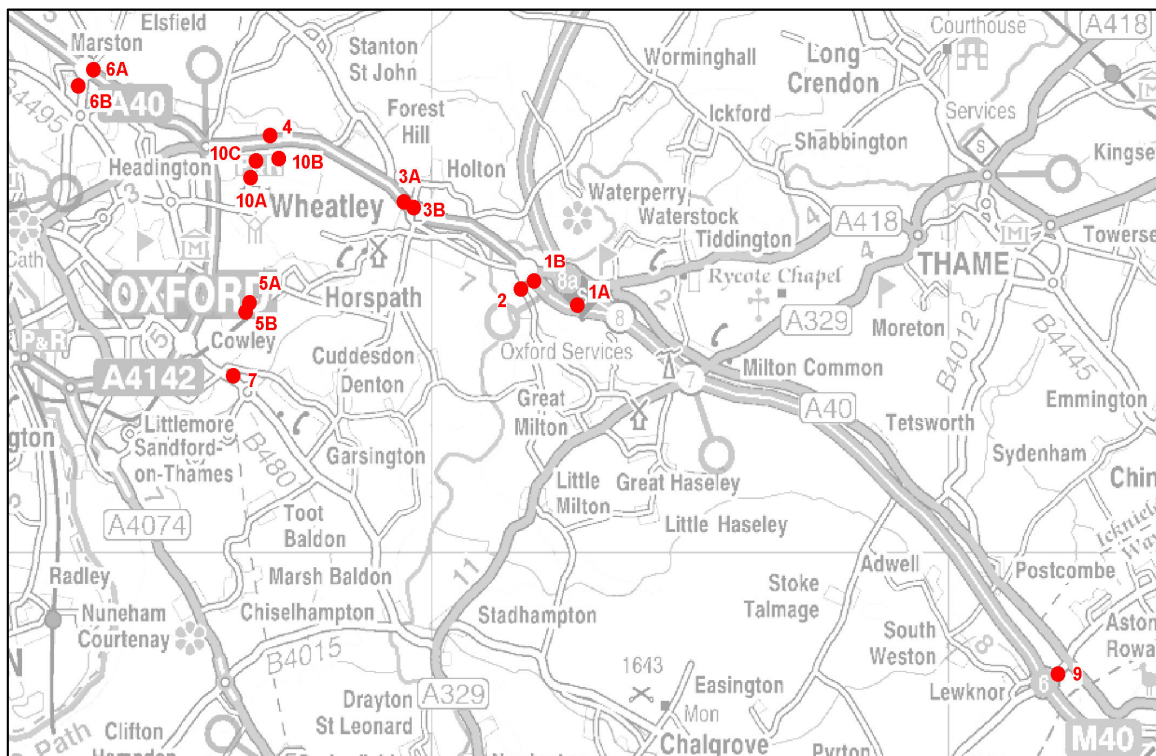
- 4.1 More detailed work in Stage 2 examined to what extent sites 1A and 1B can serve the catchment area for Oxford based Park & Ride and consider the operational and access issues. These sites, and site 9 at Lewknor, were also considered in more detail for a coach interchange. However, even if these sites could be effective in attracting coach users away from Thornhill this would not necessarily remove the need to find additional parking for Oxford based Park & Ride, although it could reduce the amount of additional parking required.
- 4.2 Stage 2a assessed the potential sites for operation of an Oxford based Park and Ride. Only sites 1A and 1B were assessed for this stage as Lewknor does not capture all Oxford bound users of Thornhill Park & Ride. While there are merits in locating an Oxford bound Park & Ride at either of these sites, they do not outweigh the benefits of further expansion at Thornhill. Both sites do not capture all users of Thornhill, especially frequent users from Wheatley. The associated costs for the works required for access are significant and do not provide economies of scale. Bus operation costs will also rise and bus services may not commercially viable.
- 4.3 Stage 2b assesses all three sites for a London coach/car interchange. This assessment shows that although sites 1A and 1B are in the Green Belt, both sites are better located than Lewknor in terms of the Thornhill catchment area. Even so, both sites at Junction 8 will only capture users from Wheatley, for most other users it would involve increased car mileage. Lewknor is too far out to capture coach users at Thornhill.

5 Stage 3

- 5.1 Stage 3 assessed site options 10A and 10B, extensions at Thornhill Park & Ride in detail with regard to environmental and transport impacts to ascertain which would be the preferred site.
- 5.2 The eastern extension is preferable as it utilises existing site screening, uses existing filed boundaries, and would mean the bus and coach terminal building is central to the car park.

Richard Micklethwaite
Chanika Walawage
2009

Figure 1: Site locations



Site	Description
1A	M40 Junction 8
1B	M40 Junction 8, adjacent to Welcome Break services
2	M40 Junction 8
3A	Wheatley adjacent to sports field
3B	Wheatley, adjacent to sports field
4	Sandhills, opposite Thornhill Park and Ride
5A	Horspath Road, recreation site
5B	Horspath Road, recreation site
6A	Marston, part agricultural
6B	Marston, within Conservation Area and Protected Open Space
7	Watlington Road, agricultural use
8	Milton Common, adjacent to edge of Green Belt, close to M40
9	Lewknor, adjacent to Conservation Area and an Area of Natural Beauty
10A	Southern expansion at Thornhill
10B	Eastern expansion at Thornhill
10C	Decking at Thornhill

Figure 2: Stage 1 stakeholder consultation

The Stage 1 assessment was sent to the following stakeholders for their comments in February 2008. They were consulted on both Seacourt and Thornhill sites, although only the comments with regard to Thornhill are referred to here.

Stakeholder	Comments
Oxford City Council	<p>Strong support for the expansion of Park & Ride capacity serving Oxford. It is important that capacity keeps ahead of demand in order to ensure that Park & Ride remains convenient option for users. The adopted Local Plan and emerging LDF Core Strategy support the principle of capacity improvements. Concern that not all planning designations have been picked up in this assessment, such as economic designations. It is important that work continues to progress as speedily as possible on expansion to meet the current and predicted short term demands.</p> <p>In future remote Park & Ride sites may well be needed given the constraints affecting many of the existing Park & Ride sites. It would be useful if a clear short and long-term strategy for Park & Ride provision could be presented as part of the forthcoming planning application at Thornhill.</p>
Campaign to Protect Rural England, Oxfordshire Branch	<p>CPRE is concerned that the scheme to expand the Park & Ride could encourage new journeys across the country. Furthermore the use of public transport may be discouraged as Park & Ride will become the 'easy' option as a result of the expansion, which would also affect the viability of services.</p> <p>"Transport hubs" like Thornhill where coach services to London pick up passengers is unsustainable. People are travelling further e.g. from Thame to Thornhill to catch the coach instead of the more sustainable at their origin. This problem could be further exacerbated if the supplementary sites were to accommodate only the "coach" element of present Park & Ride use. If the use as outbound "transport hubs" were to be terminated the problem that this consultation seeks to solve might no longer exist.</p> <p>A number of alternatives are dismissed for sound reasons leaving just two, both at Junction 8 of the M40. Both would involve a new breach of Green Belt controls. Although Thornhill is also a breach, it would seem preferable in principle to expand an existing harm than to create an entirely new one. The provision of two park & rides to serve effectively the same road would be confusing to users. It would also involve greater support and maintenance costs than would apply on a single site and a greater number of</p>

	<p>shuttle bus journeys would be needed on two sites than one to cope with the same level of overall demand. If there is to be an expansion of Park & Ride facilities it would appear more appropriate to expand Thornhill than to develop either of the two alternatives.</p> <p>Junction 8 sites could create yet more long distance car journeys across the country to access coach services. The roundabouts at Junction 8a are already congested.</p>
Highways Agency	<p>Supports sustainable transport measures. However, are concerned that the expansion of Park & Ride facilities is not a sustainable solution and could attract more vehicles onto the Strategic Road Network (SRN) which is already at capacity.</p> <p>The Access to Oxford model should be used to test the suitability of alternative sites and the impact on the SRN. Where adverse impacts are identified, appropriate mitigation should be undertaken.</p> <p>Additional HA comment (received via email 03-07-2009) The northbound entry slip road was probably changed to an emergency slip road in 1991 when the dedicated Oxford spur at J8 was constructed. Imagine the decision was made due to the close proximity of J7 and J8 where manoeuvring into the correct lane to stay on the M40 (J7 traffic) or leave the M40 (J8 traffic) would lead to weaving accidents. This remains applicable and we would not consider reinstating this slip road. Constructing a new southbound slip road at J7 would require land take at our depot and possibly other premises on the industrial estate. Our depot at Milton Common is key to our operations and we would not consider loss of this function in return for a slip road. If a southbound exit slip road was created. Imagine it would also attract weaving accidents between traffic already on the mainline M40, traffic joining from J8 spur road and wanting to leave at J7. For these reasons, this site is not a viable option in our opinion.</p>
Natural England	<p>The existing site at Thornhill is within 1km of Brasenose Wood and Shotover Hill Site of Special Scientific Interest (SSSI) and within 2km of a number of other SSSIs. The site at Thornhill is also within 7km of Oxford Meadows Special Area of Conservation (SAC). The impact of any expansion at Thornhill on these sites will need to be considered. Agree with the selection of the junction 8 sites as possibly suitable. However these too are located within 5km of 4 SSSIs, the impact of these sites will need to be considered.</p>

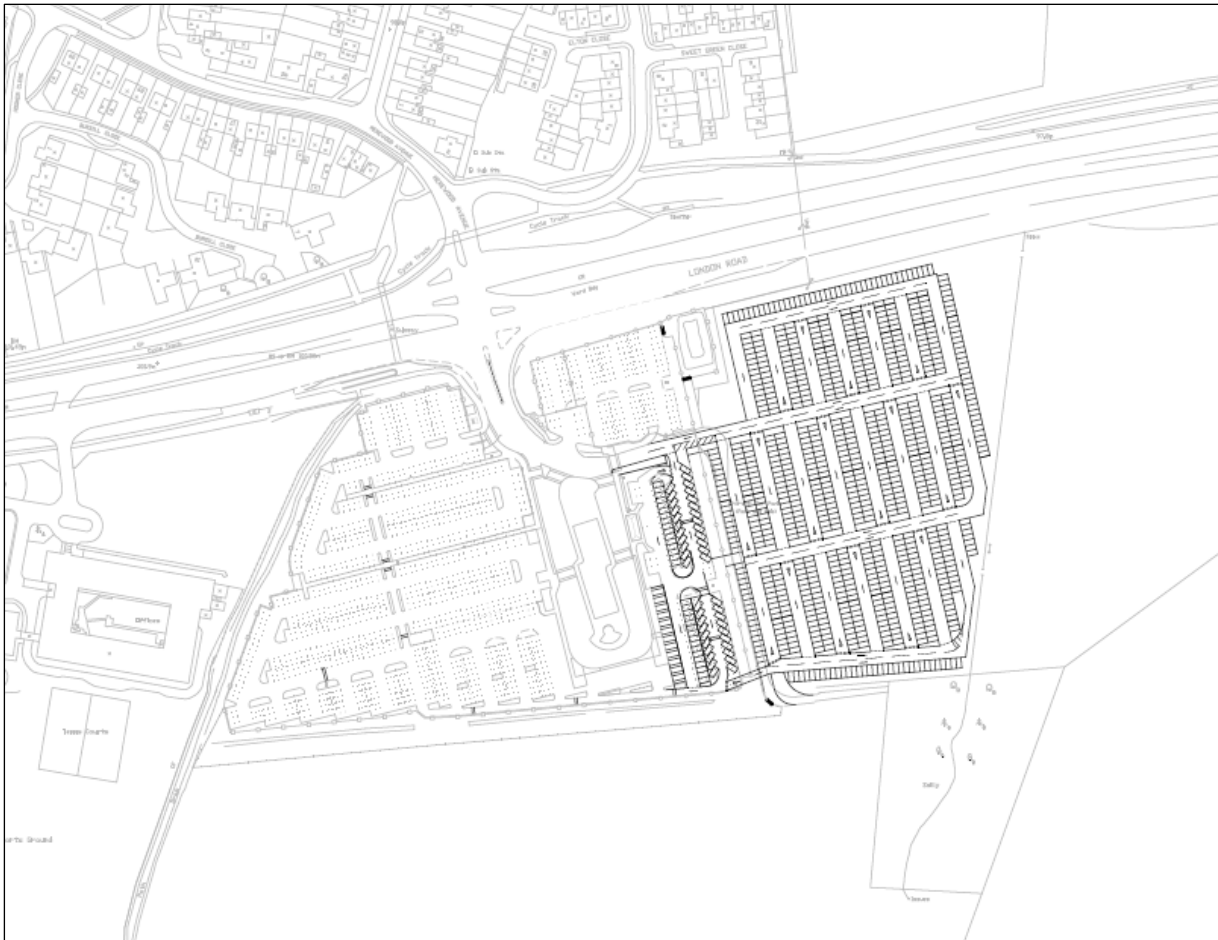
Oxford Bus Company	<p>Supports methodology and main considerations of the report. Believes that one of the key considerations must be the convenience of potential users. Park & Ride schemes work best when the car park is sited at the start of a peak traffic queue with significant bus priority downstream.</p> <p>In the case of alternative sites Oxford Bus Company believes that a discrete commercial service would not be viable unless built up over a number of years. A service calling at two different sites will not be attractive and could be confusing to users. It also gives the perception of delay to those who travel from the farthest point.</p> <p>To attract car users Park & Ride services should have limited stops and significant priority. Not convinced there would be any demand for bus or coach services at Junction 8 as it is too far from Oxford to effectively intercept traffic to the city and lacks an easily accessed hinterland for coach users. The existing site should be expanded which would provide economies of scale both for the bus services with rising demand for more capacity which could then be met by high frequencies and car park management.</p>
Oxford Preservation Trust	<p>Appreciate the need for these facilities. However would be concerned to see any proposals for new Park & Ride provision within or adjacent to the Oxford Green Belt. The alternative sites would have to be thoroughly considered along with details of landscaping and screening measures to limit the impact of the development.</p>
South Oxfordshire District Council	<p>The report makes no reference to trying to manage the demand for park & ride and to encourage the use of local bus routes.</p> <p>Whilst park & ride has a role in protecting Oxford from traffic and congestion it does encourage car use to the edge of Oxford. Any expansion would impact on the Green Belt. Some of the objections to alternative sites appear weak giving the impression of a lack of balance in the report, this includes people disembarking at the wrong site. More fundamentally the disadvantages of the use of existing bus routes also appear overstated. Assuming the case for further provision can be made we would support the further exploration of a site close to junction 8.</p> <p>Other comments received: Letter dated 20 November 2006 stated that further expansion of the Thornhill site would need to be justified in terms of capacity, management of car park with regard to charging and length of stay. Concerned about effect of London and airport coaches on the car park and</p>

	whether this meets the objectives of the Park & Ride scheme to protect the character of Oxford. If the site were to be expanded an eastern expansion would be preferable, decking is very unlikely to be acceptable.
Stagecoach	Expansion at the Thornhill site makes the greatest sense to meet short/medium term growth in Park & Ride demand, possibly using decking to provide additional capacity. A site adjacent to Junction 8 would not be at all attractive for coach passengers as an alternative to Thornhill and it would be seen as very much less convenient. The use of the Old London Road would be particularly unattractive to coach passengers who would perceive this as lengthening of an already fairly slow “express” journey.
Oxford Green Belt Network	Happy that the Green Belt has been one of the main considerations but still anxious of any more development on it. Would be unhappy with additional facilities in Green Belt villages such as Holton, Horspath Road and Marston. A major concern of Thornhill is, in addition to loss of Green Belt land that this site would become a commercial centre with shops and cafes. In future Park & Rides should be located outside the Green Belt. Decking should be considered at the existing site. Suggests that less generous parking allowance at Thornhill could have some benefits.
Vale of White Horse District Council	Comments provided refer to expansion at Seacourt only.
West Oxfordshire District Council	Comments provided refer to expansion at Seacourt only.

Eastern Expansion at Thornhill

Indicative Plan

The plan below shows the likely extents of providing a car park around 1400 spaces at Thornhill. **This is for indicative purposes only**; detailed plans are currently being developed.



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Division(s): Headington and Marston, Barton and Churchill
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TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY 2010

OXFORD, HIGHFIELD TRAFFIC MANAGEMENT SCHEME

Report by Head of Transport

Introduction

1. This report outlines investigations carried out into the feasibility of a trial closure of the Highfield area of Headington to through traffic. As a result of the investigation, a course of action is recommended for the development of a traffic management scheme which does not include consultation on closing the area to through traffic.

Background

2. The streets between London Road and Old Road in Headington (highlighted on the plan at Annex 1) have long been used as a through route by drivers wishing to avoid signalised junctions at Windmill Road or Gipsy Lane, but traffic has increased in the area in recent years due to developments at the Churchill Hospital site. These streets cover the Highfield area and a part of New Headington (referred to hereafter as the Highfield Area).
3. Approximately 70% of traffic on the highlighted streets is through traffic. The dominant flows are from SE to NW and vice versa, between the Cowley and Marston areas. Looking at northbound flows, which are slightly heavier than southbound during the 7am to 7pm period, average weekday 12-hr flow northbound through the area is approx 2,500 vehicles. This compares with 3,000 and 4,200 northbound on Gipsy Lane and Windmill Road respectively, showing that, rightly or wrongly, the route through Highfield is an important link in the city's road network. Of the traffic exiting onto London Road via Lime Walk or Latimer Road, 70% exits from Lime Walk. Flows on Bickerton and Stapleton Road are much lower, with less than 30% of the flow on Lime Walk.
4. Lime Walk is straight and comparable in width with Windmill Road, and can accommodate parking on both sides with traffic usually passing in both directions, over much of its length. It is the obvious main choice for traffic as a through route, though Latimer Road is clearly used as an alternative to the northern part of Lime Walk, to avoid congestion.
5. Impatient and aggressive driving in the area can make conditions uncomfortable for pedestrians and cyclists, although there have been very few reported accidents in the area. There are, however, clusters of reported accidents (mainly minor) at the junctions with London Road and Old Road.

6. The county council has been in discussion with the Highfield Residents' Association (HRA) for several years, over a potential scheme for mitigating the impact of through traffic on the area. Developer funding money is available for such a scheme, but there has been a long-running debate over the degree to which the volume of through traffic should be reduced. Officers consider that a suitable traffic calming scheme would be effective in reducing speeds, whilst having a modest impact in reducing traffic volume. However, HRA would like to see a greater reduction in through traffic. Various options have been discussed and there has been pressure from HRA to consult on a range of options including significantly restricting access through Highfield.
7. Officers recognise that there would be benefits to closing or severely restricting the area to through traffic. In addition to the main benefit, which is improved amenity for residents, it would also make the area quieter and more attractive to pedestrians and cyclists, and may encourage some traffic to stay on the ring-road and not go through Headington at all. Additionally, fewer turning movements may improve safety at the junctions with Old Road and London Road. However, officers have always had serious concerns about the potential impact on the surrounding road network, principally in connection with the impact on bus reliability. There are also concerns about residential amenity in streets that would take the additional traffic. Without expensive modelling work it would be impossible to predict this impact unless a trial was carried out.
8. In September 2009 officers agreed to investigate the feasibility of a month-long trial closure of Highfield to through traffic, in order to assess the impact on the surrounding road network and public transport services in the area. Some informal consultation was carried out with groups and organisations likely to be affected.

Feasibility and Informal Consultation

Location and type of closure

9. Officers investigated where closures might be placed, taking into account the need to provide space for vehicles to turn. At first it was thought that leaving a minor route through the area via New High Street and Kennett Road might be acceptable, as it would probably not be an attractive route for the bulk of the through traffic, but it quickly became apparent that this would be very unpopular with the residents of those streets. It would also increase turning movements within the Headington shopping area, which would be undesirable in the context of the objectives of the current London Road scheme.
10. Closures at the junctions with either London Road or Old Road may be least confusing to drivers and would have little or no impact on parking provision. However, objections to closures at the London Road end were raised by businesses and organisations whose major access routes are via London Road. It was found that closure points at either London Road or Old Road would not provide sufficient turning space for refuse and delivery vehicles and in some of the roads would force these vehicles to reverse over distances that would pose a potential safety risk.

11. Potentially acceptable closure points are indicated on the plan at Annex 2. However, these would still be very difficult for larger vehicles turning at the end of Bickerton Road, even if some parking was removed. While refuse vehicle drivers have tested this and found it possible to turn, delivery drivers who may be less skilled and not familiar with the area may find it very difficult and end up reversing back the entire length of Bickerton Road, and out onto Old Road. An alternative might involve a closure point part way along Latimer Road, immediately north of The Brambles, but this would have the disadvantage of splitting Latimer Road in two (causing confusion for emergency services and delivery drivers) requiring parking to be removed, and causing vehicles to use a non-adopted road for turning.
12. None of the closure points identified at Annex 2 conform to the standards set in the county council's Residential Roads Design Guide, which specify a greater width required for turning. They would also have the disbenefit of splitting All Saints Road, which may cause confusion for emergency services and delivery vehicles. However, no other potentially suitable alternatives were identified.
13. Although it has been suggested by residents that non-permanent closures could be used to enable emergency access, these are not considered acceptable to the emergency services. Gates present problems over access to keys. Fire crews carry cutters and break locks, which enables access but then presents maintenance problems. Rising bollards have a reputation for being unreliable, and have high ongoing maintenance costs, which would cause a strain on electrical services revenue budgets.

Informal consultation

14. Discussions were held with representatives from bus operators, local hospitals, the emergency services, Oxford Brookes University, and Headington Committee for Development Action (representing residents' associations and other organisations in Headington). Network management, maintenance and traffic signals colleagues were consulted
15. Bus operators had serious concerns about the impact on bus reliability, particularly on routes along Windmill Road, which could experience an increase in traffic flow of over 20% if the Highfield routes were closed. The resulting delay to buses may seriously affect the ability of the number 10 service and the newly extended 700 hospital service to meet their timetables. Signals at the junction of Windmill Road and London Road could be adjusted to help reduce queueing in Windmill Road, but this would lead to additional delays on London Road, affecting many more bus passengers.

16. The Oxford Radcliffe Hospitals Trust (ORHT) was particularly concerned about the impact of the closures on their inter-site staff shuttle bus, which runs at 15-minute intervals throughout the day between the John Radcliffe and Churchill sites, via Lime Walk and the Osler Road bus gate. Journey time surveys carried out by Oxfordshire County Council found that off-peak, journey times were almost equivalent using Gypsy Lane, but that in the peak, this route was slower by up to 18 minutes.
17. In recent weeks the ORHT has put forward a proposed trial redirection of outbound general traffic from the Churchill Hospital in the afternoon peak period, so that Roosevelt Drive becomes the principal exit onto Old Road. This is to reduce the unreliability of the park and ride bus services and would operate for a limited period initially. The county council, whilst having no direct veto of this proposal, supports the trial and officers are working closely with ORHT and bus company representatives on this. One potential positive benefit such a proposal could have is to reduce the flow of traffic through the Highfield area in the afternoon peak period. The county council will be monitoring the effects and liaising with local people as the trial progresses.
18. Concerns were expressed by residents in other parts of Headington, especially the Quarry area, that closure of the Highfield routes might lead to additional through traffic in their streets. This is a risk, but it could be monitored as part of a trial.
19. The Fire & Rescue Service and the Ambulance Service were both strongly concerned that closures and the necessary diversions would lead to an unacceptable delay in emergency response times, which could cost lives, both within Highfield and across a wider area of the city. This is not specifically related to the position of the Oxford Ambulance Station, which is in Churchill Drive, but because of the nature and length of the diversion routes, which are congested at peak times, and would become more so because of the closures. Even on a blue light emergency, progress can be slow along congested routes and at very busy junctions such as that of Windmill and London Road. The potential impact on emergency response times is not something that most people would want to see put to the test as part of a trial road closure.
20. The South Central Ambulance Service were also concerned about the impact on their day-to-day operational efficiency, as crews are stationed during the day at the John Radcliffe Hospital and return to the Station during the day for necessary maintenance, breaks, etc. Emergency ambulances are fitted with transponders which allow them to use the Osler Road bus gate, making Lime Walk the shortest route between the sites. Patient Transport ambulances, on the other hand, are not permitted to use the bus gate.

Conclusions

21. For several years, developer funding has been allocated by the county council for a traffic management scheme in the area to mitigate the impact of nearby development, and officers would like to progress a scheme as soon as possible. However, officers do not consider that the extent of the likely

benefits of the scheme in terms of the county council's strategic transport objectives is sufficient to warrant the risk to emergency access posed by closing the area to through traffic as part of any scheme. Although it would be interesting to carry out a trial to test the impact on the surrounding road network, regardless of whether the impact was judged to be acceptable, it is unlikely that a permanent closure could be justified. On this basis, officers believe it would be wrong to carry out a trial. The ORHT proposal for the Churchill Hospital could potentially take some pressure off the streets in the Highfield area, at least for parts of the day.

22. Officers would like to be able to progress a range of up to five options, for consultation with residents and stakeholders. These options would not include closing the area to through traffic. They *may* include raised entry treatments, raised table junctions, pedestrian crossings, narrowings, speed cushions, minor rearrangements of parking and turning bans with the possibility of a closure of All Saints Road, which would not prevent through traffic but would deliver some quieter community space in the heart of the area.

Financial and Staffing implications

23. Developer funding of £131,305 is secured and has been allocated for this scheme. There is no time limit by which this must be spent. The contributions are as follows:
 - £92,805 is available from a contribution related to developments at the Nuffield Orthopaedic Hospital Site. The terms of use are: '(4.2) to use the sum towards the cost of implementing measures to protect the streets around the centre from parking including the enforcement and administration of any parking controls, transport improvements in the area and /or otherwise encourage use of modes of transport other than the car to reach the Land.'
 - The remainder relates to development in Latimer Road and has terms which are more specific, stating (8) shall not use the £38,500 of the sum for any purpose other than towards safety improvement measures in Latimer Road and All Saints Road and where required by the County Council other traffic management and safety measures in the area.' Although the development has been completed for some time, the developer has not yet paid this sum, and the county council is involved in legal proceedings to recover it.
24. The scheme could be implemented using existing and planned staffing resource.

RECOMMENDATION

25. The Committee is **RECOMMENDED** to authorise officers to develop a range of options for consultation on a traffic management scheme for the Highfield area, limiting these options only to those that do not involve closing the area to through traffic.

STEVE HOWELL
Head of Transport

Background papers: Oxfordshire County Council Residential Roads Design Guide

Contact Officer: Joy White, Tel: 01865 815882

December 2010

Annex 1



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Scale 1/3472 Date 4/12/2009

Centre = 454335 E 206662 N

Highfield Area



Warning: To print this map to the scale shown, the paper size should be set to A4 Portrait and Page Scaling in the printer dialogue box should be set to None.



TRANSPORT DECISIONS COMMITTEE - 11 FEBRUARY 2010

SUMMERTOWN – ENTRY TREATMENTS

Report by Head of Transport

Introduction

1. This report describes the proposed scheme, locations and intention, presents both objections and support received in response to a public consultation with comments on the objections and seeks authority to proceed with implementation of the entry treatments.

Background

2. The scheme proposes the introduction of raised entries in Beech Croft Road and Thorncliffe Road (the locations of these entry treatments are shown in Annex 1). They were originally shown in the exhibition material for the Summertown Environment Enhancement Scheme. This was favourably received by residents of these streets that attended the exhibition, particularly those in Beech Croft Road as it complemented their proposals for a “DIY” traffic calming scheme (which is a scheme the residents of Beech Croft Road are designing and looking to implement, with our approval, in 2010).
3. Side road entry treatments as proposed have been widely used in Oxford, benefiting pedestrians crossing the junctions and also helping remind drivers that they are entering a minor residential road where low speed is appropriate and where exceptional care needs to be taken given the possible presence of child pedestrians and other vulnerable road users. However, they are not intended as a traffic calming measure (or entry into a traffic calmed street) but as an aid to pedestrian movement, particularly for those in wheelchairs or using prams or pushchairs.

Proposed Scheme

4. The proposal is for raised entry treatments at the Banbury Road and Woodstock Road ends of Beech Croft Road and Thorncliffe Road. These entry treatments will be a kerb height (normally 75mm) for the full width of the carriageway.
5. Construction material will be of standard road surface material, without any distinctive surface markings other than the triangles on the approach ramps, to warn drivers of the change in carriageway level.

Public Consultation

6. Letters were sent to all residents on both streets and those adjacent to the corners. Letters were also sent to representative organisations, emergency services, and elected representatives on 13 October 2009. A notice was published in the Oxford Mail on the same date and notices were posted and maintained in the streets for the following 4 weeks.
7. Thames Valley Police (TVP) has no objection in principle and will be consulted on the detailed design of the raised entries. No responses were received from the other emergency services.
8. In addition, we received 6 messages containing objections, one of which was sent on behalf of 11 people. An outline of these objections, with an officer response, is set out at Annex 2. Copies of the full objections are available in the Members' Resource Centre. Of the 16 signatories, 13 are residents of Thorncliffe Road, two in Banbury Road and one in Beech Croft Road.
9. 35 messages of support have also been received. These include one from the local Member for the Division (although this did include a comment about a preference for a different surface construction) and one representing the Oxford Pedestrians Association. All representations are available in the Members' Resource Centre. Of the other 33 signatories, 27 are residents of Beech Croft Road and 6 in Thorncliffe Road.
10. Also, whilst not objecting, some residents have expressed concerns. These are summarised at Annex 3, along with officer comments. Copies of the representations are available in the Members' Resource Centre. Of the 10 signatories, 8 are resident in Thorncliffe Road and 2 in Beech Croft Road.

How the project supports LTP Objectives

11. The raised areas will help, and therefore encourage, walking along the Banbury Road thereby helping to reduce congestion and air pollution. The raising of the carriageway to footway level will improve accessibility, particularly for disabled people and those using prams or pushchairs.

Financial and Staff Implications

12. The estimate for the construction works is approximately £12,500. Sufficient funds remain in the Summertown Traffic Management budget, to which funds from Road Safety were added for this element of the work. Design and supervision will be carried out by staff of the Transport Division of E&E and construction work will be carried out by the County Council's term contractor.

RECOMMENDATION

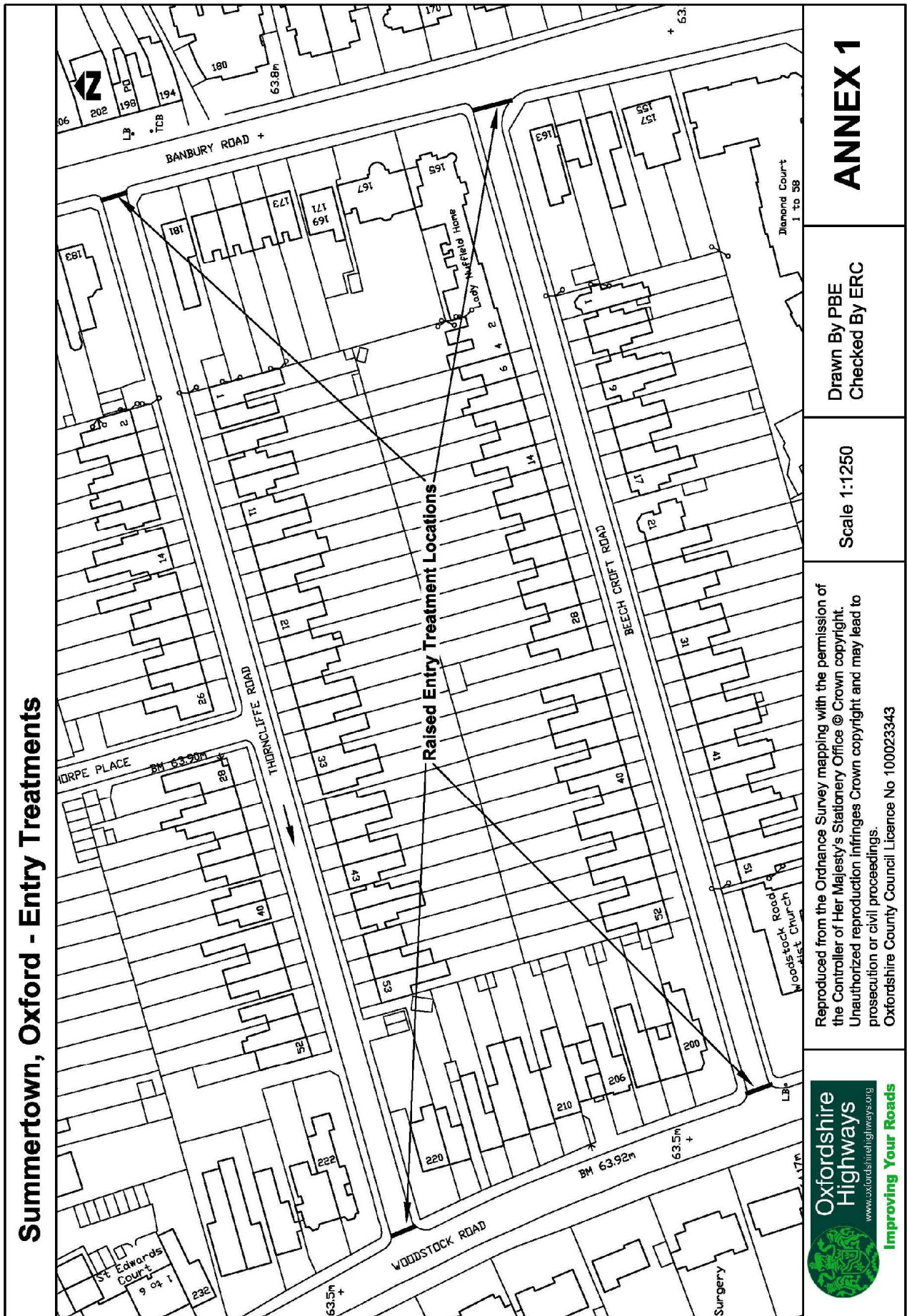
13. **The Committee is RECOMMENDED to authorise implementation of the raised entry features at each location as proposed in this report.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Nil

Contact Officer: Errol Carrington Tel: (01865) 815576

December 2009



ANNEX 2

Objection Ref. No.	No. of Objectors	Objection	Officer Comments
OB1	1	Raised Surface will lead to greater nuisance from cyclists and skate-boarders.	Whilst there is currently a change in level, these locations have dropped kerbs. There will be no lessening of deterrent.
OB1 OB2	2	Mis-direction of resources where maintenance is needed to help cycling.	The aim here is to help and encourage walking by making it easier and safer.
OB1	1	Raised entries cause discomfort to drivers and passengers with conditions such as arthritis and a nuisance to cyclists.	Ramp gradients of an average of 1 in 12 will not be uncomfortable if driven over at a reasonably slow speed. The wheelbase of bicycles is short enough so as not to be uncomfortable.
OB3 OB4 OB5	4	Thorncliffe Road is a one-way street. Hump at Woodstock Road end is unnecessary. Humps needed along the road. Beechcroft Road is already 20mph speed limit and humps are not necessary.	The scheme is proposed to assist pedestrian access, not as a traffic calming scheme. This is necessary at both ends.
OB5	1	Humps may require cars to slow down too quickly and may lead to an accident.	The raised treatments will be clearly visible and signed. Any manoeuvre crossing traffic must take road conditions into account.
OB6	11	Road humps are not considered effective in reducing traffic speeds, increasing speeds between them, resulting in: Increased Noise. Increased vehicle emissions. Damage to vehicles. Sign clutter. Discomfort to car users. Access problems for emergency services. Increased maintenance.	The issues mentioned here would be relevant if a series of humps were proposed, in order to provide traffic calming. However, the proposal is for one raised area at each end of each street. This proposal would not result in the problems alleged here. It will, however, provide benefits for pedestrians in those locations, by providing an at-grade route and making drivers aware of the need to consider pedestrians at these locations.

Concern Ref. No.	No. Concerned	Concern	Officer Comments
CO1	2	Want design to be a 'pavement' <u>not</u> a 'road'. Would like to see a different surface so it shows the pedestrian route and as a "gateway" entry to a shared-space street.	This is exactly what the raised areas are not meant for. They are intended to assist the passage of pedestrians. Signifying an entry to a 'shared-space' would only be true for Beech Croft Road (when their "DIY" scheme is implemented) in any case, but the application of a different surface may indicate a priority that does not exist. Whilst extra cost of material and maintenance may be considered small, it is an extra expense that may create more difficulty than benefit.
CO2 CO3 CO4 CO5 CO6 CO8 CO9 CO11	7	Welcome slowing of traffic but not needed at Woodstock Road and humps could be hazardous for turning traffic, so put humps in the middle.	The scheme is proposed to assist pedestrians at each end of the street, not as a traffic calming scheme. The raised areas will be clearly visible and marked.
CO5	2	Would be more cycle friendly if there was a gap in the hump.	Whilst this is true, it conflicts with the intention to make the route more pedestrian friendly. Wheelchair and pushchair users would have difficulty negotiating the ups and downs.

TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY 2010

EXCLUSION OF RESIDENTIAL PROPERTIES FROM SUMMERTOWN CONTROLLED PARKING ZONE ORDER, OXFORD

Report by Head of Transport

Introduction

1. The purpose of this report is to consider comments and objections received to a formal advertisement and statutory consultation on varying the Traffic Regulation Order (TRO) for the Summertown Controlled Parking Zone (CPZ) in Oxford to exclude a number of residential properties from eligibility for resident and visitor parking permits. These proposals arise out of a planning permission that has been granted by Oxford City Council where consent was conditional upon removal of permit eligibility.

Background

2. Oxford City Council, as the local planning authority, seeks to remove entitlement to resident parking permits for certain properties within CPZs in connection with the granting of planning permission. Such permissions may be for the conversion of single dwellings into multiple residential units, extensions or for infill developments. The reason for planning conditions is generally to ensure that new developments do not generate a level of vehicular parking which would be prejudicial to highway safety or contribute towards parking problems in the immediate locality. In some cases the exclusion is contained within an agreement made under Section 106 of the Town and Country Planning Act 1990.

Public Consultation

3. Consultation was carried out between 11 November and 4 December 2009 on proposals to implement a planning condition for 1 development covering 4 dwellings. A Notice was placed outside the affected properties and letters sent to all the respective dwellings, informing them of the proposed change to the existing TRO. In addition, the proposal was advertised in the local newspaper and information sent to local Councillors and other consultees. A copy of the public notice is attached at Annex 1.
4. In total, 1 e-mail was received in response to the advertised proposal. A copy of this communication is on deposit in the Members' Resource Centre and attached at Annex 2 with the reply.
5. This response is from a resident in Lucerne Road, Summertown, who does not believe that a parking problem exists in the road and therefore believes that he should be entitled to the usual permit allocation. He also believes that

he will be penalised by the proposed exclusion although he pays the same Council Tax as other residents. This resident has also requested that a previously agreed change from a limited time parking bay to No Parking at Any Time (approved by TDC 03/09/09) should not go ahead outside his home and instead a Private Access Protection Marking (PAPM) should be installed so that the resident and various visitors could park across the drive.

Conclusion

6. Whilst it is acknowledged that the lack of permit eligibility may cause difficulties for those residents directly affected, it is also important to recognise the undertakings given to the local community by the local planning authority during consideration of planning applications. The Planning Permission at this address provided provision for two off-street parking places. As part of the previously agreed parking changes provision will be made for limited time parking further down the road. Those residents who are included in the permit scheme are required to pay for permits over and above their normal Council Tax. As a result, and in line with previous cases, it is recommended that the objection be over-ruled and that the exclusion takes place.

How the Project Supports LTP2 Objectives

7. The reduction in parking described in this report complies with the LTP2 objectives of Tackling Congestion (encouraging development that minimises congestion) and improving the Street Environment (better management of parking).

Financial Implications (including Revenue)

8. Funding for the costs of advertising the TRO is available from Section 106 and other agreements held by the County Council.

RECOMMENDATION

9. **The Committee is RECOMMENDED to agree implementation of proposed revisions to the Summertown Traffic Regulation Order as advertised.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Planning consents issued by Oxford City Council or the Planning Inspectorate.
Copies of the correspondence are available in the Members' Resource Centre.

Contact Officer: Mike Ruse Tel 01865 815978

January 2010



OXFORDSHIRE COUNTY COUNCIL

**OXFORDSHIRE COUNTY COUNCIL
(NORTH OXFORD) (CONTROLLED PARKING ZONE AND VARIOUS RESTRICTIONS)
(VARIATION No.4) ORDER 20****

**OXFORDSHIRE COUNTY COUNCIL
(SUMMERTOWN) (CONTROLLED PARKING ZONE AND VARIOUS RESTRICTIONS)
(VARIATION No.9*) ORDER 20****

NOTICE IS HEREBY GIVEN that Oxfordshire County Council proposes to make the above mentioned Order under Sections 32, 35, 45 & 46 and Parts III & IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers.

The effect of the proposed Order will be to amend the replace Schedule 4, Part A in each of the following base Orders;

1. The Oxfordshire County Council (North Oxford) (Controlled Parking Zone and Various Restrictions) Order 2004, as amended;
2. The Oxfordshire County Council (Summertown) Controlled Parking Zone and Various Restrictions) Order 2004, as amended.

The effect of the Orders is to exclude the following properties from eligibility for residents and visitors permits:

1. No.101 Bainton Road, North Oxford;
2. Lucerne Road - No.1B (Chestnut House), 1C (Willow House), 1D (Waterside) and 1E (Birch House) in Summertown.

Documents giving more detailed particulars of the proposed Orders are available for public inspection at County Hall, New Road, Oxford OX1 1ND from 9.00 am to 4.30 pm Monday to Friday.

Objections to the proposal, specifying the grounds on which they are made, and any other representations, should be sent in writing to the Director for Environment and Economy (ref. MJR/TRO) at the address given below, no later than the 4th December 2009. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Dated: 11th November 2009

Huw Jones
Director for Environment and Economy
Oxfordshire County Council
Speedwell House
Speedwell Street, Oxford, OX1 1NE.

From:

Sent: 02 December 2009 23:14

To: Ruse, Mike - Environment & Economy

Subject: re parking permits, xx Lucerne Road

Dear Mr Ruse,

I have just (last Friday!) moved into xx Lucerne Road, and received your letter dated November 11, 2009, soliciting comments on the proposal to remove eligibility for parking permits from my house.

I understand that the planning for these properties was contested, and that the proposed parking restrictions date from that time. In a sense, I feel an innocent bystander to these issues. Looking forward, I have moved into a house in Lucerne Road, and although I presume I will pay similar Council Tax to that of my neighbours I will have lesser amenities in being unable to park on Lucerne Road, or in allowing visitors to my house to park there.

Although I have just moved in, I had occasion to visit the property on several occasions over the last three months, and on all these occasions, there were many vacant parking spaces in the "residents only" areas. I have spoken to several others who have been based here much longer and they too attest to the fact that there are always ample vacant spaces in the "residents only" designated parking spots. Can I ask what data you have which suggests that there is a shortage of these spaces for local residents, so requiring that new residents should not be allowed to park there? I completely understand that residents' parking spaces have been lost through the recent development, but if the existing spaces are underused, and all the evidence I have strongly suggests they are, then I don't quite see the reason for the proposed restrictions, and I would ask that they not be implemented.

Whatever the outcome of my general request that the restrictions not be implemented, I have a specific request. I would ask that the space across my driveway is marked with what is (I think) called a T-bar or T-box, rather than double yellow lines. If this were to be the case, then clearly nobody else could park there, as it would restrict my access, so I would ask that I be allowed to permission to park across my own driveway, or for my visitors to do so. This would impose no restrictions on any other local residents, and as the space was previously marked for parking, I also presume that it cannot involve and adverse road-safety considerations.

I would be grateful if you could confirm safe receipt of this correspondence.

With many thanks for your consideration.

xx

From: Ruse, Mike - Environment & Economy
Sent: 16 December 2009 11:48
To:

Subject: FW: re parking permits, xx Lucerne Road

Attachments: SUMMERTOWN CPZ PROPOSED CHANGES TO PARKING LAYOUT (LUCERNE ROAD).pdf

Dear xx

I am now able to respond to your comments on the Formal Consultation concerning the proposal to exclude No's 1B, 1C, 1D, & 1E Lucerne Road from eligibility for residents' and visitors' permits. As you can see, the proposal covers all the new development.

Our Development Control team advise me that "Oxfordshire County Council (OCC) as 'the Local Highway Authority' (LHA) is a statutory consultee in the planning process. The development was recommended for exclusion from the Controlled Parking Zone (CPZ) by the LHA because two off-street parking spaces were proposed per residential unit.

In this location, a short walk from a Transport District Area (TDA) defined in the Oxford Local Plan 2001-2016 as *'areas of Oxford easily accessible by non-car modes of transport, provide a good range of shops and services nearby, and are under significant development pressure. In the TDAs, the City Council will seek low levels of parking provision...'* additional vehicular parking provision would not have been considered necessary or appropriate. This recommendation is also in line with current national and regional sustainability policies aimed at reducing the need to travel by private car.

With regard to visitors; most zones contain visitor bays and 3 hour bays are due to be installed along Lucerne Road in the near future. Combined with the accessibility of the site, visitor permits are not considered necessary."

The exclusion of the property from the CPZ is a condition of the planning permission for the development granted by Oxford City Council. You may submit a planning application to vary this condition, but for the reasons described above the LHA may not support the proposal. The City Council as the local planning authority make the final decision.

Changes to the parking restrictions in Lucerne Road were agreed by the Transport Decisions Committee (TDC) last September and I attach a plan. The new markings should be implemented in January/ February 2010. If OCC were to allow a white protection marking in front of your drive instead, this would effectively give you another place to park which would conflict with the planning condition.

I will, of course, make sure your comments are considered by the TDC meeting on Thursday 11th February 2010 when the final decision will be made.

Mike Ruse
Traffic Regulation Officer (DPPP)
01865 815978

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Division(s): All

TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY 2010

DISABLED PERSONS' PARKING PLACES – OXFORD CITY

Report by Head of Transport

Introduction

1. This report considers the proposed provision of new Disabled Persons' Parking Places (DPPPs), proposed relocation of some existing DPPPs to better meet local requirements, removal of existing DPPPs that are no longer needed and finally the removal from the Order of those bays that had been removed as a result of previous traffic improvements but are still shown in the Order. This follows the publication of the draft Oxfordshire County Council (Disabled Persons' Parking Places - Oxford) (Amendment [No.8*]) Order 20**.

Background

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

Procedure

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

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

Formal Consultation

6. The Directorate sent a copy of the draft Amendment Order, a Statement of Reasons for the Order and a copy of the Public Notice appearing in the local press to formal Consultees on 17 November, 2009. These documents, together with supporting documentation as required, and plans of all the DPPP's were deposited for public inspection at County Hall and Blackbird Leys, Littlemore Peers, Cowley, Headington, Old Marston and Summertown Libraries. They are also available for inspection in the Members' Resource Centre.
7. Separately, the Directorate wrote to local residents in each area where the proposed new and relocated DPPP's would be sited asking for their comments. The Directorate also wrote to local residents in areas where it is proposed to remove existing DPPP's that are no longer required. In addition public notices were displayed at each site and in the Oxford Times. A table showing all the bay proposals is shown at Annex 1.
8. Comments were received in respect of the proposed DPPP in Lambourn Road, Rose Hill. Comments were also received in respect of the proposed extension of a DPPP in Nelson Street, Jericho.
9. Comments were received in respect of the proposed DPPP removals in Park Town, Norham Manor; Quarry Road, Headington; St Mary's Road, East Oxford and Wellington Street, Jericho.
10. A synopsis of each comment with an officer response is set out at Annex 2. Copies of the responses can be viewed in the Members' Resource Centre.
11. The only statutory Consultee to comment was the Fire & Rescue Service who advised that they had no objections to the draft order.
12. Only one change to the advertised proposals is recommended in response to comments made during the consultation.
13. It had been proposed to remove the DPPP outside 48 Wellington Street, Jericho. However a disabled resident who lives a few doors away from the site of the DPPP has requested that it remains as it is used daily by family and friends to take her out. The DPPP is also used by disabled patients visiting the Clinic just around the corner in Albert Street. The removal of the bay would cause her and the other users hardship. As there have been no comments from local residents for or against the proposal, it is recommended that the proposal does not proceed and the bay remains.
14. All the other proposals are recommended to proceed as advertised.

How the Project supports LTP2 Objectives

15. The introduction of new DPPP's and the extension or relocating of existing DPPP's will help in Delivering Accessibility by enabling disabled people to park near to their homes and thus access a wider range of services.
16. Removal of DPPP's that are no longer required will Improve the Street Environment by reducing sign clutter and result in better management of parking.

Financial and Staff Implications (including Revenue)

17. The cost of installing the DPPP's is approximately £8,000 and will be met from the existing revenue budget provided for these.

RECOMMENDATION

18. **The Committee is RECOMMENDED to authorise variations to the Oxfordshire County Council (Disabled Persons' Parking Place - Oxford) (Amendment No 4/5) Order 20** as amended in this report to provide for:**
 - (a) **eight new DPPP's, two DPPP extensions, and four DPPP relocations as set out in Annex 1 to this report; and**
 - (b) **the removal of twenty DPPP's (ie excluding Wellington Street, Jericho) as detailed in Annex 1 to this report.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Consultation documentation

Contact Officer: Mike Ruse, Tel 01865 815978

January 2010

Proposed New Disabled Persons' Parking Places	
1	Boundary Brook Road, off Iffley Road, outside No's 21 & 25.
2	Brampton Road, Barton, relocation of existing bay from outside No 9 to No 11.
3	Butterwort Place, Blackbird Leys, relocation of existing bay approximately 8.5 metres southwards.
4	Ferry Road, Marston South, outside No 56.
5	Hill Top Road, off Divinity Road, outside No 25 & 27.
6	Kingston Road, Walton Manor outside No's 149 & 150.
7	Lambourn Road, Rose Hill, outside No 7 & 9.
8	Mayfield Road, Summertown, south side, relocation of existing bay eastwards.
9	Nelson Street, Jericho, outside No 11, extension of existing DPPP.
10	Southfield Park, East Oxford, extension of existing bay outside No's 192 – 222.
11	Southfield Road, East Oxford, outside No 128.
12	Spencer Crescent, Rose Hill, outside No 82.
13	Summerfield Road, Summertown, outside Marks and Spencer.
14	Williamson Way, Rose Hill, relocation of existing bay.

Proposed Removal of Disabled Persons Parking Places no Longer Required	
1	Bayswater Road, Barton, opposite No 98.
2	Bernwood Road, Barton, outside No 1.
3	Bernwood Road, Barton, outside No 47.
4	Bernwood Road, Barton, outside No 2 Ilsley Road – in lay-by.
5	Comfrey Road, Blackbird Leys, outside No's 6 & 8.
6	Courtland Road, near Rose Hill, outside No 15.
7	Downside End, Risinghurst, outside No 10 & 12 Rowland House.
8	Edgeway Road, Marston South, outside No 5.
9	Humfrey Road, Barton, outside No 14.
10	Leiden Road, Wood Farm, outside No 89.
11	Minster Road, East Oxford, outside No 2.
12	Park Town, Norham Manor, outside No 10.
13	Quarry Road, Headington Quarry, outside No 17.
14	Routh Road, Barton, outside No 10.
15	Samphire Road, Blackbird Leys, outside No 19.
16	Squitchey Lane, Summertown, outside No 1.
17	St Margaret's Road, Walton Manor, outside No 11.
18	St Mary's Road, East Oxford, outside No 76.
19	St Nicholas Road, Minchery Farm, outside No 95.
20	St Peter's Road, Wolvercote, outside No 44
21	Wellington Street, Jericho, outside No 48 (now recommended to be retained).

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

	Commentor	Comments	Response	Recommendation
DPPP Lambourn Road, Rose Hill				
1	Resident, Lambourn Road.	The disabled applicant's family park at an angle and take up 2/3 car spaces. They have blocked other vehicles in on occasion and have caused disruption in the road. The DPPP would "limit" parking for other residents. Another resident has said that it will decrease the value of the property. Doesn't think the applicant is disabled and bay not needed. If the DPPP is needed – better to put it the other side of the road away from residents housing.	The applicant qualifies for the DPPP. The applicant's family park at an angle to ensure that the vehicle is not blocked in by other vehicles. The DPPP would facilitate this. If the bay was sited on the opposite side it would disrupt others wishing to park and would not help the applicant's family. It is likely that they would still wish to park outside their home leaving the bay empty.	It is recommended that approval is given for the DPPP to be located in the proposed position.
2	Resident Lambourn Road.	Has been a "parking issue" here for 7-8 months and DPPP will leave even less space. The "Council" has told them there is room for 1 space per household but this is not the case. Resident approached "the Council" a few months ago to reduce the pavement outside his house for more parking (there is a pavement build out – author) however they didn't appear interested. There are many disabled residents in the road – will they all be allocated DPPPs?	As above	As above
3	Resident, Lambourn	Has ongoing problems with the	As above	As above

	Road	applicant's family about parking and DPPP would prevent her parking outside her house.		
4	Resident, Lambourn Road	The DPPP would be sited outside a neighbour (not the applicant – author) whose son is disabled and is picked up by “disabled transport.” As this has been the case for almost 20 years believes inspector should have considered this. Believes DPPP shouldn't be sited outside neighbour's house.	Social and Community Service advise they have no other Blue Badges registered at nearby houses. The cul-de-sac is wide enough for the “disabled transport” to park adjacent to the DPPP. The applicant's family are aware that any vehicle correctly displaying a Blue Badge can park in the DPPP and are happy to accommodate the needs of their neighbour.	As above
5	Estates Manager – City Housing	Strongly believes that the DPPP should be installed as planned. Has worked with the applicant's family for a number of years and due to parking problems here believes it will be beneficial for them to be able to park near their home.	Noted.	As above.
DPPP extension at Nelson Street, Jericho				
6	Resident, Nelson Street	Approves of proposal as 3 blue badge holders in locality. Suggests altering parking restrictions here to provide extra parking.	Noted. TRO team to consider suggestions when Jericho CPZ is next reviewed.	Proceed as advertised.

Comments on Proposed Removal of Disabled Persons' Parking Places (DPPP)

	Commentor	Comments	Response	Recommendation
DPPP at Park Town, Norham Manor				
1	Resident, Park Town.	Approves of the proposal – the user moved some time ago.		Proceed as advertised.
DPPP at Quarry Road, Headington				
2	Resident, Quarry	Has bought the	Extend the Community	Proceed as

	Road.	house the DPPP is outside of and approves of removal as it is always empty. However, if it becomes residents' parking it will make it difficult to access or leave the hard-standing.	Management white protection line further north by 1 metre to improve access (provided resident agrees to pay to extend dropped kerb).	advertised.
3	Resident, Quarry Road.	Lives opposite the DPPP and when it is empty reverses out of drive and across road into DPPP to then drive away. If it is occupied cannot park or turn into their drive. Wants DPPP retained to continue this. Bay also used by occupants of No 21. Suggests that double yellow lines outside their house down to junction with Old Road be removed to allow residents to park evenly over both sides.	Reversing out of off-road space is dangerous. The proposed extension of the Community Management marking (see above) will assist. TRO team to consider suggestions when Headington Quarry CPZ is reviewed.	As above.
DPPP at St Mary's Road, East Oxford.				
4	Resident, St Mary's Road.	Bay not needed and parking at a premium here.	Noted.	Proceed as advertised.
DPPP at Wellington Street, Jericho				
5	Resident, Wellington Street.	Lives a few doors away from DPPP and uses it every day when family and friends come to take her out. Also used by disabled patients visiting the Surgery around the corner in Albert Street. Could the bay remain?	No other responses for or against proposal Suggest bay remains.	Recommend that the bay remains. Can be reviewed again next time DPPP changes in the City are consulted on.

TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY 2010

BULWARKS LANE, OXFORD – PROPOSED GATING ORDER

Report by Head of Transport

Introduction

1. The purpose of this report is to consider the objections/comments received following consultation with affected frontagers. The extent of the restrictions are shown on the plan included at Annex 1.

Background

2. In 2007/08, following complaints received about incidents of crime and antisocial behaviour in Bulwarks Lane, Oxford the two Oxford University colleges (Nuffield and St Peter's) with boundaries adjacent to the lane requested that a gating order be introduced. At the time they offered to meet the costs and manage the opening and closure of the gates.
3. On 27 March 2008 the then Cabinet Member for Transport decided to approve the request for closure.

Consultation

4. Following a period of inactivity due to lack of staff resources, officers from the Transport Service sought the views of the Safer Communities Unit within the Community Safety directorate. A report was submitted in August 2009 which reviewed the crime pattern, police reports and a straw poll of users. It concluded that the best approach would be to introduce a full time closure to eliminate the perceived problems.
5. With this information to hand transport officers then wrote to each of the two colleges in autumn 2009 seeking confirmation of their acceptance of a gating proposal. It then became apparent that the full agreement of the colleges was unlikely to be forthcoming, so an informal consultation meeting has now been held with the college bursars. Although St Peter's still support the gating of Bulwarks Lane, Nuffield have decided that a better approach would be to consider the use and treatment of the full extent of Bulwarks Lane and George Street Mews as part of the West End Partnership project. On that basis Nuffield College have said that they would object to a gating order if the County Council were to advertise this.

Conclusion

6. Following the decision of Nuffield College not to support the proposed gating order it would not be in the interest of Oxfordshire County Council to continue the process of implementing this order as the colleges would have a valid

objection to the proposal. It is therefore concluded that no further action be taken on this matter.

Financial and Staff Implications

7. The cost of introducing the gating order, including the physical gate and managing its operation, was to be met from St Peter's College.
8. The preparation of the Order was to have been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

9. **The Committee is RECOMMENDED not to proceed with the advertisement or introduction of a gating order on Bulwarks Lane, Oxford.**

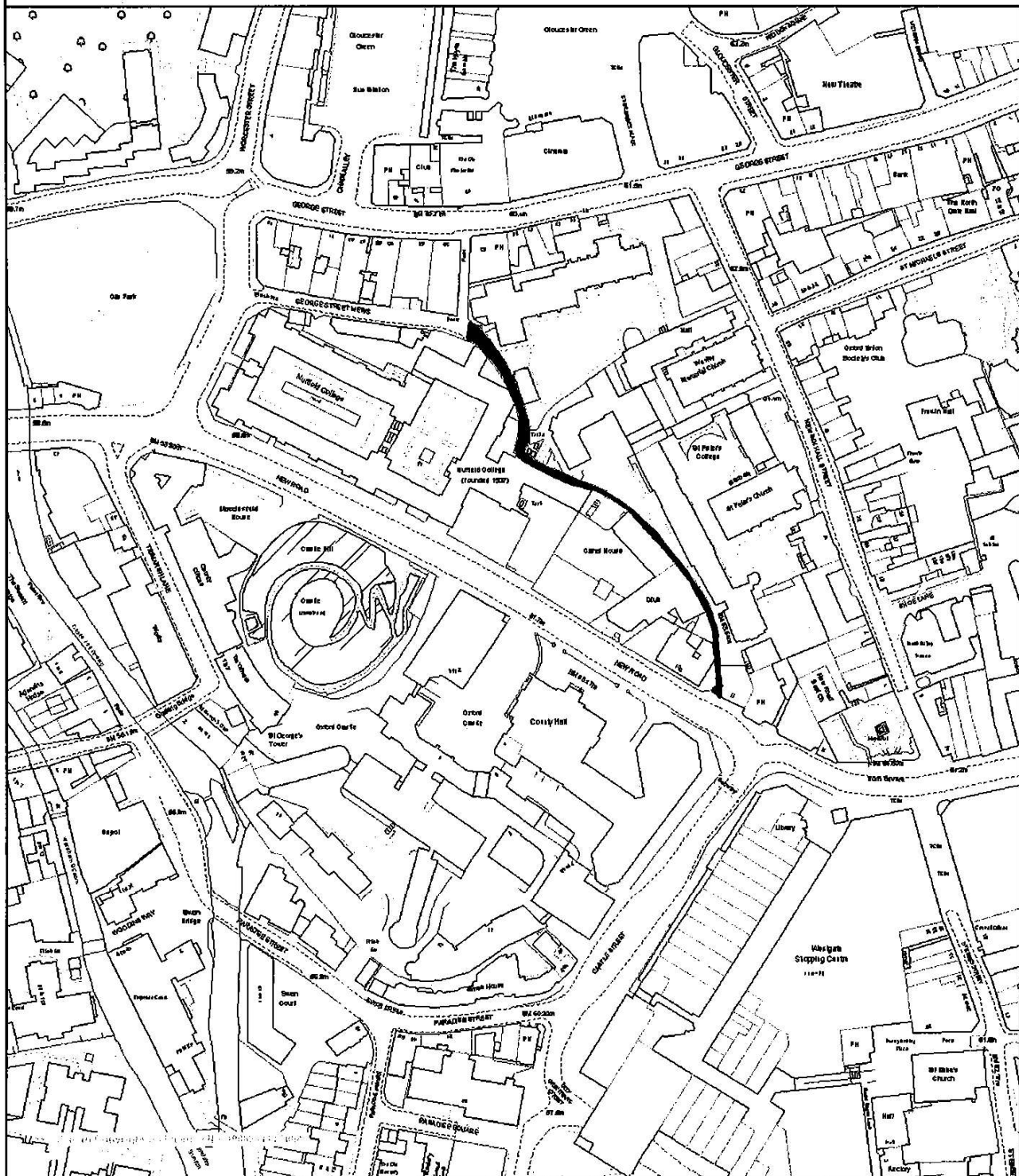
STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Nil

Contact Officer: Peter Ronald Tel: 0845 310 11 11

December 2009

Bulwarks Lane, Oxford - Request for Gating Order



OXFORDSHIRE
COUNTY COUNCIL

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Extent of Gating Order



Scale 1/2000 Date 18/2/2008

Centre = 451039 E 206206 N

Mike Horton

Warning: To print this map to the scale shown, the paper size should be set to A4 Portrait and Page Scaling in the printer dialogue box should be set to None.

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Division(s): Henley North & Chilterns, Henley South
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TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY, 2010

HENLEY-ON-THAMES - PROPOSED AMENDMENTS TO WAITING RESTRICTIONS

Report by Head of Transport

Introduction

1. The purpose of this report is to consider the objections/comments received following the consultation and formal advertisement of proposals to amend waiting restrictions along lengths of various roads in Henley-on-Thames. The extent of the amended restrictions is shown on the plans included at Annex 1.

Background

2. Vehicles parked at, or close to the junctions of Crisp Road with Hop Gardens, Simmons Road and Luker Avenue; Goodall Close with Greys Road and St. Andrew's Road with Greys Road present a hazard to road users and can adversely affect the free flow of traffic.
3. Uncontrolled waiting and parking in Deanfield Road, Goodall Close, Hop Gardens, Laud's Close, Leaver Road, Luker Avenue, Mount View, Simmons Road, Tilebarn Close and Upton Close results in a risk of accident and obstruction and can affect the ability of the emergency services to access premises. Some existing restrictions on these roads are proposed to be amended to assist in allowing a more focussed enforcement regime.
4. The proposals include amending parts of existing restrictions in Deanfield Avenue, Deanfield Road, New Street, Northfield End and Thames Side to provide more on-street parking.
5. The proposals include provision of Residents' Parking/Pay and Display on parts of New Street, Thames Side and Upton Close.

Consultation

6. An informal consultation on suggested amendments to existing waiting restrictions which sought the views and comments of local and statutory stakeholders was carried out between 17 October and 31 December, 2008. This resulted in some amendments to the original suggestions which then formed the formal proposals.
7. The proposals were subsequently advertised in the local press. Notices were posted on site and copies of the notice, draft order, statement of reasons and plans posted to all statutory consultees and affected frontages.

Consultation with statutory consultees and affected frontagers was carried out between 17 September and 31 October, 2009.

8. A substantial number of responses were received. These are set out at Annex 2.
9. For convenience the responses are summarised in this report in a general category and then by individual road.

General

10. Both Thames Valley Police and Henley-on-Thames Town Council offer support for most of the proposals. Their responses on individual roads are set out below.
11. The Henley Business Partnership responded, indicating serious concerns about the proposals. The Partnership is concerned that decreasing the number of free parking spaces on the subject roads is a bad thing for Henley. The concerns raised by the Business partnership are mirrored by 34 responses from business operators and their employees. These responses highlight the need to ensure that existing businesses within the town remain viable. They ask that the needs of, particularly low-paid, workers be taken into account, if they are not to seek employment elsewhere. Residents show concerns that they may not be able to park outside their homes. A number of responses show concern over displacement of vehicles and parking onto other local roads.
12. Two responses from individuals supported the proposals. One reply supported the proposals but added a concern that Greys Hill might be subject to more pressure from displaced vehicles. The other supportive response made the points that there was parking on street and off street which was either free or subject to small charge. It continued by stating that the town had good rail and public transport links and as result saw little justification for on-street commuter parking. It continued that the respondent felt that the hazards arising from present on-street parking were considerable.

Crisp Roa

13. Thames Valley Police support the proposals. They have received a number of complaints about the parking at their local surgeries.
14. The Town Council support the proposals.
15. One response from a member of the public objects to the proposals stating that it will remove parking spaces where no problem exists and that the proposals will result in an increase in vehicle speeds through the estate.

Deanfield Avenue

16. Thames Valley Police, the Town Council, the Business Partnership and one resident object to the proposal as they believe it will result in an increase in congestion with a risk of accident.
17. One letter supports the removal of yellow lines to create more parking spaces.

Deanfield Road

18. Thames Valley Police support the proposals in respect of 10 am to 3 pm Monday to Friday as it would completely resolve the parking problems in the road caused by college students. They note that it would allow better targeting of enforcement while reducing inconvenience to residents and their visitors. They would prefer the short length of 'No Waiting at Any Time' near Deanfield Avenue not to be altered.
19. Henley-on-Thames Town Council does not wish to see the double yellow lines removed. The Town Council notes that there may well be some displacement of vehicles onto Valley Road and suggest that 25 metres each side of the roundabout be included for 'No Waiting'.
20. The Business Partnership object as they believe it will merely move the problem to other roads.
21. Four residents wrote to support the proposals.
22. Three residents object to the proposed restrictions in the cul-de-sac between Nos. 1 to 13 Deanfield Road stating that they fear the restrictions will result in parking at the end of the cul-de-sac blocking access to their garages. Similar observations are made by two residents of the cul-de-sac between Nos. 27 and 35 and two further residents between Nos. 41 and 47 repeat the observations on the cul-de-sac. All of these believe that drivers will take a chance on not being caught by parking before 10 am.
23. A resident of Paradise Road believes the proposals are ill conceived; that the problem will move into Valley Road impinging on parking for the school. The letter states that the proposals will result in a greater incidence of speeding on Deanfield Road stating that congestion is not a problem at present. The writer hopes that the proposals do not proceed as it will cause more problems than it solves.
24. Two residents state that the change to restricted hours will lead to students believing that if they park before 10 am they can stay all day and that enforcement of existing restrictions is sporadic. One of these adds that they consider that congestion at peak times will be worse.
25. One resident is concerned about displacement to other areas.
26. Two residents wish to see no alteration to existing restrictions.

27. A resident of Upton Close wishes to see more parking on the road, rather than less.

Goodall Close

28. Thames Valley Police support the proposals. Local Officers have observed vehicles trying to enter the close having to reverse to allow exiting vehicles to get out of the close.
29. The Town Council approves.
30. The Business Partnership objects. It does not want increased restrictions and understands that some residents agree.
31. One resident asks that, in addition, 'KEEP CLEAR' markings be put in place at the access to the shared parking areas.
32. A resident of Greys Road objects as (s)he parks in Goodall Close as (s)he works from home and is not prepared to pay for all day parking. As a family with a young child they will have to carry the child and bags further.
33. A resident of Upton Close states that many spaces will be lost and it seems pointless in proposing that nobody should park in the close during the day; the double yellow line is longer than necessary; parking in the horseshoe will block in residents' cars; permitting parking on both sides will allow only access on a bicycle.

Hop Gardens

34. Thames Valley Police support the proposals as do the Town Council.
35. The Business Partnership objects. It states that the loss of free parking close to the town, together with changes in Crisp Road will encourage a 'rat-run' with faster driving in both roads.
36. Four identical objections have been received from people who work in West Street. All state that the proposals will make it more difficult for business users. What is meant to happen to all of us and students? Drive around the town to find spaces in car parks? Suggestion for parking on both sides of the road will make it more dangerous for school children and parents who use this road. Strongly object as they will make Hop Gardens more dangerous and are not necessary. A further 3 people who work in Henley but live in surrounding villages make similar observations.
37. A resident of Cooper Road says that the proposals will cause parking issues for local residents and push all parking further onto the estate. The area has many young families with children and a local primary school. Is there an intention to create a thoroughfare for traffic avoiding the town - using it as a cut through from the Oxford side of town to Reading or vice versa?

38. One resident objects as the proposal takes away from residents the all day parking and the removal of parking will lead to increased speeds. Problems will be shifted rather than eased. Asks for a more open dialogue with residents and businesses. This is repeated by two residents in Gravel Hill.
39. A Cholsey resident objects saying that it will make it more difficult to park and negotiate the road and in 9 years (s)he has seldom seen difficulties for drivers negotiating Hop Gardens.
40. A resident of Upton Close writes to say that the proposals will result in a dangerous increase in speeds through the Crisp Road 'rat run' from Fair Mile.
41. Nineteen identical letters ask that the proposals be reconsidered as there is no alternative parking available in the immediate vicinity which will cause problems for workers in the town and students; proposals will exacerbate parking problems in Henley; speed up traffic in residential roads; alternate side parking will impede driver vision and put pedestrians, especially children, at risk. All request open dialogue before such an inflexible and detrimental scheme is imposed.

Laud's Close

42. Thames Valley Police offer no objection.
43. The Town Council support the proposal.
44. One resident supports the proposal.
45. One resident asks why the times of the restrictions are 10 am to 3 pm rather than 9 am to 4 pm and how the restrictions will be enforced.
46. A further resident objects, asking that the restrictions not be implemented outside their home as they wish to be able to use it for themselves and their family to park when they come to visit.
47. One resident is concerned that the restriction on the north side only will allow cars to park on the other side either in front of, or alongside, their home. Asks for restrictions on both sides of the road.

Leaver Road

48. Thames Valley Police offer no objection.
49. The Town Council support the proposal.

Luker Avenue

50. Thames Valley Police offer no objection.

51. The Town Council support the proposal.
52. One resident objects, stating that they have no off-street parking; that parking is bad enough at present and the proposals may mean parking up to a half mile from their home. They conclude by stating that bringing this in will upset many residents of Henley.
53. A second resident indicates dismay at the decision to implement the proposals. While agreeing that parking on the estate has become burdensome and causes problems in terms of road safety and obstruction it identifies the cause as being workers in the town. (S)he complains that (s)he will not be able to park within 50 metres of home and it will impact on the value of their property.

Mount View

54. Thames Valley Police offer no objection.
55. The Town Council support the proposal.
56. A resident objects that the proposals affect parts of the road used by SOHA residents who are senior citizens. (S)he also complains that available parking is frequently used by staff from a nearby supermarket; that the restrictions will not be enforced and the proposals are, therefore, a waste of money.
57. Another resident responded that there is already fierce competition for spaces, particularly near Mount View Court which is mainly occupied by senior citizens requiring access by their carers etc; that there is already resentment between residents and visitors to the town; the idea of residents having to park further away from their homes is ridiculous; surely residents have a right to park outside their homes. If this proceeds the County Council is obliged to introduce a permit holder scheme for residents.
58. Another resident responded that cars already park on the north side of the road and that permitting parking on the south side will result in the road being blocked.

New Street

59. Thames Valley Police offer no objection.
60. The Town Council approves the proposal as it offers more on-street parking.
61. The Business Partnership welcomes the principle of extending permitted parking close to the commercial centre of the town.
62. Four residents responded. All ask that residents be provided with more, exclusive, parking in the town.

63. A local theatre asks for an amendment to provide loading bays outside the establishment; that no real thought has been given to their difficulties with access for patrons and users of the establishment due to Residents' Parking.

Northfield End

64. Thames Valley Police object to this proposal. The location has been subject of considerable consultation and complaint for years and they urge that the Highway Authority investigate making existing pavement parking formal before removing any restriction on this length of road.
65. The Town Council support the proposal, noting that it removes pavement and verge parking and gives residents use.
66. Two residents object as the proposal fails to meet the needs of residents. They have asked for Residents' Parking for residents of Northfield End.

Simmons Road

67. Thames Valley Police offer no objection.

St. Andrew's Road

68. Thames Valley Police offer no objection.
69. The Town Council indicated its support on road safety grounds.
70. A resident explained that he currently has problems exiting his drive and is concerned that the proposals will exacerbate this by pushing vehicles further up the hill.
71. One response from a person working in St. Andrews Road has no knowledge of any problems and asks that the County Council does not meddle where there is no problem.

St. Anne's Clos

72. Thames Valley Police offer no objection. The Town Council approve, as for Deanfield Road.
73. One resident responded that (s)he was not convinced that the proposal will be more effective than existing; that students will take a chance by parking before 10 am. They support the status quo which will save money by removing the need for new signs.

Thames Side

74. Thames Valley Police offer no objection.
75. The Town Council approves as it provides more on-street parking.

- 76. The Business Partnership welcomes the principle as it is near the commercial centre.
- 77. Twenty six residents of River Terrace and other local court developments responded in almost identical terms. The responses point out that many do not have off street parking; that they can presently stop on the existing lines to load/unload which they will not be able to do if the proposal is approved; that serious consideration be given to making the stretch of road Residents Only parking.

Tilebarn Close

- 78. Thames Valley Police offer no objection.
- 79. The Town Council approve, as for Deanfield Road.
- 80. One resident responded stating that the timing should be 8 am to 4 pm; the restrictions should be on both sides; if waiting is one side residents and delivery lorries will still have some difficulty driving in and out of the development.

Upton Close

- 81. Thames Valley Police offer no objection.
- 82. The Town Council approves on safety and emergency access grounds and residents' parking.
- 83. The Business Partnership objects to the proposals.
- 84. Two residents responded in support of the proposals. A further two offered qualified support but were concerned that the loss of parking spaces would cause some problems. Both asked if it was possible to convert part of the verge opposite the houses to 'hard standing' to allow 'pavement' parking.
- 85. Fourteen residents responded objecting to the proposals; that there would be insufficient parking for the number of residents vehicles; the problem is not as bad as reported; a number of residents' vehicles are parked all day as they do not need them during the day; parking should be for residents only and that even with Residents' Parking as proposed it would remain a lottery for residents but they will have to pay for it.

Financial and Staff Implications

- 86. The cost of introducing these waiting restrictions will be met from the Southern Area's maintenance budget.
- 87. The preparation of the Order has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

88. **The Committee is RECOMMENDED to:**

- (a) approve the making of the Henley-on-Thames Amendments to Waiting Restrictions Order as published in respect of Crisp Road, Deanfield Road, Goodall Close, Hop Gardens, Laud's Close, Leaver Road, Luker Avenue, Mount View, New Street, Northfield End, Simmons Road, St. Andrew's Road, St. Anne's Close, Thames Side and Tilebarn Close;**
- (b) not approve the proposals in respect of Deanfield Avenue and Upton Close; and**
- (c) authorise the works necessary to implement the Order.**

STEVE HOWELL
Head of Transport
Environment & Economy

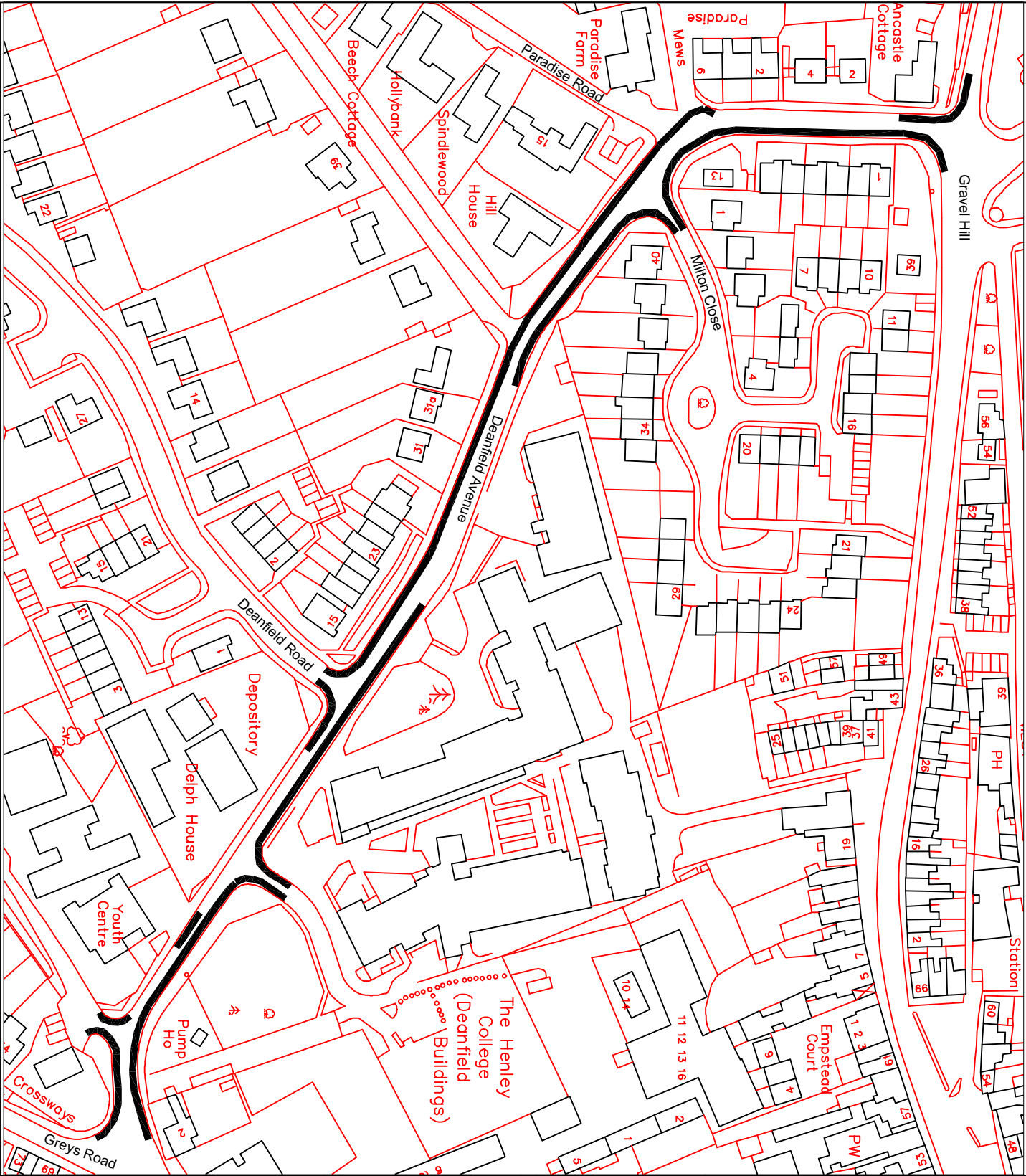
Background papers: Nil

Contact Officer: Malcolm Bowler, Senior Traffic Technician
Tel: (01235) 466119

December, 2009.

INDEX TO PLANS

LOCATION/ROAD	DRAWING	PLAN NO.
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Notes.



Proposed 'No Waiting at Any Time'

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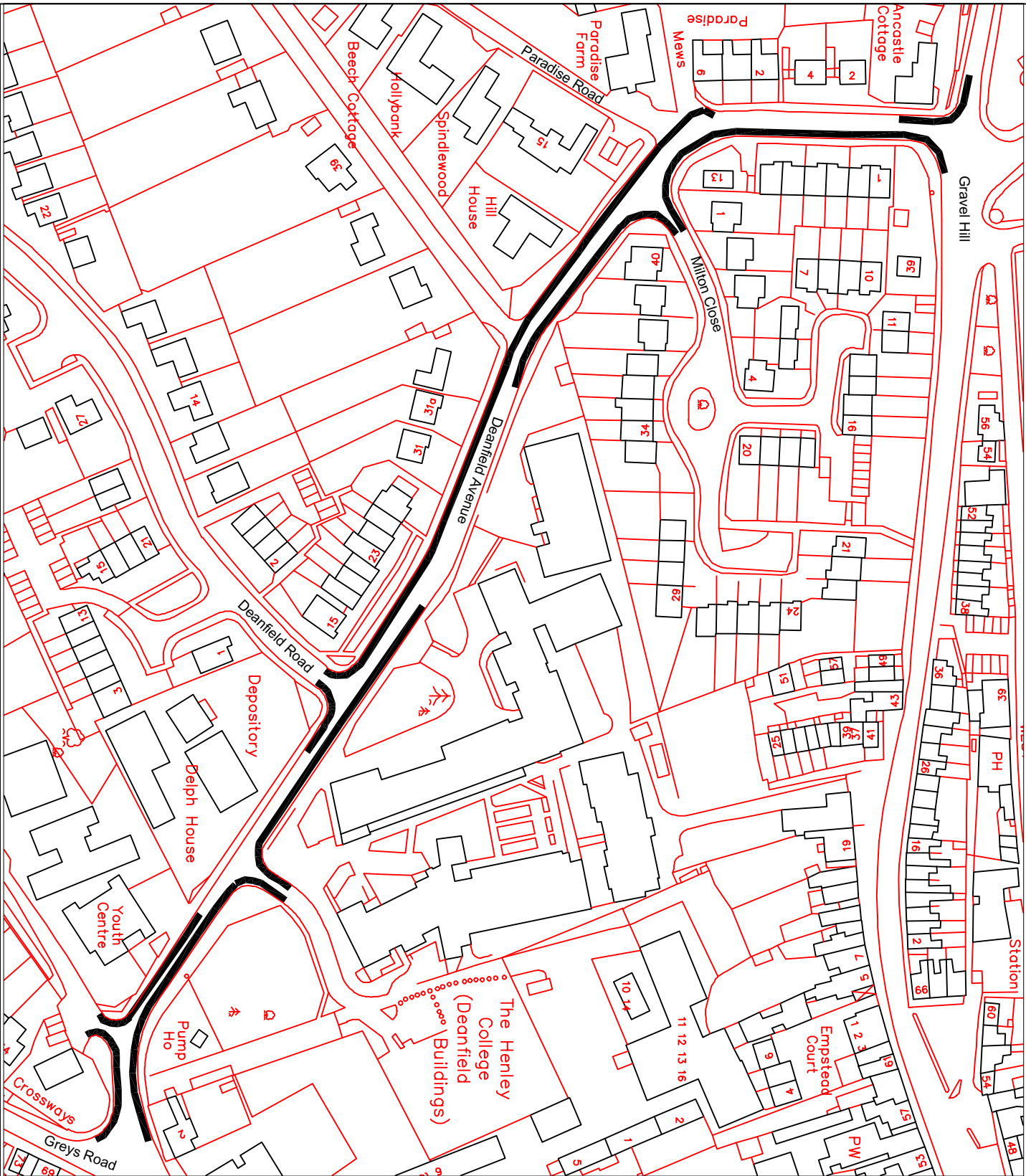
Project

Proposed Amendments to
Waiting Restrictions

Title

Deanfield Avenue,
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		
Drawing Number	Date	Date	Rev
S/TR0/03/08/1	Oct.08		



Notes.



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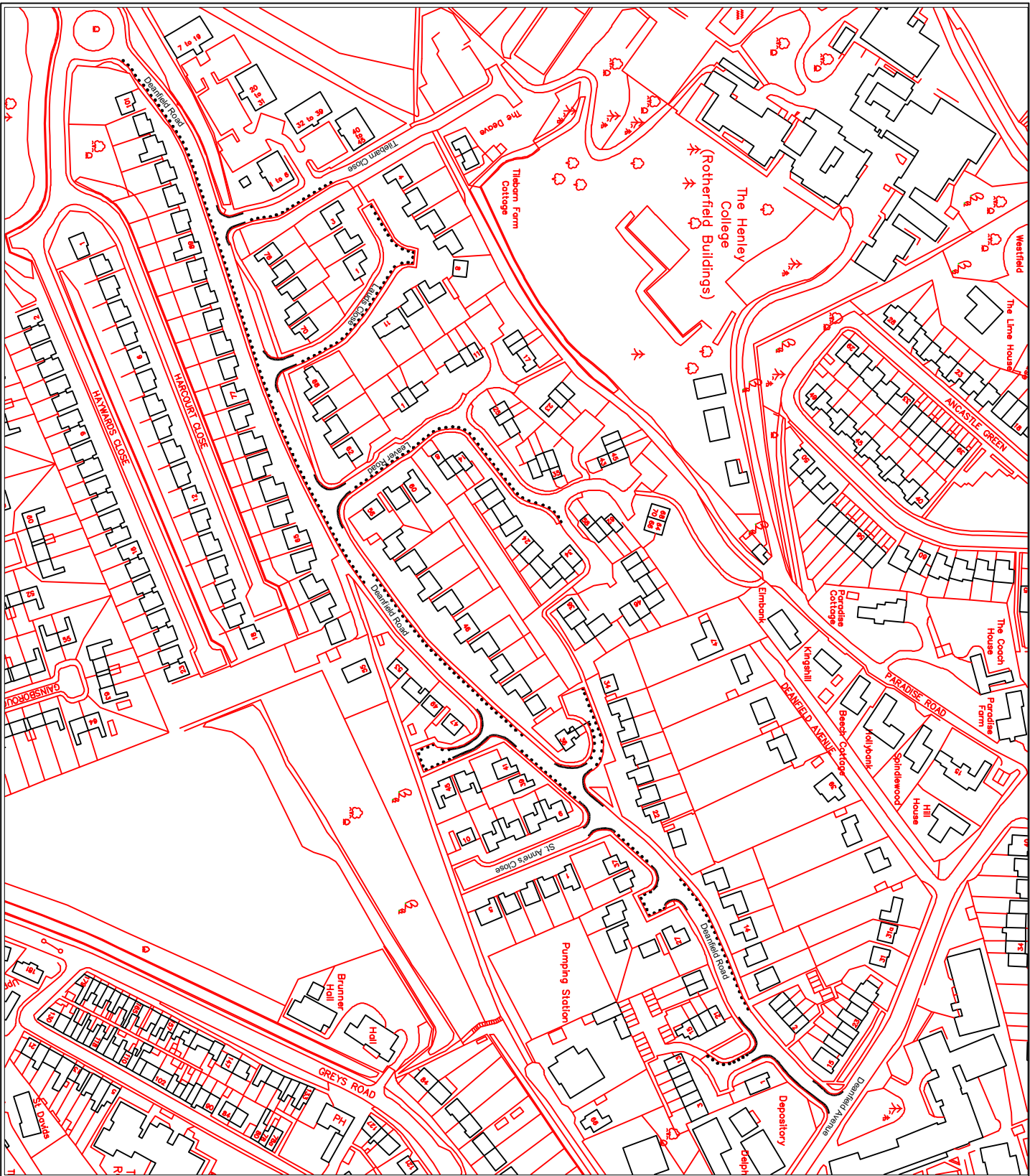
Project

Existing
Waiting Restrictions

Title

Deanfield Avenue,
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		
Drawing Number	Date	Date	Date
S/TRO/03/08/11	Oct.08		
Rev			



Notes

- No Waiting at Any Time'
- No Waiting 10am - 3pm Monday to Friday'

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Project

Proposed Amendments to
Waiting Restrictions

Title
Deanfield Road, St. Anne's Close,
Leaver Road, Lauds Close
and Tilebarn Close,
Henley-on-Thames

Scale
N.T.S.

Drawn By
MHB

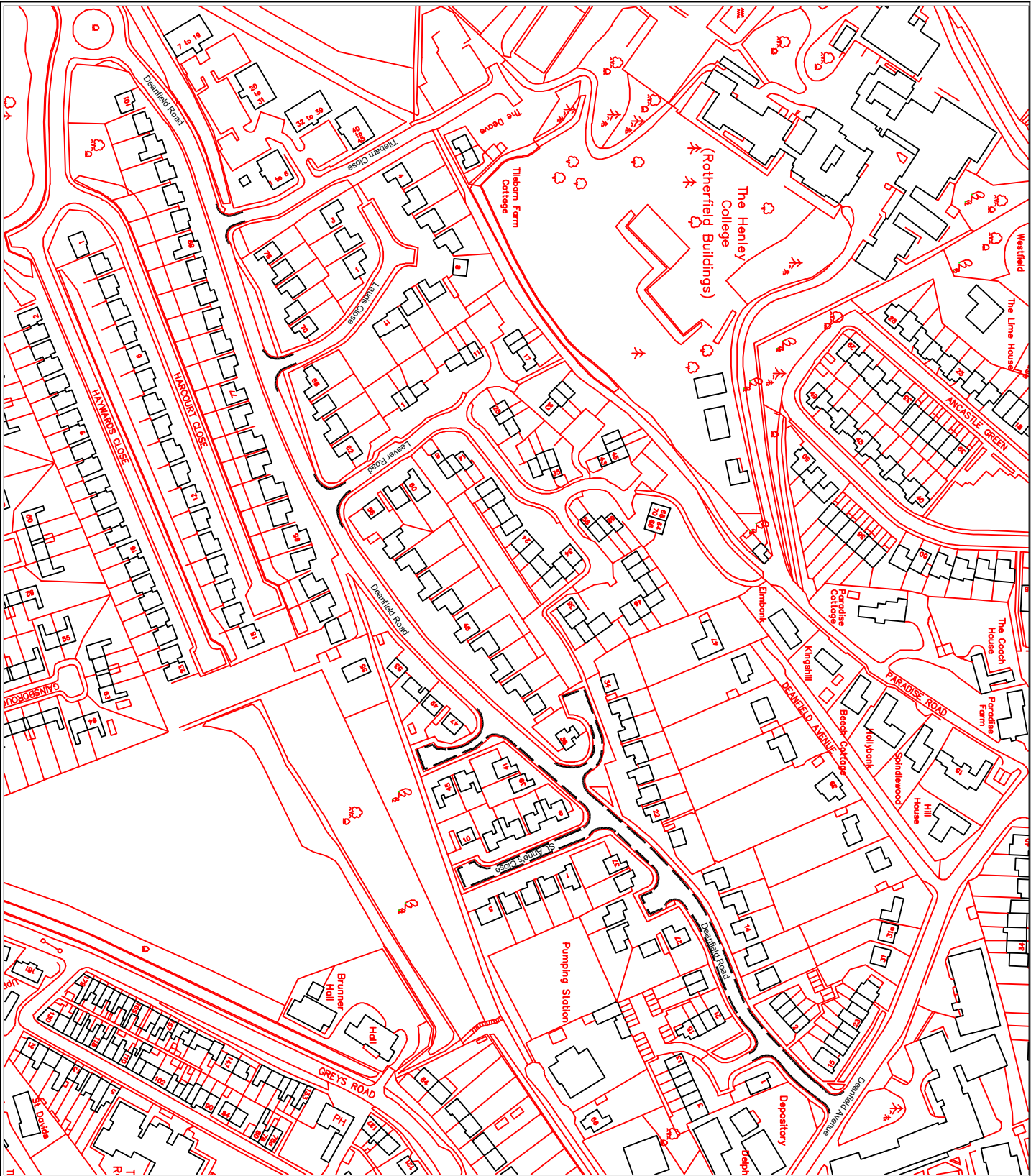
Checked By
Date

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S/TRO/03/08/2

Rev
A



- Notes.
- Existing 'No Waiting at Any Time'
 - Existing 'No Waiting 8 am - 6 pm Monday to Friday'

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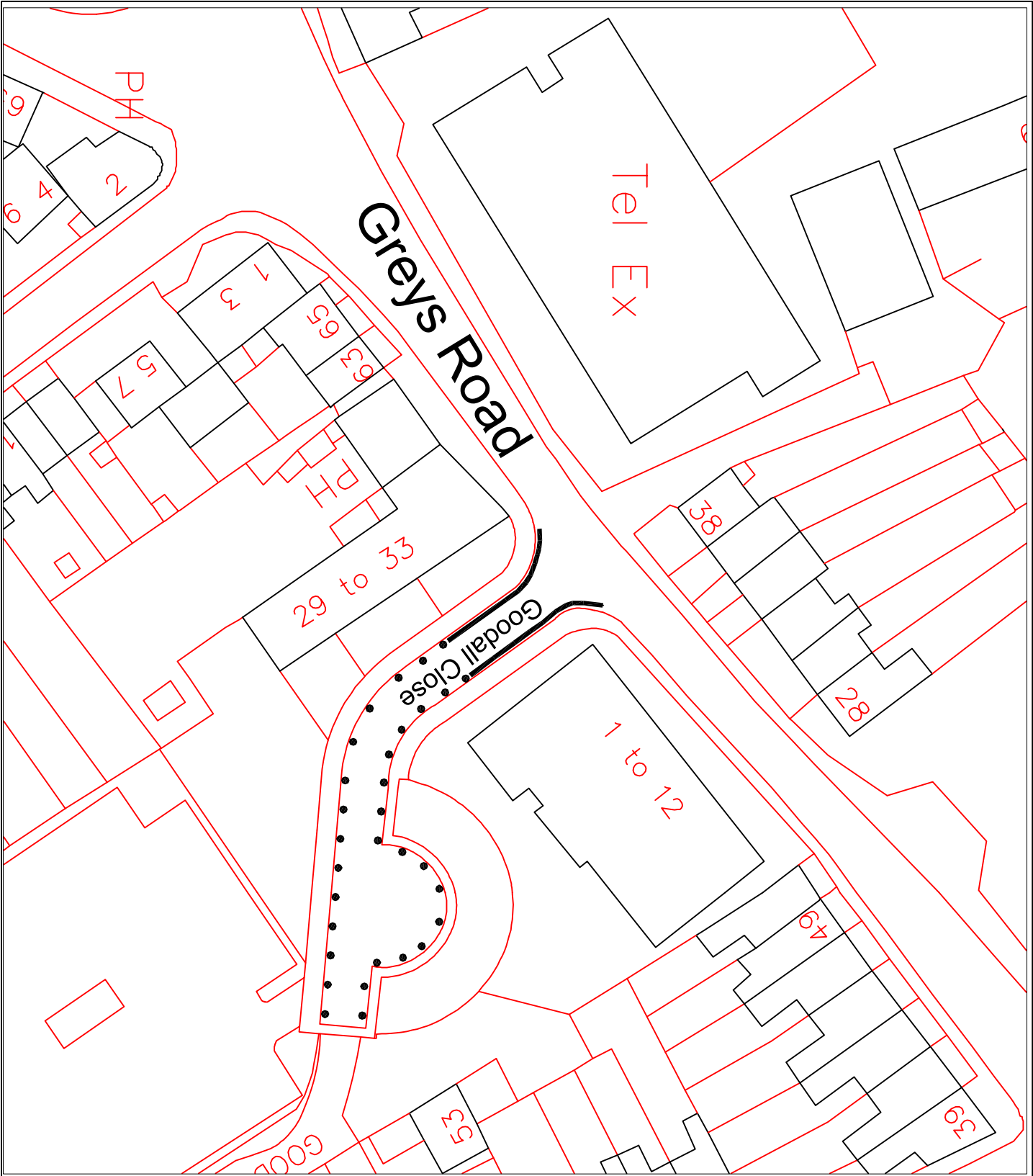


Client
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Oxford OX1 1NE

Project
Existing
Waiting Restrictions

Title
Deanfield Road, St. Anne's Close,
Leaver Road, Lauds Close
and Tilebarn Close,
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		
Drawing Number	Date	Date	Rev
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Notes.

N
↑

Proposed 'No Waiting at Any Time'

Proposed 'No Waiting, 10am to 3pm Monday to Friday'

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Proposed Waiting
Restrictions

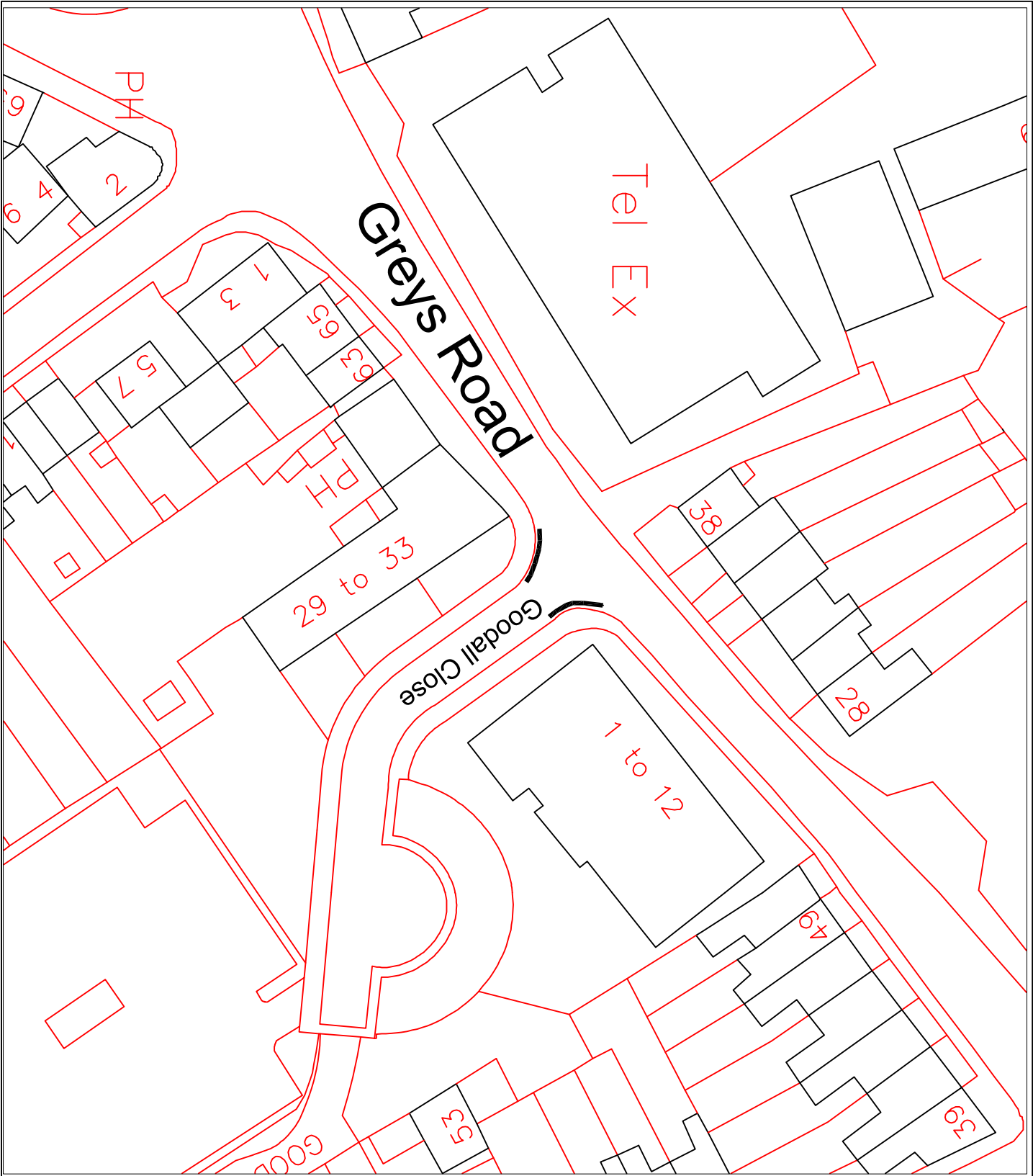
Title

Goodall Close
Henley-on-Thames

Scale
N.T.S.

Drawn By	Checked By	Approved By
MHB		
Date	Date	Date
Mar 08		

Drawing Number
S/TR0/03/08/3



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N

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Existing Waiting
Restrictions

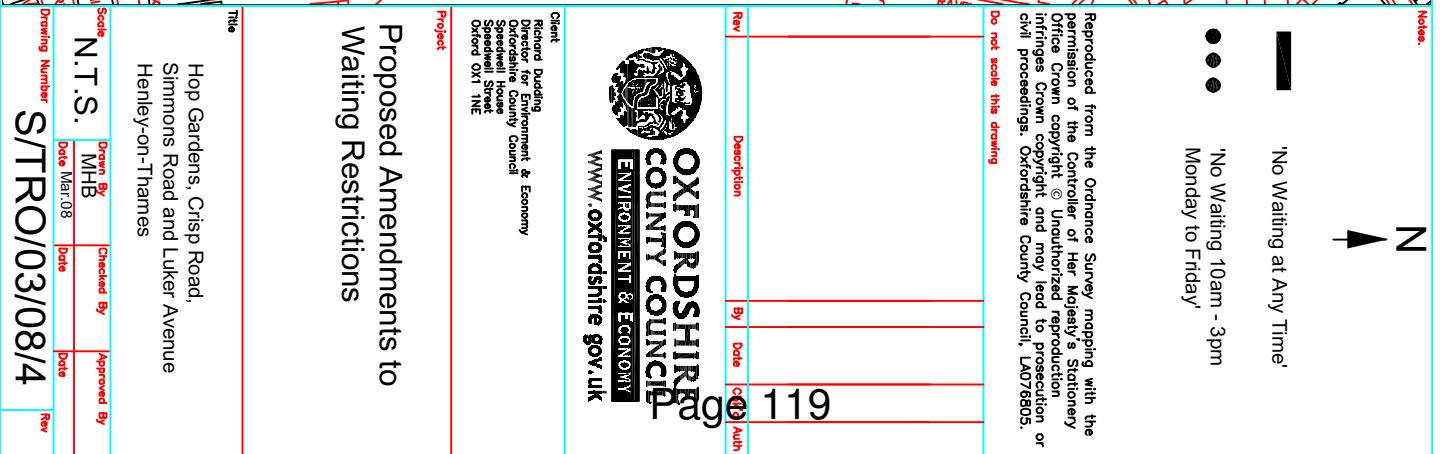
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Goodall Close
Henley-on-Thames

Scale
N.T.S.

Drawn By	Checked By	Approved By
MHB		
Date	Date	Date
Mar 08		

Drawing Number
S/TRO/03/08/13





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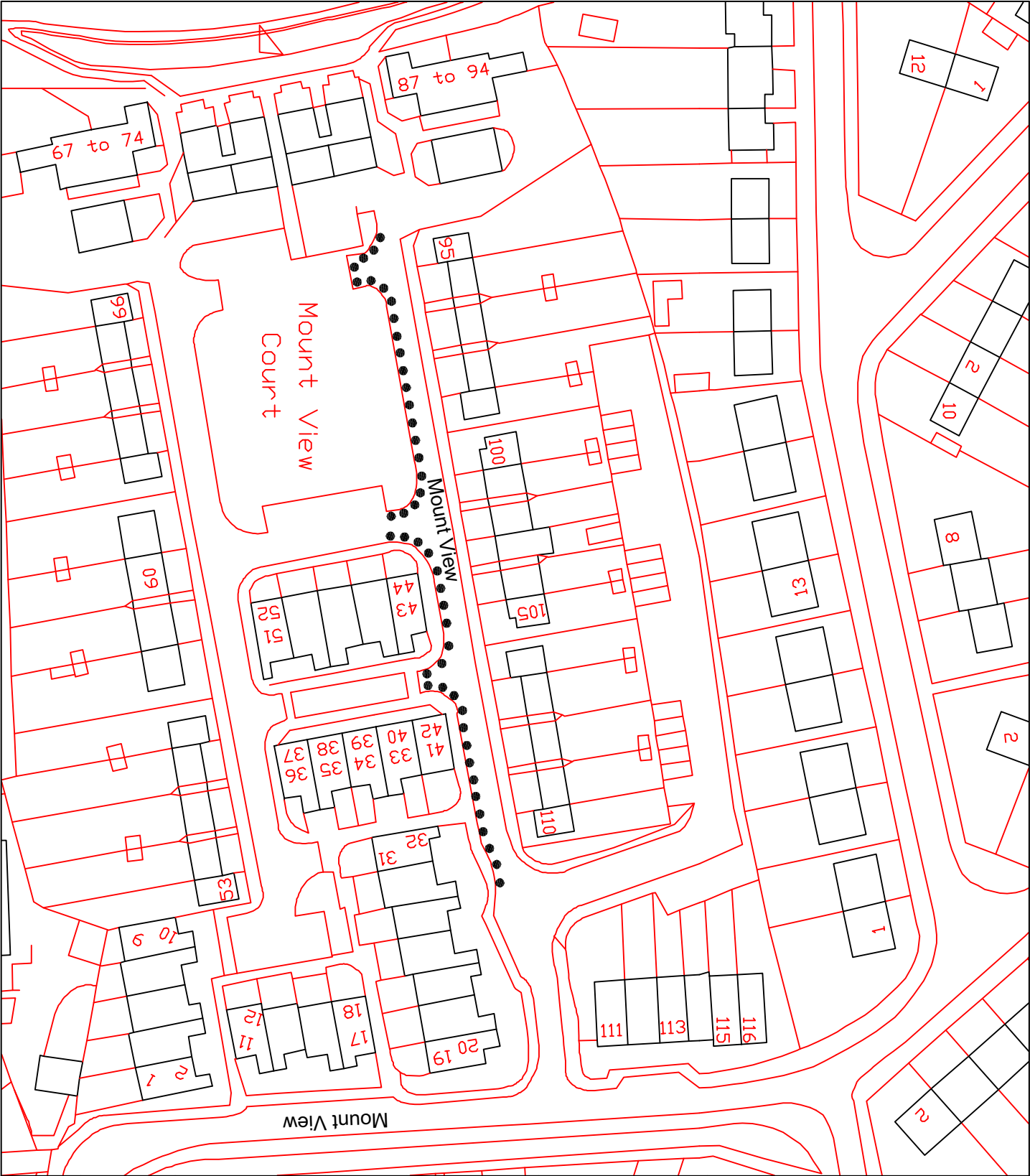
Client:
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Project:

**Existing
Waiting Restrictions**

Title
Hop Gardens, Crisp Road,
Simmons Road and Luker Avenue
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		
Drawing Number	Date	Date	Date
S/TRO/03/08/14	Mar'08		
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Notes.



Proposed 'No Waiting -
Monday to Friday - 10am to
3pm

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Project

Proposed Additional
Waiting Restrictions

Mount View,
Henley-on-Thames

Scale
N.T.S.

Drawn By
MHB

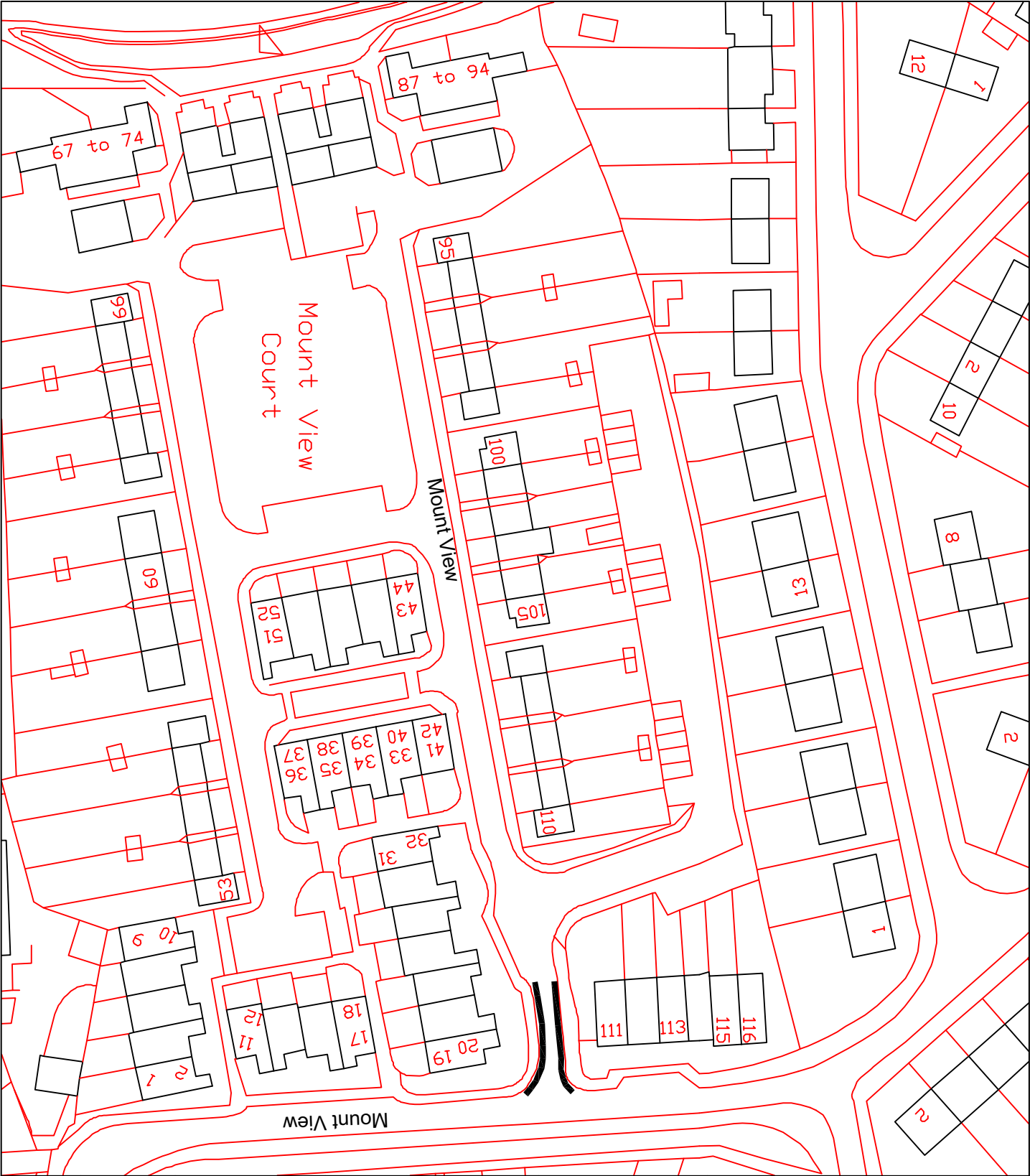
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Approved By

Date Aug 2008

Date

Drawing Number
S/TRO/03/08/5



Notes.



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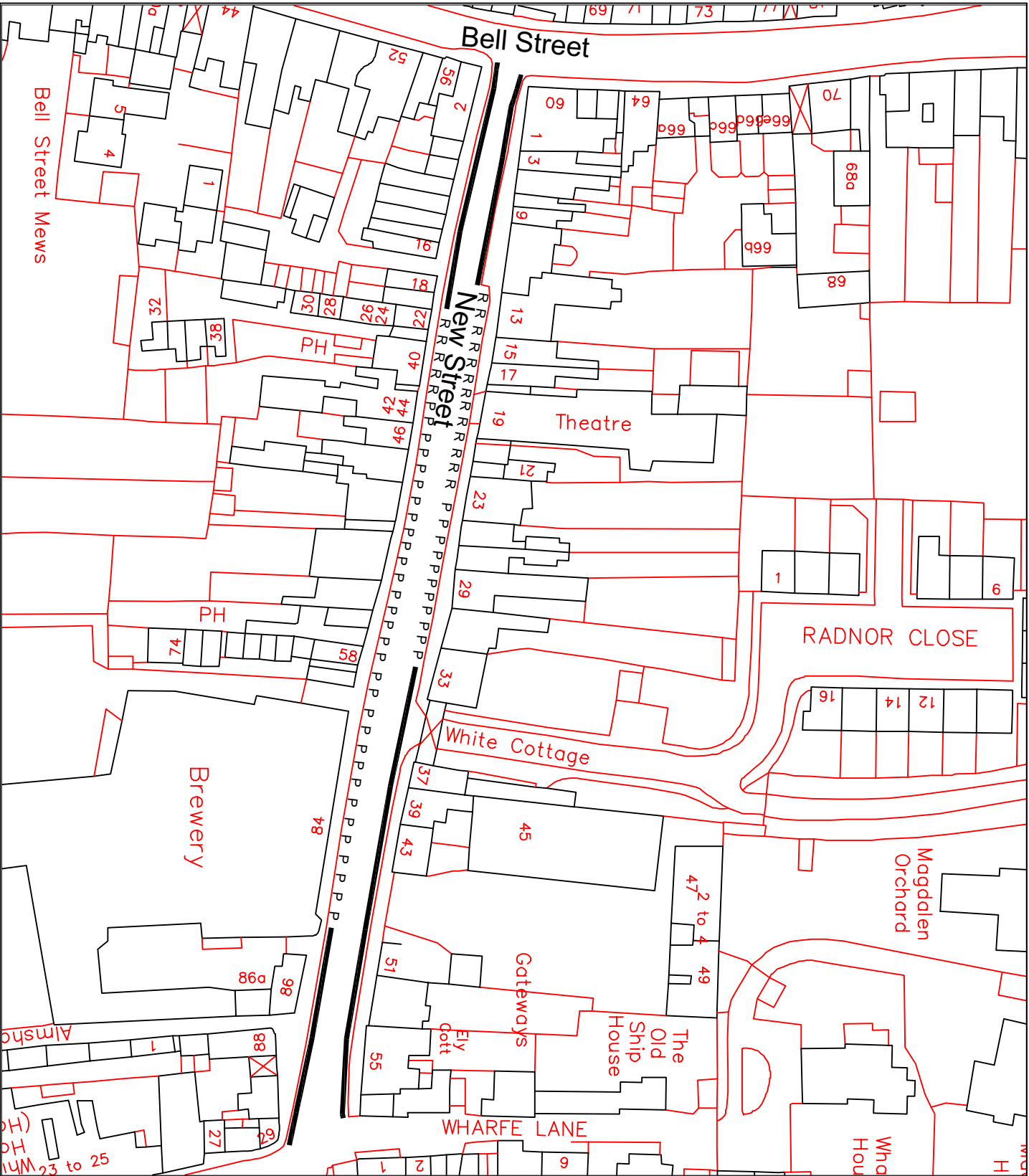
Existing Waiting
Restrictions

Mount View,
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		

Date Aug 2008 Date

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Notes



No Waiting at Any Time

R R R Residents/Parking

P P P General Parking Places - Pay & Display

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Project

Proposed Amendments to
Waiting Restrictions

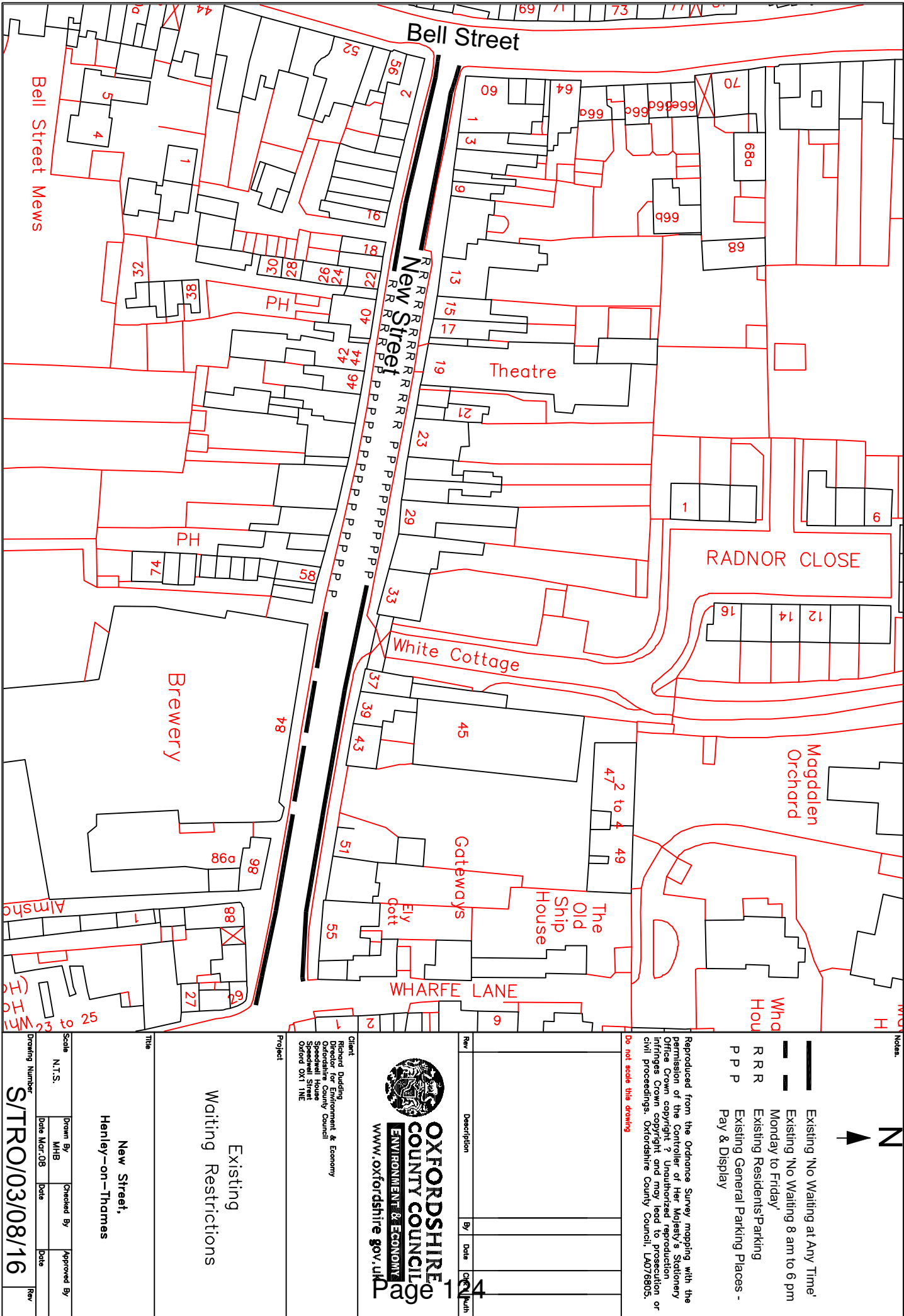
Title

New Street,
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		

Date	Rev
Mar-08	

Drawing Number
S/TRO/03/08/6



Notes



- Existing 'No Waiting at Any Time'
- Existing 'No Waiting 8 am to 6 pm Monday to Friday'
- Existing Residents' Parking
- Existing General Parking Places - Pay & Display

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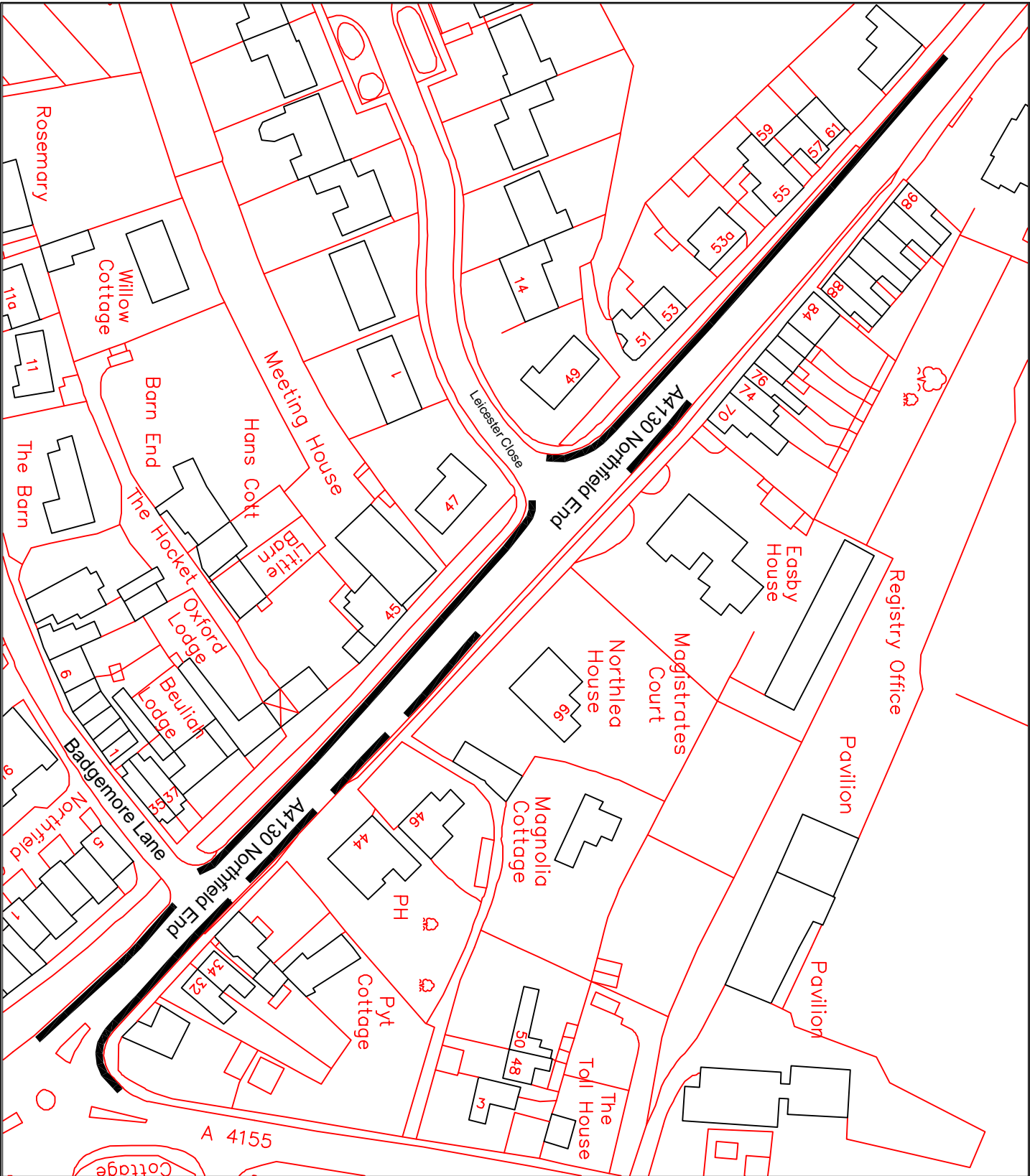
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Existing
Waiting Restrictions

New Street,
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		
Date	Rev	Date	Rev
Mar-08			
Drawing Number S/TRO/03/08/16			



Notes.



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Client
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Project

Proposed Amendment to
Waiting Restrictions

Title

A 4130 Northfield End
Henley-on-Thames

Scale

N.T.S.

Drawn By

MHB

Checked By

Approved By

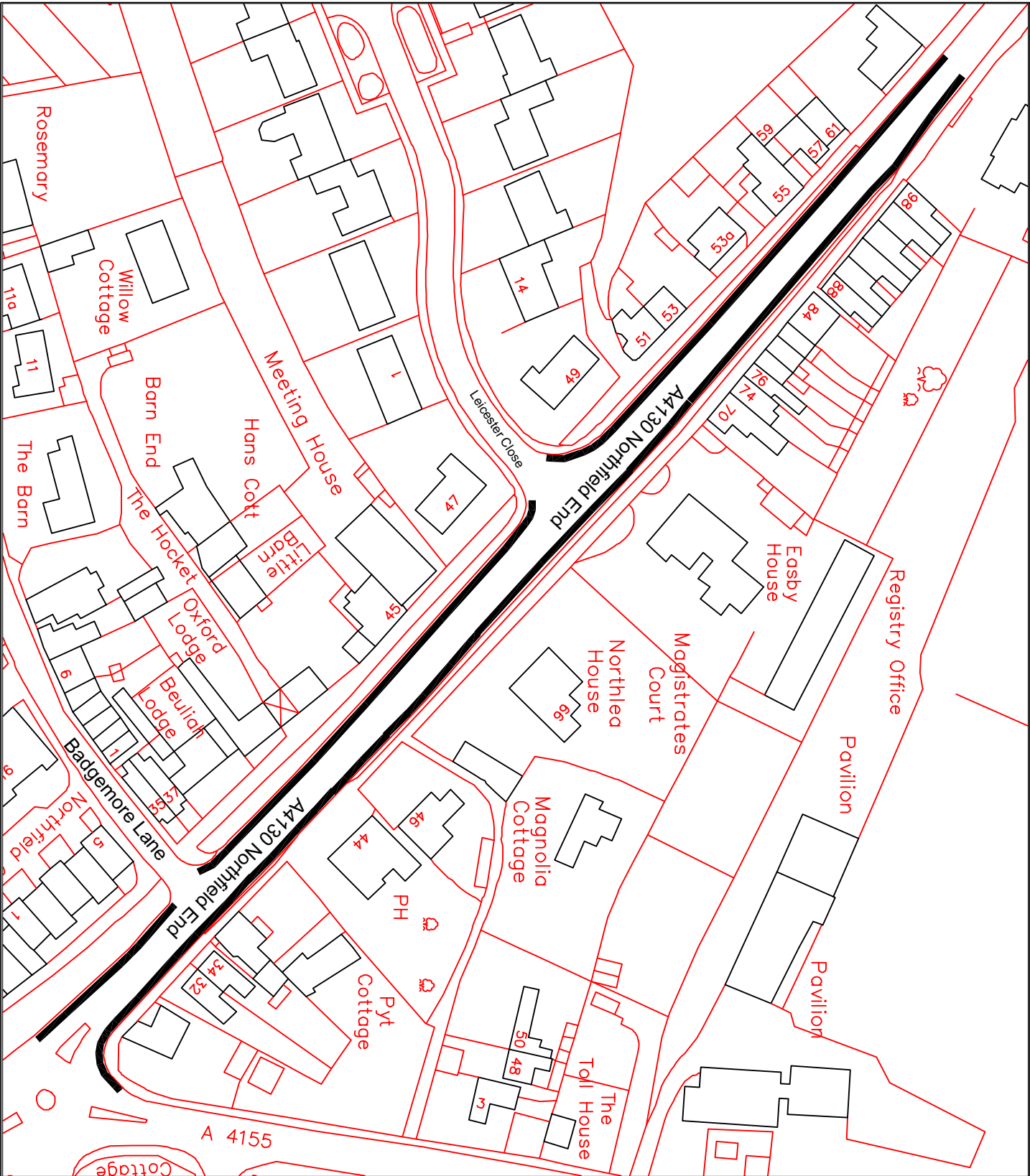
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Date

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Existing
Waiting Restrictions

Title

A 4130 Northfield End
Henley-on-Thames

Scale
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MHB

Checked By

Approved By

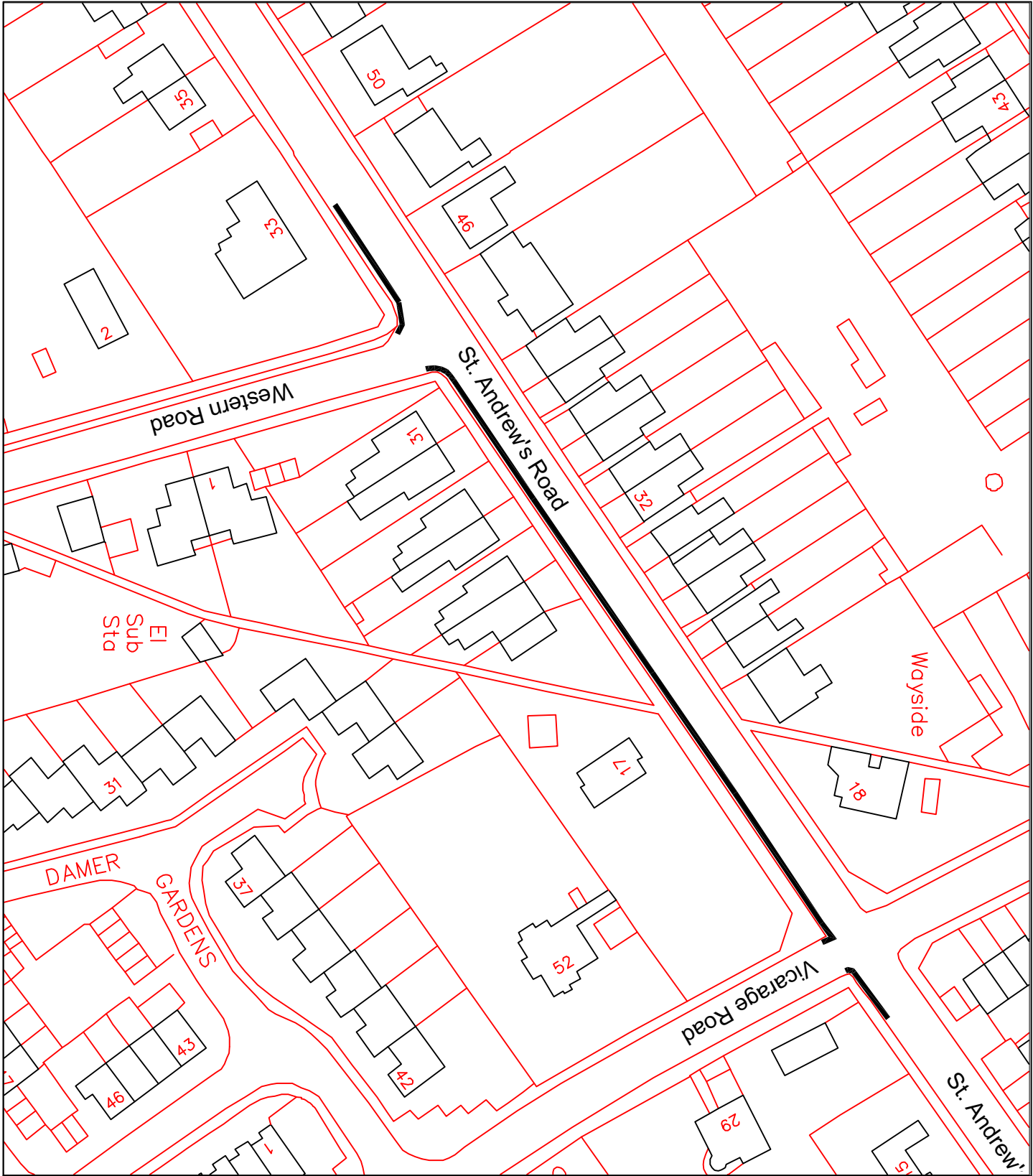
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Proposed Amendment to
Waiting Restrictions

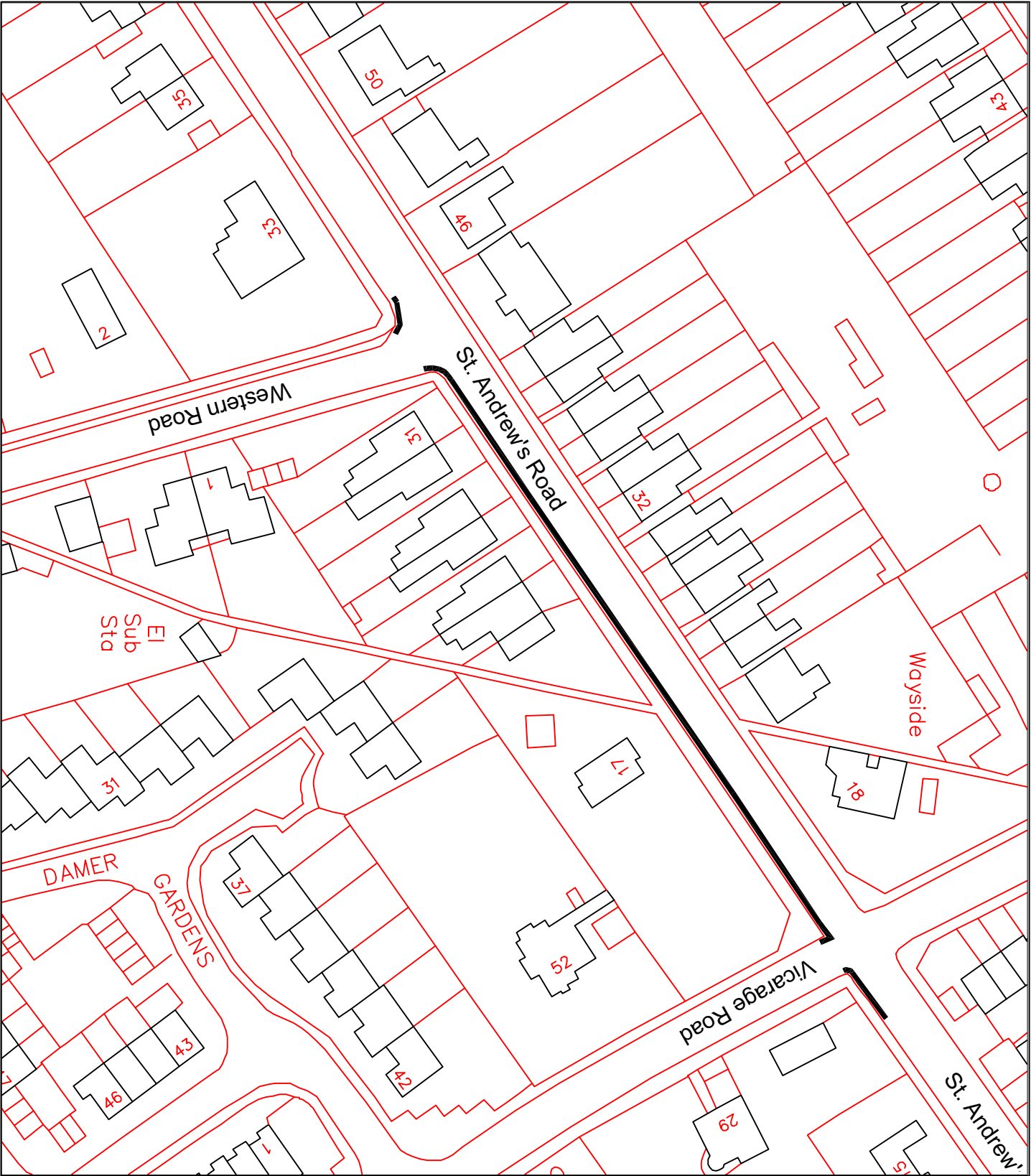
Title

St. Andrew's Road/Western Road
Henley-on-Thames

Scale
N.T.S.

Drawn By MHB	Checked By	Approved By
Date Mar 08	Date	Date

Drawing Number
S/TRO/03/08/8



Notes



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Project

Existing
Waiting Restrictions

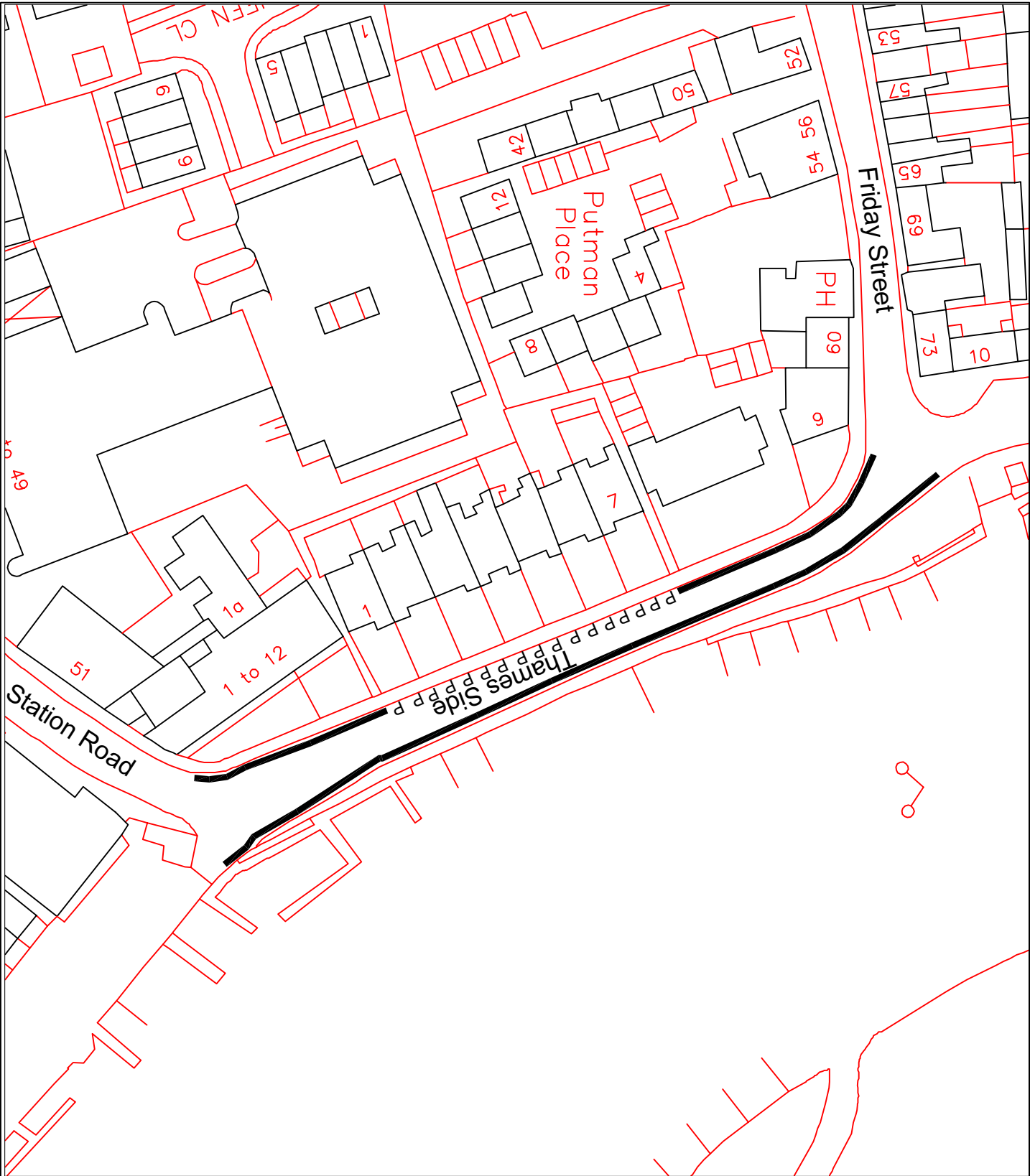
Title

St. Andrew's Road/Western Road
Henley-on-Thames

Scale
N.T.S.

Drawn By	Checked By	Approved By
MHB		
Date	Date	Date
Mar 08		

Drawing Number
S/TR0/03/08/18



Notes.



— 'No Waiting at Any Time'

P P P General Parking Places - Pay & Display

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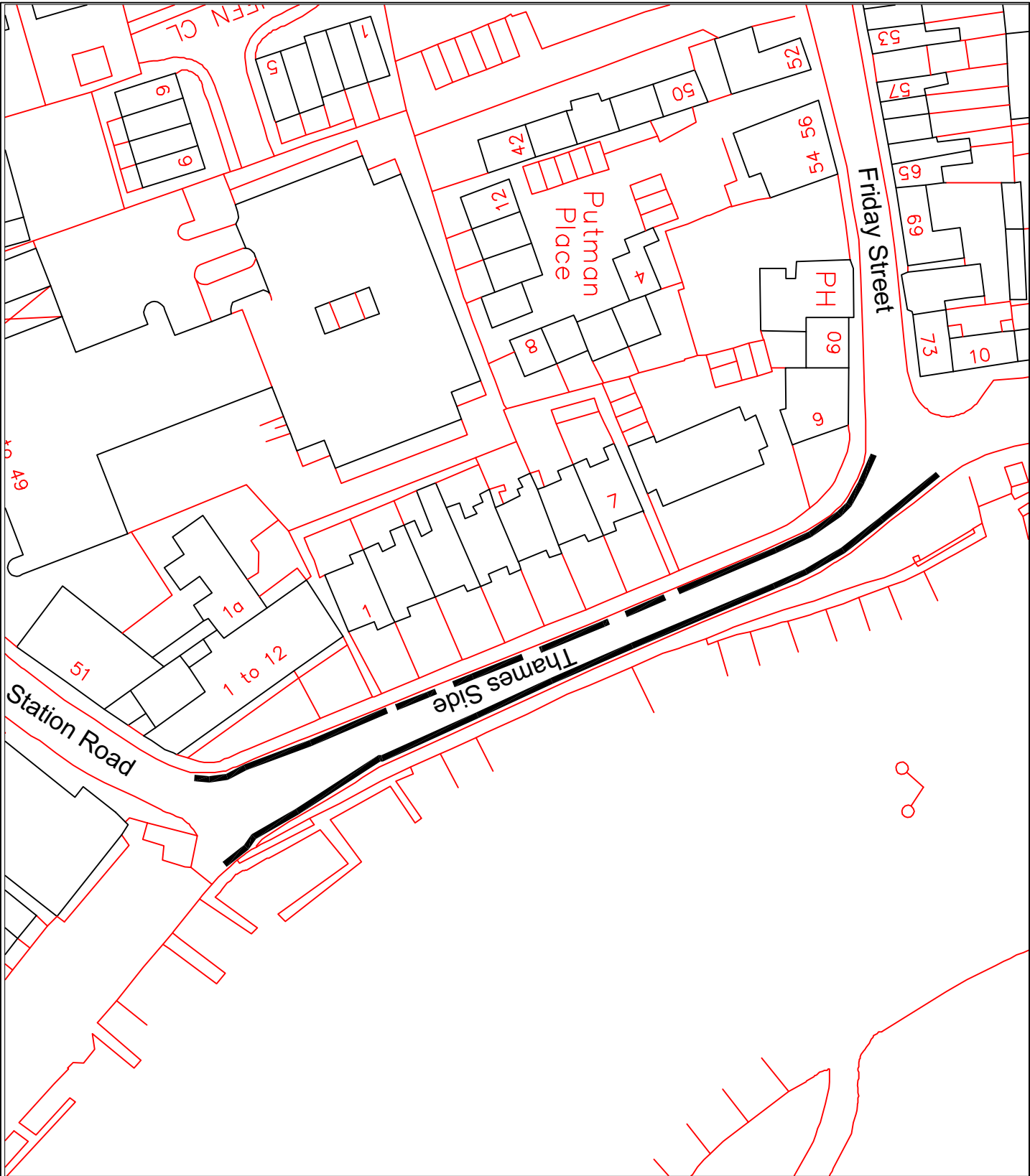
Project

Proposed Amendment
to Waiting Restrictions

Title

Thames Side
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		
	Date Mar/08	Date	Date
Drawing Number			
S/TRO/03/08/9			



Notes.



- Existing 'No Waiting at Any Time'
- - Existing 'No Waiting 8 am - 6 pm'

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Project

Existing
to Waiting Restrictions

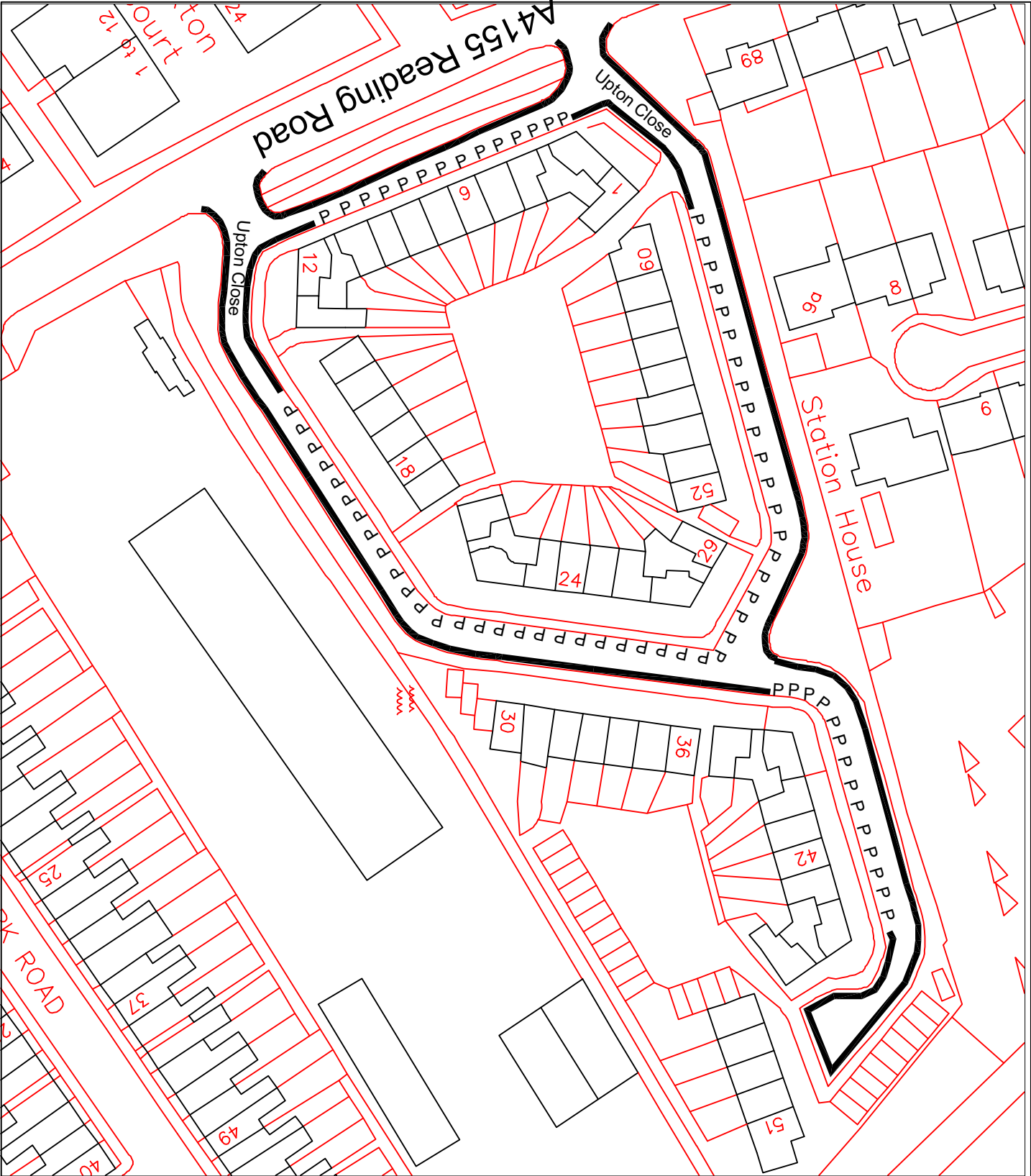
Title

Thames Side
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		

Date	Date	Date
Mar-08		

Drawing Number
S/TRO/03/08/19



Notes.



'No Waiting at Any Time'

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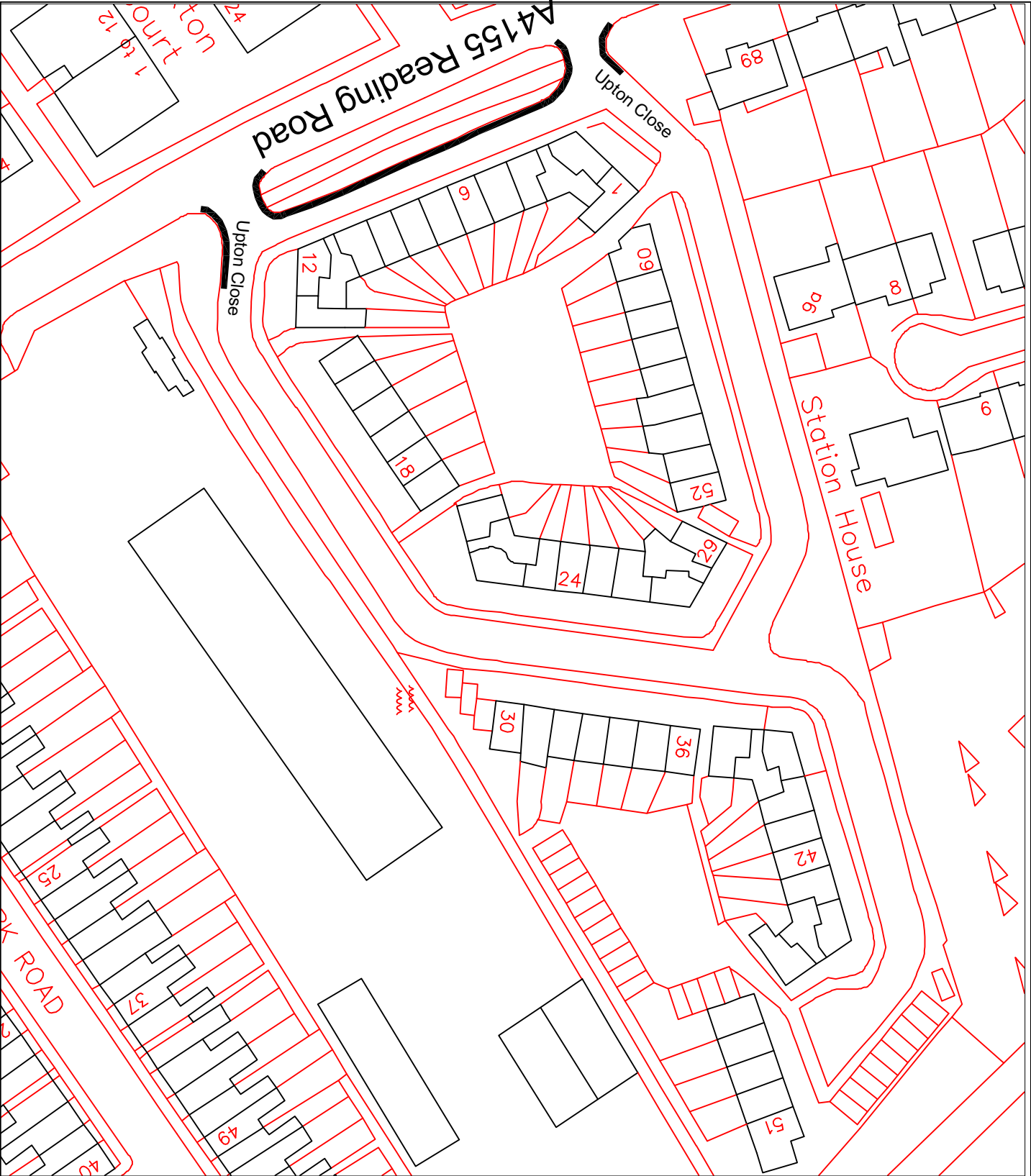
Project

Proposed Waiting
Restrictions

Title

Upton Close
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		
Drawing Number	Date	Date	Date
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Project

Existing
Waiting Restrictions

Title

Upton Close
Henley-on-Thames

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		
Drawing Number	Date	Date	Rev
S/TRO/03/08/20			A

ANNEX 2

INDEX TO COMMENTS/OBJECTIONS SUMMARIES

General

Crisp Road

Deanfield Avenue

Deanfield Road

Goodall Close

Hop Gardens

Laud's Close

Leaver Road

Luker Avenue

Mount View

New Street

Northfield End

Simmons Road

St. Andrew's Road

St. Anne's Close

Thames Side

Tilebarn Close

Upton Close

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	All locations	Mainly supportive - comments are recorded on individual roads.	Noted.
Henley-on-Thames Town Council	All locations	General support - details on various streets comments sheets	Noted.
Henley Partnership	All locations	In principle we believe that decreasing the number of free parking spaces available on the subject roads is a bad thing for Henley business. Those currently using this resource will find other residential roads to park in. To have to pay for parking will increase the outgoings putting additional burdens on their lower-end budgets. If employers offer help in meeting additional costs these may be passed on to customers. They may choose to move to another job in a town where parking is free. We are concerned that the proposals stand alone and do not form part of an overall strategy for Henley. Their implementation will have uncalled for and unanticipated effects elsewhere in town. (NB comments on individual roads are to be found in those roads comments)	The response highlights the need for the needs of both residents and commercial interests to be carefully considered. Tours of the public car parks in the town area have revealed that a number are not at full occupancy. The issue of parking charges is important for those on lower incomes. The need for the commercial centre of the town to continue to be viable is important. The roads included were identified in the former ITS study as requiring action.

Business in Henley	All locations	Wish to express concern over proposals to restrict free parking. For many who work in town the free on-street parking represents a considerable saving, particularly for the low paid. In these difficult economic times with worry about job security, reduced hours and pay freeze this will be important in making ends meet. Shop workers are the lifeblood of the town. They represent an easy target for the Council who hide behind the front of 'residents' views'. I hope that wisdom will prevail and the present enlightened parking policy will be left unchanged.	See the comments on the Business Partnership's response.
Warren Row, Reading	All locations	Worked in Henley for 23 years and seen the changes. Where do you propose we park if your scheme goes ahead? Long stay car parks at the Rugby Club, Goodall Close etc., are not large enough at present. The Railway Station is a long way for people who work at the other end of town, especially if they start at 6am and finish at 8pm and are female.	See above
Market Place	All locations	Junior staff working in town centre cannot afford parking charges. The number of free spaces is already limited and these proposals will exacerbate the situation. Far from increased restrictions we need existing ones lifted.	See the comments on the Business Partnership's response.

Market Place	All locations	I am shocked at this ridiculous proposal. I am a business owner. At present I have to walk 15 minutes to my shop so that I do not have to pay for parking. I can't afford to pay as I work 6 days a week and do not live locally. If this goes ahead I feel that business owners should have a pass to park for free. Businesses are going to have problems keeping staff as they too will not want to pay for parking. I feel that businesses will suffer because customers aren't going to pay for parking. Marlow doesn't, why should Henley?	See the comments on the Business Partnership's response.
Not known	All locations	I am a member of staff at a store in Henley. Free parking is essential to many who gravel to Henley to work. The added hassle of trying to find somewhere to park will force people to seek employment elsewhere. This terrible idea will have a detrimental effect on local businesses as they struggle to keep hold of employees and could force visitors and customers away as the limited parking spaces available will be taken by people working in the town.	See the comments on the Business Partnership's response.
Reading Road, Winnersh	All locations	Oppose the plan. I travel to Henley daily and work for a business that pays a vast amount of rates etc to operate in the town. Long term car parking is inadequate and not easily accessible. It is potentially dangerous for some, particularly females, to walk long distances in the dark. The continued success of Henley Town Centre is based on shops and businesses enabling the town to survive. If attracting staff becomes an issue due to parking then the whole town loses out.	See the comments on the Business Partnership's response.

Comments

Peppard Common	All locations	Add my voice to the many residents who disapprove of the planned changes to parking in our town. Forcing people to use official car parks will cause massive overcrowding or drive people to other towns. This is regressive in terms of Henley's future.	See the comments on the Business Partnership's response.
Resident of Henley	All locations	Is the purpose of reducing parking in Henley to dissuade those who live and work in town, thus reducing the demand for goods and services? Less parking will have an adverse effect on businesses. Abandon this negative proposal.	See the comments on the Business Partnership's response.
St. Mary's Close	All locations	Concerned. Present facilities are not adequate, particularly for short-term parking. I am afraid that your action will be to the detriment of the town and traders. Many people shop at out of town locations where parking is free and others go to Marlow. Henley is a lovely town which is going to be ruined unless parking facilities are increased. Many of the elderly are unable to walk from the long term car parks.	See the comments on the Business Partnership's response.
Town Centre Business	All locations	Unhappy about proposals. Will affect ability to sell/rent properties where no off street parking. As resident have to park on street and if it were not for free parking on a few roads in Henley I could not afford to live and work here.	Prospective purchasers will take parking issues into account. On street parking is not a right, rather it is a privilege we are sometimes allowed with permission, either express or implied.

Peppard Common	All locations	Strongly against these proposals. As small business working daily in Henley we find these proposals will have an adverse effect on our business, the town itself, business and individuals. Many businesses in Henley rely on trade from out of town. To introduce these changes means that many businesses will suffer from loss of trade as people will simply not be able to afford to car park fees. We have some new shops now coming into town. The parking changes could force some shops to close causing permanent loss and the individuals who will have to find new employment and may be forced from the town.	See the comments on the Business Partnership's response.
Unknown	All locations	Work in town. Will now have to try to find somewhere else to park for free. Doubt if I will be able to. I will probably have to park closer to town and pay car parking fees. The additional costs will affect my finances.	See the comments on the Business Partnership's response.
Hart Street	All locations	Currently park in Hop Gardens and walk to work off Reading Road. I am concerned about displaced residents taking up the option of overpriced permits. In order for me to pay for the privilege of parking in the town where I live and pay Council Tax I would like first a guarantee that I can arrive home and find a parking space at any time. The woefully inadequate car parks in Greys Road and behind Waitrose will not be able to take any increase in volume due to the roads you are planning to restrict.	See the comments on the Business Partnership's response.

Market Place	All locations	<p>Given the current economic climate, many local retail businesses have found trading difficult over the last year or so. Like many small towns there are a noticeable number of vacant retail units that are not being filled. What will locals say when even more outlets close down? Money is tight all round which is why the ability to park off road for free is essential to keep the business community moving forward. Many employees will see the cost of parking taking away their hard-earned money which could well mean them leaving the community. Those who stay would use the town centre car parks leaving less available for shoppers/tourists. Majority of cars are only there in the day, leaving residential areas when most local people are returning from their jobs. I urge you to reconsider the parking proposals.</p>	See the comments on the Business Partnership's response.
Greys Road	All locations	<p>Retail business in town centre. Strongly object to any changes in parking. There is little free parking and it is obvious to us that if no free parking is available in Henley people will be deterred from visiting.</p>	See the comments on the Business Partnership's response.
Unknown - Employed in Town Centre	All locations	<p>Oppose the proposal to massively reduce the amount of free parking in Henley Town. I have worked in town for last 15 years and have never had problems parking. Should the current proposals go ahead I have no idea where I will park. The proposal does not address all the issues such as where all the people who currently park on the affected streets would park in future. The proposals should be scrapped.</p>	See the comments on the Business Partnership's response.

Unknown - believed Marlow	All locations	Where will I park? My wife and I are senior citizens and free on-road parking in Henley makes it a very attractive shopping centre and has been for many years. The introduction of parking meters would stop us from visiting. The proposals will have serious effects on retailers in the town.	See the comments on the Business Partnership's response.
Employed in Town Centre	All locations	Strongly object to remove free parking. Patients frequently complain that they are late for appointments as they couldn't find anywhere to park. Retailers will tell you how difficult the last few years have been with road closures and road works. It seems madness to fill car parks with shop workers cars. Cheap parking rates are fine Monday to Friday but when you work week ends not such a bargain. Please do not remove these free spaces unless you intend to provide an alternative (preferably for me on the Berkshire side of the river).	See the comments on the Business Partnership's response.
St. Marks Road	All locations	Whilst I realise that parking in the vicinity of the town is not as easy as it may be, it is unlikely to be improved by your proposals. I am resident and business owner and believe it is wrong to make residents pay to park outside their homes or indeed prevent them from doing so. It seems obvious that if parking spaces are at a premium, reducing parking is no way to improve the situation. It seems that most residents are against this proposal. I hope you will decide against this poorly thought out scheme.	See the comments on the Business Partnership's response.

Comments

Friday Street	All locations	Strongly object on behalf of our business. We have several junior technicians who drive into town and are on trainee wages. They cannot afford to pay for parking and additional costs may well induce them to seek employment elsewhere. I intend moving to Henley and would strongly object to having to pay for a resident's permit. The present system whereby residents park in the streets in the evening and leave for work in the morning does at least provide us with some free parking.	See the comments on the Business Partnership's response.
Employed in Town Centre	All locations	I object to these changes mainly as there is limited room to park as it is. No-one I know will ever pay to park in Henley. It does not make sense to look for a new job in a recession so I can see few leaving work. My employer would not offer to help with parking costs.	See the comments on the Business Partnership's response.
Nuffield	All locations	If I have to pay to park or walk further into work it wouldn't be worth the effort to travel to Henley to work 4 hours a day on minimum wage so I would be better off staying at home and claiming benefits.	See the comments on the Business Partnership's response.

Employed in Town Centre	All locations	Employed by Youth & Community project in town. Have no designated parking at work. I find this a strain as I do not live in Henley. I have to travel over a wide area and need to be able to access my car quickly. The two short-stay car parks are not suitable for my needs as I may need more than 3 hours. I am not paid a large salary and try to find free parking wherever possible, partly because of cost and also convenience. This is not ideal but is better than finding the roads I currently park in full of newly painted yellow lines. If this happens I am not sure what I will do. It will almost inevitably affect my work which is already stressful enough.	See the comments on the Business Partnership's response.
Business in Henley	All locations	If you get rid of the areas of free parking used by people who work in town you must create an alternative. If workers occupy the long-term car parks it will be difficult for visitors to find somewhere. Visitors will then use the short-term car parks, staying in the town only for a short while. Working in Henley will be less attractive.	See the comments on the Business Partnership's response.
Employed in Town Centre	All locations	I object to the scrapping of free on-road parking in Henley-on-Thames. I have worked in Henley for 25 years and this will dramatically affect the heart of Henley trading. Having to pay £250 a year for parking commuters in my position would have to consider whether employment in the town is viable. Some retail employers would find difficulty in recruiting staff from outside. If employers decided to assist in parking fees the costs would possibly be passed on to customers.	See the comments on the Business Partnership's response.

Business in Henley	All locations	<p>I am aware that many low-paid shop and office workers will find a £10 charge to park their cars painful. The long-stay car park is just not cheap enough. These proposals will only shift the current parking problems elsewhere. As I walk to work I see workers arrive and park where residents have just driven off and there is at present a balance but only just. Business is only just viable and we face more and more financial demands with diminishing turnover and pressures from Internet and shopping centres. It is a vastly tricky problem as one wants to discourage habitual, thoughtless and unnecessary parking by some inconsiderate drivers.</p>	See the comments on the Business Partnership's response.
Employed in Town Centre	All locations	<p>I want to voice my concerns. I have worked in Henley for 15 years. I park my car near my place of work and walk and have no problems from the residents. Where will I park in future? Being able to park near my place of work means I can quickly respond if my 17 month old son needs me to return home. I also feel that these proposals will restrict the number of people coming into the town. This will surely have a detrimental effect to businesses within the town. I live in Reading and have little choice but to drive to work.</p>	See the comments on the Business Partnership's response.
Business in Henley	All locations	<p>As an employer in the town I cannot believe that, yet again, Oxfordshire County Council are considering applying parking restrictions to this end of town (Reading Road). It is hard enough for businesses in Henley to survive in Henley due to credit crunch and house prices without throwing more obstacles in the way. I employ 12 staff who all drive to work and bring money into the town. We already park some way from the office to ensure we are not a nuisance to residents and as an employer I cannot afford to pay their parking fees.</p>	See the comments on the Business Partnership's response.

Employed in Town Centre	All locations	Object. If the proposal takes effect where will I be parking? Further out of town? - No it would be too far for me to walk especially as I sometimes finish late; park closer to town? - No, who can afford the extra payments these days?; ask my employer to pay for it? You got to be joking; find another job out of Henley? - yes that's possible; pay the £10 per week in Mill and Rugby Club? - No I can get a job in Oxford and get paid more but pay less for parking as park and ride is £8 per 5 days. More shops will close in Henley because of this, make no mistake of that.	See the comments on the Business Partnership's response.
Upton Close	All locations	Henley needs more spaces that can be used all day for people needed to work in the town. Loss of easy parking will send a clearer message not to come to Henley. The new scheme will be a disaster and will be difficult to change	See the comments on the Business Partnership's response.
Employed in Town Centre	All locations	Object to the proposed changes. The town is already known around the county as an expensive place to visit and it seems the County Council are prepared to make this worse. Who exactly benefits from these proposals? They seem excessive and are conducive to turning visitors and business away from the town. If the changes go ahead I believe people would seek alternative employment away from the town to avoid the crippling charges. I hope the County Council realise the negative effects such action will cause.	See the comments on the Business Partnership's response.

Employed in Town Centre	All locations	Object to the proposals. I have concerns over parking in Henley and cannot see the benefit of such restrictions. They will surely affect the town along with the number of visitors and local businesses would suffer as a consequence. In the height of a credit crunch/recession I ask why we are making the town of Henley a more difficult place to visit and park in?	See the comments on the Business Partnership's response.
Employed in Town Centre	General	Isn't parking for those staying all day difficult/far enough away already. Proposals seem to be reducing parking for everybody. Could the car parks really cope with the cars displaced? This will surely force people to leave jobs in Henley as I can't take advantage of discounted edge of town parking as I only work part time.	See the comments on the Business Partnership's response.
Marlow -Employed in Town Centre	General	I will have serious problems parking in Henley as my employer will not pay for any parking charges. I drive from Marlow 5 days a week and park in Luker Avenue or Mount View and then have a 5 minute walk to my work. It is going to be very difficult as I do not believe I can park in the designated car parks for more than 3 hours. The only thing I can do is park much further away and I will worry when night falls. I am discouraged at this prospect.	See the comments on the Business Partnership's response.
Greys Road	All locations	Object. This will put further pressure on Greys Road and already the daytime parking by students and Henley town centre employees already causes great inconvenience to residents. Protest until you have made adequate alternative off street parking available at reasonable cost.	It is not the duty of the Highway Authority to provide parking.

Comments

West Street	All locations	At present have no off-street parking. West Street has double yellow lines on both sides. Proposals will reduce the ability for us to park nearby during the day when we are often at home.	There is no right to park/wait on any road. Whilst some on-street permitted parking will be removed, all effort has been made to reduce this.
Luker Avenue	All locations	As a resident who has no off-street parking, I am concerned about parking. Parking is bad enough at the moment and if you bring this in I will probably be parking up to half a mile away from my home. As a single mother with a small child and coming home most nights in the dark this would be an absolute nightmare and not very good for my personal safety. I am strongly against this as I feel will be many other residents. Bringing this in will upset many Henley residents.	The proposals are made with efforts to reduce the problems associated with thoughtless parking. Where possible the lengths of road affected are as short as possible.
Greys Hill	All locations	Concerned about the knock-on effect of the proposals and the pressure it may place on Greys Hill and surrounding roads.	There will be some displacement. It will be essential that this is monitored.
Cromwell Road, Henley	All locations	Understand you are collating views on Residents' Parking' In my view this is long overdue. The town has c500 parking spaces many of which are free or incur small charges. There is clearly little or no justification for on-street commuter parking. Town has good rail and public transport links. The hazards arising from present levels of daytime on-street parking are considerable. Fully endorse the proposals and look forward to an extension of such restrictions in future.	Noted.
Western Road, Henley	All locations	I appreciate the problems but believe it will have repercussions on other roads.	There will be some displacement. It will be essential that this is monitored.

Church Street	All locations	Object. No provision has been made for people who currently park in affected areas. Many of them will now look to park as close to the Town Centre as they can on roads that are not affected (such as Church Street). Parking for residents of those roads will become impossible during the day. There is no strategy to address Henley's parking problems. These restrictions will just cause inconvenience and additional costs for a lot of people. No changes should be made until a comprehensive traffic strategy has been developed.	The proposals have tried to restrict any disadvantages to residents in the affected roads.
Elizabeth Road	All locations	I agree in principle to the proposed parking restrictions. I would have thought that Greys Hill was a very important road to have brought into this proposal. Parking on this hill should be totally restricted for the safety of all.	There will be some displacement. It will be essential that this is monitored.
Valley Road	All locations	I am pleased to see that some of my suggestions are covered in these revisions. (See Deanfield Road for other comments)	Noted.
Ancastle Green	All locations	Concerned that Ancastle Green is not included. Everything proposed is driving people away from a town that relies on visitors and business. The town has faults that need rectifying before you apply any new proposals. Your proposals will result in pushing more vehicles onto Ancastle Green as people living here will be forced off their own street.	There will be some displacement. It will be essential that this is monitored.

Comments

Henley Resident	All locations	Totally against the proposals. A lot of people rely on parking in various roads and are encouraged to park there so it releases car parking spaces in the town centre. With children who live out of town where are they to park when they visit. Why should I pay for parking elsewhere when I pay road tax?	Noted.
Church Street	All locations	Wish to express disappointment that Church Street has not been included in the proposed scheme whereas roads further away have been included. I am constantly vying for a parking space within a reasonable walking distance of my house. Can be troublesome for my wife when dropping off shopping or small children. Church Street is one of the closest streets to College and town and is frequently used by shoppers, workers and students. Estimate that non-residents take up over half the available space. When your plans for nearby roads, Deanfield Road area, the issue on Church Street will become even more severe. I fear I will have no option but to park on other roads which will no doubt upset residents there. We have a lack of off-street parking and a proximity to the town centre which encourages free parking from non-residents.	There will be some displacement. It will be essential that this is monitored.
Clements Road	General	A number of the roads are subject to some unpleasant driving and would greatly benefit from double yellow lines and/or passing places.	Noted.

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Crisp Road	Yes, these are needed. From Street Surgeries carried out in this area, this often comes up as a problem parking area. Aware of complaints of obstructive parking	Noted
Town Council	Crisp Road	Approve - good safety measures near school and houses.	Noted
Upton Close	Crisp Road/Luker Avenue	Too many spaces will be lost where they are currently not causing a problem. Removing parking will dangerously increase speed through the estate	The proposals reinforce the advice within the Highway Code in respect of parking near junctions

Comments

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Deanfield Avenue	Outside Youth Centre. Yellow lines were not put back recently and caused no end of problems. If this were to recur it would result in problems with the Youth Centre entrance being obstructed. College buses stop opposite at start and end of day to drop off & pick up. Allowing parking would narrow the road at these times and cause further problems.	The respondent makes valid points which are reflected in the recommendations
Town Council	Deanfield Avenue	Do not approve. Will lead to congestion especially at College start and finish times with coach parking on no waiting areas. Will block roads.	The respondent makes valid points which are reflected in the recommendations
Henley Partnership	Deanfield Avenue	Object. The parking currently taking place there will merely move into other residential roads.	Noted
Resident of Deanfield Avenue	Deanfield Avenue	Object. This is a nasty corner & when coaches are picking up students it makes it dangerous. As a long-time resident I feel we need more 'No parking' not less.	The respondent makes valid points which are reflected in the recommendations
Upton Close	Deanfield Avenue	The increased double yellow lines in some areas that waste parking spaces that do not seem to cause a problem.	No reduction in available spaces

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Deanfield Road	Request that a short length of 'No Waiting at Any Time' not be removed as parking at that location is a problem. The proposal to introduce the 10 am to 3 pm Monday to Friday waiting restriction would completely resolve the parking problems in this road caused by students parking. Would be better to be 9 am to 4 pm.	Noted. Removing current 'No Waiting at Any Time' on this short length should not have adverse effect on congestion. Restriction between 10 am and 3 pm allows for better targeting of enforcement resources. It also seeks to reduce the inconvenience for residents and their visitors.
Town Council	Deanfield Road	Do not approve the removal of double yellow lines. Restricted waiting approve but note will displace college parking into Valley Road and adjoining roads. Suggest adding 'No Waiting' to roundabout and first 25 metres of roads there for safety.	Removing current 'No Waiting at Any Time' on this short length should not have adverse effect on congestion. Displacement is a probable result. Parking at roundabouts is covered in Highway Code
Henley Partnership	Deanfield Road	Object. The current parking will merely move to other residential roads.	It is probable that there will be displacement. The proposals do not remove parking completely from the road but seek to control it in order that traffic may flow along the road.
Deanfield Road	Deanfield Road	Object to 10 am to 3 pm Monday to Friday in the cul-de-sac between Nos. 1 to 13 because there is room to park a car legally at the bottom. We are afraid that if the 'No Waiting' is introduced it will encourage parking on the whole area at the bottom of the cul-de-sac and block access to garages on private land owned by residents. We are old and our car is in regular use so we need access to our garage.	Obstructive parking, such as that which prevents use of an access, is unlawful. These proposals will not alter that.

Deanfield Road	Deanfield Road	Object to 10 am to 3 pm Monday to Friday in the cul-de-sac between Nos. 1 to 13 because there is room to park a car legally at the bottom. If the single line is introduced not only would we have less parking but it would encourage visitors, mainly Henley College students, to park in the available space making it difficult to enter the private access road to the garages. We would like the situation to remain as it is.	Obstructive parking, such as that which prevents use of an access, is unlawful. These proposals will not alter that.
Deanfield Road	Deanfield Road	Object to 10 am to 3 pm Monday to Friday in the cul-de-sac between Nos. 1 to 13 because there is room to park a car legally at the bottom. Stronger objection is that if this is introduced it will encourage and suggest parking is allowed at the bottom of the cul-de-sac. This would cause obstruction and block access to private land owned by the residents leading to garages. We would like the situation to remain as it is.	Obstructive parking, such as that which prevents use of an access, is unlawful. These proposals will not alter that.
Deanfield Road	Deanfield Road	Cul-de-sac between 41 & 47 Deanfield Road. Object: Current 'No Waiting at Any Time' on both sides of the entrance to the cul-de-sac works well. The proposal to extend the restricted parking in the cul-de-sac is unnecessary as we never have any problems entering or leaving our property as a result of long-term parking. We go further and welcome students parking in our cul-de-sac as it acts as a deterrent to burglars etc. The cul-de-sac is only 60 yards long. The existing restrictions are more than adequate and are respected.	The proposal reinforces the advice in the Highway Code in respect of parking near junctions. Implementing the proposals without including this cul-de-sac would almost certainly displace obstructive parking into the cul-de-sac.

Deanfield Road	Deanfield Road	<p>Cul-de-sac between Nos. 41 & 47. As we cannot close or secure our gates when a car is parked on the garage approach, we park on the existing parking area. In the mid 1990's it was agreed to leave this area uncontrolled. We would not wish to see this changed.</p>	<p>The proposal reinforces the advice in the Highway Code in respect of parking near junctions. Implementing the proposals without including this cul-de-sac would almost certainly displace obstructive parking into the cul-de-sac.</p>
Deanfield Road (3 different responses)	Deanfield Road	<p>Objects to the change in times for cul-de-sac between Nos. 27 and 35. Further objects to the amendment proposed opposite the cul-de-sac as a coach parks there and forces traffic onto the opposite side of the road as it passes the throat of the junction. The existing restrictions have proved to be 'bliss'. The proposed relaxation will result in itinerants, shoppers, part-time students at the College and workers in the town parking all day and many will take a chance on getting caught out if they overstay. These people are already aware that there is little chance of being caught such is the lack of policing.</p>	<p>The reduction in the time will allow for better targeting of the area for any enforcement required.</p>
Deanfield Road	Deanfield Road	<p>Objects to the change in times for cul-de-sac between Nos. 27 and 35. Further objects to the amendment proposed opposite the cul-de-sac as a coach parks there and forces traffic onto the opposite side of the road as it passes the throat of the junction. The existing restrictions have proved to be 'bliss'. The proposed relaxation will result in itinerants, shoppers, part-time students at the College and workers in the town parking all day and many will take a chance on getting caught out if they overstay. These people are already aware that there is little chance of being caught such is the lack of policing.</p>	<p>The reduction in the time will allow for better targeting of the area for any enforcement required.</p>

Paradise Road	Deanfield Road	<p>Believe suggestions are ill-advised. Loss of parking will move the problem further up onto Valley Road where the vehicles will impinge on parking for Valley Road School. Parked cars act as a traffic calming measure which greatly improves safety. If all along Deanfield Road was open there would be greater incidence of students driving at breakneck speeds. Never experienced long delays so would suggest that congestion is not a major issue. It would cause problems for residents who need the parking areas. Only rarely seen vehicles parked in front of driveways. There is no problem in parking in Tilebarn Close. Hope that the proposal does not go ahead as it will create further and worse problems than it is attempting to solve.</p>	<p>It is probable that there will be displacement. The proposals do not remove parking completely from the road but seek to control it in order that traffic may flow along the road.</p>
Deanfield Road	Deanfield Road	<p>The change to 10 am will translate to the typical College student as 'If I park before 10 am I can stay all day.' Enforcement is sporadic. I cannot imagine why this change is proposed. A very obvious increase in permitted parking, coupled with a reduction of obstruction would be achieved by having restricted parking on the north side of Deanfield Road where Tilebarn Close, Lauds Close and Leaver Road open onto the road, leaving the south side with unrestricted parking. This would give approximately 60 metres of kerb space while making the exiting of these three side roads safer as visibility would be improved. My long-term observation indicates that nothing is likely to reduce the traffic speed of most of those using the road at times of greater congestion, that is mothers rushing around with children and pupils from College. Neither of these groups is likely to appreciate kinematics and the result of impact.</p>	<p>The reduction in the time will allow for better targeting of the area for any enforcement required. The proposal for alternate side parking should act as a 'calming' feature.</p>

Deanfield Road	Deanfield Road	<p>Proposal to allow parking between 3 pm and 10 am includes the period when students from the College are being brought in and out by car and coach. The late afternoon would be even more chaotic than it is now. This is also the time when younger children are coming and going to school. It seems likely that cars will park partly on the pavement. This already happens which makes life difficult and dangerous for mothers with buggies. I do not understand the need to change the restrictions from existing 8 am to 6 pm. Suggests that the Police might save wages of Traffic Wardens & PCSO's if permitted parking hours extended.</p>	<p>The reduction in the time will allow for better targeting of the area for any enforcement required.</p>
Deanfield Road	Deanfield Road	<p>Would like to retain the existing Restrictions on the north side of the road. Before they were in place had problems with cars obstructing drive. Half-hourly bus stops opposite and if cars park on my side the road will be blocked.</p>	<p>Buses are at the stop for only short periods which should not have a serious effect.</p>
Deanfield Road	Deanfield Road	<p>Would like to keep existing restrictions as they are.</p>	<p>The reduction in the time will allow for better targeting of the area for any enforcement required.</p>
Deanfield Road	Deanfield Road	<p>The proposed timing for the waiting area are good. The parking that currently occurs is inconsiderate, is not safe and creates difficulties for residents.</p>	<p>Noted.</p>

TDC14
Deanfield Road

Comments

Deanfield Road	Deanfield Road	I am pleased that action is being taken at last. I am at a loss to understand the logic of the period 10 am to 3 pm. The majority of parking starts between 8.30 am and 9.30 am. It is unlikely that these vehicles will be moved at 10 am so regular enforcement will be needed.	The reduction in the time will allow for better targeting of the area for any enforcement required.
Deanfield Road	Deanfield Road	In favour. We live in the road and regularly suffer the consequences of poor parking, mainly students. They park over driveways and between making it difficult to drive out of our home. The sheer number makes the current situation untenable.	Noted.
Deanfield Road	Deanfield Road	I welcome your parking restrictions. Currently during the day emergency services could not get down this road.	Noted.
Valley Road	Deanfield Road	Students at the College use these roads and we believe that the revisions will merely push the parking issues onto Valley Road and other nearby roads creating new hazards especially at the roundabout. (Suggests use of private land to provide off-street parking)	It is probable that there will be displacement. The proposals do not remove parking completely from the road but seek to control it in order that traffic may flow along the road.
Upton Close	Deanfield Road	I was surprised by the clear empty roads that are not used for parking during the day because of restrictions. Deanfield Road and the adjoining roads need to be used for parking by everybody in the town. This will create many spaces for Henley.	The roads within these proposals are, during term time, regularly congested by the sheer volume of parked vehicles where waiting has previously been allowed.

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Goodall Close	Support. Lines are needed here. Often seen vehicles pulling into the junction having to reverse out onto main road as another vehicle is trying to get out. Current parking only allows a single flow of traffic.	Noted.
Town Council	Goodall Close	Approve	Noted.
Business Partnership	Goodall Close	Do not want increased restrictions. We understand that at least some of the residents do not want them.	See comments on the General comments page.
Goodall Close	Goodall Close	Asks for 'Keep Clear' markings to be placed at multiple access 29 - 35 Goodall Close.	This could be accommodated within the works if authorised.
Greys Road	Goodall Close	Proposed changes will cause us great inconvenience. We have recently had a baby. Parking in Goodall Close is the nearest place to our house which reduces the distance my wife has to carry our son with bags, push car etc. If the proposal takes place she will have to park further away up Greys Road which will cause her lots of issues. I will also have to park further away as I am not prepared to pay all day parking.	The present situation in Goodall Close is such that there is a serious risk of collision. The public car park at Goodall Close has not been seen to be over-subscribed on a number of visits.
Upton Close	Goodall Close	Many spaces will be lost and it seems pointless in proposing that nobody should use some of the spaces during the day. The double yellow line at the southwest is longer than necessary and wasting spaces. Parking in the horseshoe will block in residents cars. Restricted parking on both sides will only allow access on a bicycle.	The present situation in Goodall Close is such that there is a serious risk of collision. The public car park at Goodall Close has not been seen to be over-subscribed on a number of visits.

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Hop Gardens	Support	Noted.
Town Council	Hop Gardens	Approve	Noted.
Business Partnership	Hop Gardens	Object. Significant loss of free parking close to the town and, together with changes in Crisp Road will encourage a 'rat-run' with faster driving down both roads.	There is likely to be some displacement of vehicles which will need to be monitored. It is unlikely that it will promote 'rat-running'.
Not known	Hop Gardens	Work in West Street and park in Hop Gardens. Aware that other workers, residents and students park there too. Proposed restrictions will make it more difficult for me to park there. In my numerous years of parking I have found that nine out of ten times there has been no need for drivers to reverse on meeting opposing traffic. I strongly object to the proposals as they will make Hop Gardens more dangerous and are not necessary	The respondent's experiences are contrary to the experiences of others, including Officers.
Shepherd's Lane, Caversham	Hop Gardens	Work in West Street and park in Hop Gardens most times and walk to work. The proposals will make it more difficult for me and other business users. What is meant to happen to all of us and students? Drive around the town to find spaces in car parks? Suggestion for parking on both sides of the road will make it more dangerous for school children and parents who use this road. Strongly object as they will make Hop Gardens more dangerous and are not necessary.	See the comments of the Business Partnership in the General comments part of this Annex.

Comments

West Street (2 responses)	Hop Gardens	Work in West Street and park in Hop Gardens. Aware that other workers, residents and students park there too. Proposed restrictions will make it more difficult for me to park there. In my numerous years of parking I have found that nine out of ten times there has been no need for drivers to reverse on meeting opposing traffic. I strongly object to the proposals as they will make Hop Gardens more dangerous and are not necessary	The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.
Cooper Road	Hop Gardens	Will cause parking issues for local residents and push all parking further onto the estate. The area has many young families with children and a local primary school. Is there an ulterior motive for this regulation, for example start using this as a main thoroughfare for traffic avoiding the town - using it as a cut through from the Oxford side of town to Reading or vice versa?	There is likely to be some displacement of vehicles which will need to be monitored. It is unlikely that it will promote 'rat-running'.

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Hop Gardens

Comments

Not known (2 responses)	Hop Gardens	<p>Object as taking away all day parking local for residents who rely on parking in Hop Gardens as they cannot park in their own streets. Where are we to park? Will dramatically affect commuters who work locally and students at Henley College who have little alternative parking close by. The proposal affects road safety as the removal of on-street parking will speed up traffic rather than slow it down. How does this reduce hazards to schoolchildren, pedestrians and other road users? Use on a daily basis and aware of congestion only before 10 am and 3 pm when traffic is heavy around Badgemore School. Unclear as exactly what problems OCC are trying to solve with these draconian proposals. They will simply create parking misery for residents, people working in Henley and visitors alike. Problems will shift rather than be alleviated. Safety concerns will not be addressed by the new scheme. Seems likely that considerable amounts of traffic between Fairmile and Gravel Hill will in future divert through Badgemore Lane, Crisp Road and Hop Gardens. Needs to be open dialogue</p>	<p>The proposals remove some available on-street permitted waiting. Currently, the uncontrolled parking causes congestion and sometimes requires drivers of opposing vehicles to reverse for some distance to allow others to pass. These proposals will ease this, remove hazardous parking/waiting near the school whilst retaining as much permitted parking as is feasible. It is unlikely that it will promote 'rat-running'.</p>
Hambleton	Hop Gardens	<p>I work in the town centre for a charity and park in Hop Gardens. It is impossible for me to get to work without driving. I am not paid a great deal, that's why, so it was important for me to find somewhere I could park without paying. If I have to pay for a long-stay car park it will make serious inroads into my small salary.</p>	<p>See the comments of the Business Partnership in the General comments part of this Annex.</p>
Hop Gardens	Hop Gardens	<p>There is no enforcement of existing double yellow lines at end nearest Gravel Hill. Unless there is Police enforcement you can paint yellow lines all over Henley - their significance will not be observed. Suggest proposal is modified to prevent parking across my gateway which is currently protected by a white line.</p>	<p>Noted.</p>

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Hop Gardens

Comments

Gravel Hill	Hop Gardens	Object. I live in Gravel Hill. Many terraced cottages like mine have no parking space and our only option is to park in Hop Gardens. If restrictions are placed there many residents will have nowhere to park.	The times of the restriction are intended to minimise inconvenience for residents. The need to address the problems were identified some time ago.
The Rowans, Cholsey	Hop Gardens	Object. I believe it will make it more difficult to park and also negotiate the road. Drivers' line of sight will be limited by having cars parked on alternate sides of the road and when vehicles are manoeuvring in the road it will be more difficult. In my 9 years working in the town I have seldom seen difficulty and the majority of drivers are both careful and courteous. I support extending the restrictions at the junction of Crisp Road with Hop Gardens where over-parking endangers both drivers and children.	The respondent's experiences are contrary to the experiences of others, including Officers. The support for the some of the measures is noted.
Hart Street	Hop Gardens	Worked in Henley for 5 years and lived in Hart Street for 2. I own a car but do not use it to commute as I walk to work. I need somewhere within a reasonable distance to park my car and Hop Gardens is my preference. It is more suitable than many roads in the town. The new parking measures proposed are both unnecessary and an inconvenience for residents in the town centre who have no alternative parking. Hop Gardens has little through traffic and has plentiful passing places. A partial ban will force me to drive to work as I would no longer have the option of leaving it in Hop Gardens. Reducing the capacity will not help solve the parking problem in Henley it will only make the problem worse and increase pressure on other areas.	See the comments of the Business Partnership in the General comments part of this Annex.

Comments

Market Place	Hop Gardens	I moved to the address in March 2009. I am not entitled to a Residents' Parking Permit because there is private parking in the square outside my rented property. My name is on a waiting list and it may be 2 or 3 years and £650 per year and even then with no guarantee of a place to park. When I asked where I could park I was told Hop Gardens. When that road is busy I have to park at the far end which is a half mile away. Where will I be able to park?	The times of the restriction are intended to minimise inconvenience for residents. The need to address the problems were identified some time ago.
Upton Close	Hop Gardens	The reduced parking will dangerously increase the speed of traffic through the Crisp Road rat-run from the fair mile.	It is unlikely that it will promote 'rat-running'.
Hop Gardens	Hop Gardens	Support further restrictions for Hop Gardens. West side should be 'No Waiting at Any Time' People only park on the east side making it a narrow single-file road. Your plan infers that vehicles could be parked on both sides of the road outside the restricted times which is nonsense. Equally staggered parking would cause chaos. Exiting the north lane of the cottages on this road is dangerous as cars are able to park far too close, meaning you cannot see oncoming vehicles, often driving at speed.	It is during the working day that the existing parking in Hop Gardens causes the greatest concern.

Grove Road, Sonning Common	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.
West Street	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.

TDC14
Hop Gardens

Comments

Ipsden, Wallingford	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.
Harpsden Road	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.

Newland	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
Nettlebed	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

Employed in Town	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>
Employed in Town	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	<p>The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.</p>

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TDC14
Hop Gardens

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Employed in Town	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.

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Hop Gardens

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Hop Gardens

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West Street	Hop Gardens	<p>Object. Would like extension to consultation period. Proposal for 'No Waiting 10 am to 3 pm' should be reconsidered as there is no alternative parking available in the immediate vicinity for residents, local workers, visitors and students. Proposal will further exacerbate parking problems in Henley, speed up traffic in a residential road with Badgemore School at one end and allow a potential 'rat run' from Fairmile through Crisp Road, Hop Gardens to Gravel Hill. The introduction of parking on alternate sides would impede driver vision and put pedestrians at risk, especially schoolchildren. Requests open dialogue before such an inflexible and detrimental scheme is imposed.</p>	The proposals have been properly advertised. See the comments of the Business Partnership in the General comments part of this Annex.

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Laud's Close	No objection	Noted
Town Council	Laud's Close	Approve	Noted.
Laud's Close	Laud's Close	There are access problems with lots of cars parked morning and early afternoon. I fear the proposal to restrict 10 am to 3 pm parking on the north side will still allow lots of cars to park on the south side. This will mean that virtually every car will be parked in front or alongside our house. Would it be possible to have parking restrictions from 10 am to 3 pm on both sides?	The proposals have tried to address the major problems. As with all such proposals there will be those who feel they gain little. It would be excessive to seek to restrict parking/waiting on both sides of the road.
Laud's Close	Laud's Close	Strongly support the proposals and hope they will be strongly monitored/policed.	Noted
Laud's Close	Laud's Close	Why 10 am to 3 pm and not 9 am to 4 pm? How will restrictions be policed? Current restrictions are ignored.	The shorter time of the restrictions is to allow for more targeted enforcement activity while seeking to inconvenience residents and their visitors as little as possible.
Laud's Close	Laud's Close	I would like the proposal not to be implemented outside my house as I wish to be able to use it as a place my family and visitors can use to park on when they come to my house.	As stated elsewhere, there is no automatic right to park/wait on any part of any road.

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Luker Avenue	Support	Noted.
Town Council	Luker Avenue	Approve	Noted.
Luker Avenue	Luker Avenue	As a resident who has no off-street parking, I am concerned about parking. Parking is bad enough at the moment and if you bring this in I will probably be parking up to half a mile away from my home. As a single mother with a small child and coming home most nights in the dark this would be an absolute nightmare and not very good for my personal safety. I am strongly against this as I feel will be many other residents. Bringing this in will upset many Henley residents.	The proposals seek to re-inforce the advice of the Highway Code in respect of parking near junctions. The lengths of restriction have been kept as short as is feasible.
Luker Avenue	Luker Avenue	As residents we are dismayed at the decision to extend 'No Waiting at Any Time' approach to help control the parking issue. We agree that the volume of the cars parked on this estate has become burdensome and cause problems in terms of safety and obstruction. Most of the traffic and parked cars is caused by people who work in the town using the roads for free parking. Your Order will frustrate and annoy residents. We will simply not be able to park within 50 m of our home. With young families parking near our houses is crucial for moving our children safely from our homes to our cars. It will also impact on the value of our homes. A combination of Residents Bays and passing would generate income from residents and allow safe passing along the road. We are not complaining about the lack of free parking, simply the ability to park outside our home.	The proposals seek to re-inforce the advice of the Highway Code in respect of parking near junctions. The lengths of restriction have been kept as short as is feasible.

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Mount View	No objections	Noted.
Town Council	Mount View	Approve	Noted.
Mount View	Mount View	<p>Plan shows restrictions in parking bays used by SOHA residents. I think it unfair to take away bona fide parking bays. The residents of the five blocks of flats (52 in total) are senior citizens with warden assistance. They have little parking and you wish to restrict what they do have. The problem is that people park on the corners quite often block cars in a parking bay. The parking area is for Mount View Court residents and is mostly abused by staff at Waitrose. The restrictions will not be enforced so you are wasting the tax payer's money. There have been times when ambulances could not get to sick people in the flats and had to park in the road, blocking it. (Made other suggestions which are not reported here)</p>	<p>The proposals have taken the residents into account. The restrictions should address the problems for emergency vehicles outlined in the response. The times of the restrictions are to enable focussed enforcement activity while causing as little inconvenience to residents and their visitors as possible.</p>

Comments

Mount View	Mount View	<p>There is already fierce competition for spaces in Mount View, particularly near Mount View Court with its large number of elderly residents to whom health professionals, emergency services, care support and visitors need to access through the day and require ample parking. There is already resentment between residents and visiting parkers. The problem will be magnified with an increase of displacement from other areas. Surely residents have a moral right to park outside their house. The idea of residents having to decamp to outskirt parking at considerable cost, having been forced out by people coming to Henley to work, is clearly ridiculous. I believe that if you go ahead with these proposals you obligate yourself to introduce and enforce a permit holders scheme for tenanted properties in Mount View/Crisp Road area.</p>	<p>The proposals have taken the residents into account. The restrictions should address the problems for emergency vehicles outlined in the response. The times of the restrictions are to enable focussed enforcement activity while causing as little inconvenience to residents and their visitors as possible.</p>
Upton Close	Mount View	<p>Cars already park on the north side of the road. Permitting parking on the south side of the road will block the road.</p>	<p>Restricting waiting on one side still allows for parking on the opposite side of the road.</p>

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	New Street	No objection	Noted.
Town Council	New Street	Approve - more on street parking	Noted.
Business Partnership	New Street	Welcome the principle the extension of parking as it is close to the commercial centre of Henley.	Noted.
New Street	New Street	Pleased to note that there will be more parking in New Street. Disappointed that you are not increasing parking for residents. There is insufficient parking for residents around town and this is a good time to rectify an awful situation. As the new parking spaces are outside Hotel du Vin and this is where their customers park, it will not improve parking for the rest of us. Could you not consider putting more residents' parking bays from 39 to 51 New Street?	The needs of residents needs to be balanced against the comments of the Business Partnership on behalf of the commercial interests in the town.

Comments

New Street	New Street	<p>Priority should be to ensure that there is sufficient Residents' Parking for residents of a street which is mainly residential with almost no off-street parking. For residents it is a case of where they park not whether they park. Does it not make sense to try to allow such residents to park in their street, rather than forcing them further afield. Isn't the key here to ensure that within a small radius of the town centre there are sufficient car spaces available? This will make the town and its various businesses viable. Providing Pay and Display spaces on a predominantly residential street already deficient in Residents' Parking bays does not provide an adequate solution. Additional parking outside the Brewery should be Residents' Parking or more provided further up the street.</p>	<p>The needs of residents needs to be balanced against the comments of the Business Partnership on behalf of the commercial interests in the town.</p>
New Street	New Street	<p>Please include some Residents' Parking in New Street</p>	<p>The needs of residents needs to be balanced against the comments of the Business Partnership on behalf of the commercial interests in the town.</p>
New Street	New Street	<p>There is little Residents' Parking in New Street and it is often difficult to find a parking spot. Suggest that if the new parking area is Pay and Display that the whole north side is made Residents Only. Nearly all the Residents' Parking is above the theatre. There is little space between the theatre and the river. I believe there are 25 households between the theatre and the river.</p>	<p>The needs of residents needs to be balanced against the comments of the Business Partnership on behalf of the commercial interests in the town.</p>

Kenton Theatre (2 responses)	New Street	Ask for the two loading bays in New Street to be relocated to outside the theatre. This would reduce disturbance to residents, pedestrians and other traffic. Management and Trustees are disappointed that no real thought has been given to their difficulties with access for patrons and users of the facilities due to Residents' Parking outside.	It is not possible, at this late stage, to amend the proposals to cater for this request.
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Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Northfield End	Object. Location has been subject of considerable consultation and complaint for some 15 years. The Highway Authority made provision for residents to park on a cobbled/paved area between the road and the footway in contravention of the existing waiting restrictions. The current measures do not address this. Would urge that the Highway Authority to fully investigate making existing pavement parking formal before removing any waiting restriction at this location.	The objection is noted.
Town Council	Northfield End	Approve - removes parking on pavement/verges & gives residents use.	Noted.
Northfield End	Northfield End	Object. Proposal does not resolve the problem of parking for residents in the relevant length of Northfield End who have no on-plot parking, nor for visitors to houses that have only limited on-plot parking. The proposed Order does not provide anywhere that Northfield End residents can reliably park near their homes. The Highway Authority continues to fail to meet the reasonable needs of local residents who wish to park legally. The few spaces being created are insufficient and will, for much of the time, not be available to local residents. Recommend that the proposal not be confirmed; that further consultation be carried out; existing restrictions on the north side be removed between Nos. 34 and 98 but only if either the whole length is made 24 hour Residents' Parking or sufficient Resident's Parking is made available for Northfield End within the unrestricted parking length. Alternatively that the existing pragmatic parking be legalized with similar protection for residents.	As indicated elsewhere, parking on the road is a privilege we are sometimes allowed. There is no right to park/wait on a road.

Northfield End	Northfield End	<p>Existing verge and pavement parking if vehicles are parked properly does not obstruct the pavement. There is no 'Residents' Parking' for those who live in Northfield End. If the Order is made this will make it impossible for most residents to find alternative parking in the vicinity. The Highway Authority has signally failed to provide legal practical parking arrangements for local residents. A practical solution has to be found before any such Regulation Order is enforced. Residents must be provided with adequate local parking for themselves and occasional guests; arrangements should be made to restrict casual parking in the area by other visitors and by those commuting to work at this end of Henley.</p>	<p>As indicated elsewhere, parking on the road is a privilege we are sometimes allowed. There is no right to park/wait on a road.</p>
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Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Simmons Road	No objection	Noted.

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	St. Andrew's Road	No objection.	Noted.
Town Council	St. Andrew's Road	Approve - safety	Noted.
St. Andrew's Road	St. Andrew's Road	Currently have problems exiting my drive where parked vehicles restrict visibility. I fear that by extending the yellow lines it will push even more cars uphill to park close to our driveway.	Any displacement will need to be monitored.
Works in St. Andrew's Road	St. Andrew's Road	No knowledge of any problems. Please don't meddle where there is no problem.	The junction has been subject to complaints due to the nature of the road.

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	St. Anne's Close	No objection	Noted
Town Council	St. Anne's Close	Approve as per Deanfield Road	Noted.
St. Anne's Close	St. Anne's Close	Not convinced that a reduced 'No Waiting' time will prove more effective than the existing 8 am to 6 pm. Police have not been proactive so if restrictions times are reduced students will park before 10 am and take a chance until 3 pm. Leave well alone and save money by not needing new signs.	The reduction in the times of restriction will allow for better targeting of enforcement resources.

Comments

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Thames Side	No objection	Noted.
Town Council	Thames Side	Approve - more on street parking	Noted.
Business Partnership	Thames Side	Welcomes the principle as near the commercial centre of Henley	Noted.
River Terrace	Thames Side	Residents of Baltic House & Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?	The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.

TDC14
Thames Side

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TDC14
Thames Side

Comments

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TDC14
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River Terrace	<p data-bbox="502 168 662 672">Thames Side</p> <p data-bbox="662 168 1142 672">Residents of Baltic House & Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p> <p data-bbox="502 672 662 2045">The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
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TDC14
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Comments

<p>River Terrace</p>	<p>Thames Side</p>	<p>Residents of Baltic House & Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
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Comments

River Terrace	Thames Side	<p>Residents of Baltic House & Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p> <p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
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TDC14
Thames Side

Comments

River Terrace	<p data-bbox="534 168 566 2045">Thames Side</p> <p data-bbox="566 168 1141 2045">Residents of Baltic House & Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p> <p data-bbox="534 168 1141 2045">The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
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TDC14
Thames Side

Comments

River Terrace	Thames Side	<p>Residents of Baltic House & Royal Mansions have parking available to them. River Terrace has no off-street parking. Each of the houses forming River Terrace is divided into one or more apartments. I am concerned that the proposals do not take our particular problems into account. Currently we can only have our cars nearby during the evening and overnight and have to find a parking space between 8am and 6 pm. This is inconvenient for those of us who work from home or work locally and do not need to drive to work. Presently we can stop outside to load or unload. If the single yellow line is converted to Residents' Parking and Pay and Display it will make it impossible to do this. Rather we shall have to stop on double yellow lines closer to the junctions with Friday Street or Station Road. I would ask that you give serious consideration to making the length of road outside River Terrace Residents Only which will make life more bearable for us all. Please bear in mind that when Hobbs open their Wine Bar and Restaurant it will be even more difficult to use the parking outside our homes. All other residential roads in Henley have residents ONLY parking other than River Terrace. Would it not be fairer to encourage visitors to use nearby Car Parks thereby adding revenue to the town and being considerate to residents?</p> <p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
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TDC14
Thames Side

Comments

<p>Royal Mansions</p>	<p>Thames Side</p>	<p>Parking on this stretch of road is long overdue for residents as River Terrace or lower Station Road have no residents' parking facilities available. The nearest ones are at the top of Station Road or Friday Street. Here in Royal Mansions we have no off-street parking. Parking our cars on Pay and Display is near impossible most of the time and loading/unloading runs the risk of a parking fine. We were totally dismayed to see that River Terrace was to have yet more pay and display. That is not what is required as there is plenty of pay and display in Meadow Road, on the green at Station Road as well as at the Railway Station. What is required is Residents' Only Parking for the residents of River Terrace and Royal Mansions. The quest for parking is horrendous requiring parking many streets away or driving round for a long time in the hope of finding somewhere available. The proposed restaurant at Hobbs would mean that the nearest parking for customers would be the pay and display suggested for River Terrace. This would make the situation even worse for residents than it already is. We hope you will revise your plans and make River Terrace Residents' Permits only.</p>	<p>The proposal allows parking which is in line with the other part of Thames Side. The exemption for loading/unloading extends to the double yellow lines.</p>
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Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Tilebarn Close	No objection	Noted.
Town Council	Tilebarn Close	Approve - see Deanfield Road	Noted.
Tilebarn Close	Tilebarn Close	Timing should be 8 am to 4 pm as the students regularly park between these times. Waiting restriction should be on both sides of the road. If one side is 'No Waiting' then students will park on the other side so the present situation will not change. With 44 flats, some with 2 cars, plus delivery lorries it is often difficult driving in and out of the development.	The shorter period of restriction will allow for better targeting of enforcement resources while minimising the inconvenience for residents and their visitors.

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	Upton Close	No objection	Noted.
Town Council	Upton Close	Approve safety and emergency access - residents' parking	Noted.
Business Partnership	Upton Close	Object. We understand that residents have objected.	Noted.
Upton Close	Upton Close	Object. Proposal results in a loss of 45 spaces which is unacceptable as many of these lost spaces are utilised by residents in the evening and weekends. Introducing Pay & Display Monday to Friday 8 am to 6 pm is unacceptable as many residents of Upton Close have vehicles which remain parked at home during weekdays. Introduce a Residents' Parking Scheme in Upton Close. I will be happy to pay £65 a year as long as we do not lose the 45 spaces.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.

Upton Close	Upton Close	<p>Express concern. The removal of 45 parking spots is worrying enough but, in conjunction with the loss of many more parking spaces in the surrounding roads and streets will have an alarming impact on the residents and it appears that not much consideration has been given to these residents. The problem is not with residents - there is no problem at weekends and evenings. I would have little objection to paying for a Residents' Permit but will there be any guarantee that I will be able to find a parking space near my home. I would expect a Council that was supposed to be working in the interests of Council Tax payers to be working on solutions to provide adequate parking for its residents, not removing it. Part of the money raised from parking permits could be used to make parking possible on the pavement next to Jewsons and on the verge next to Station House. The parking space in the courtyard is quite well used but a number of cars have been broken into. Do you propose to provide adequate lighting and security? The least one would expect from a responsible council. Also points out</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	Welcomes the proposals	

Upton Close	Upton Close	<p>Agree with sorting out the situation in Upton Close. Agree with Residents' Parking. Disagree all spaces should be available to non-residents, this is not the case where you have already done this in town. Agree that if spaces are available to non-residents they must be short-term parking. Disagree with where you are putting the yellow lines. You seem to have them on both sides for larger tracts. I disagree with some letters that the close is empty at night and week-ends. There are still many residents' cars needing parking which would not fit into your proposals. Previous proposals had more spaces available. Keep outer side for parking. If you decide to have 'bumped kerb' parking, this must be for residents only.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	<p>I reject the proposal. I am not happy Residents' Parking in the close need to pay £65 a year.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	<p>I see a problem due to the loss of parking spaces. I fail to see the reason for no parking in the cul-de-sac the cars there do not obstruct emergency services or the garages. I have a baby and need the convenience of being able to park outside my house. I would be forced to park at least 50 yards away. If we have a permit scheme it should be for Upton Close residents only and no Pay & Display scheme. I feel we will lose enough spaces without selling tickets to non-residents.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>

Upton Close	Upton Close	Points out that no mention is made of parking in two areas behind houses. There is the possibility of parking obstructing accesses and driveways. The draconian measures proposed would make this more likely.	Noted.
Upton Close	Upton Close	I accept the part that limits parking to allow the services (ambulance/fire) access to within 40m of the property. Do not accept the payment of a Residents' Parking Permit fee. At the moment parking is a lottery but it is free. With a Residents' Parking Permit it will still be a lottery but we will be paying for it. The only people gaining seem to be Oxfordshire County Council Environment and Economy Dept.	Noted.
Upton Close	Upton Close	Object. Proposal results in a loss of 45 spaces which is unacceptable as many of these lost spaces are utilised by residents in the evening and weekends. Introducing Pay & Display Monday to Friday 8 am to 6 pm is unacceptable as many residents of Upton Close have vehicles which remain parked at home during weekdays. Introduce a Residents' Parking Scheme in Upton Close. I will be happy to pay £65 a year as long as we do not lose the 45 spaces.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Welcome the proposed parking restrictions but the change to Pay & Display requires clarification. Can we residents obtain a season ticket to park or is it free for us? Traffic congestion is bad. On occasions removal vehicles have been unable to access properties and residents also have access problems.	Adequately summarises the reasoning behind the proposals.

Upton Close	Upton Close	Object in the strongest possible terms. Can see no other Eason than increasing County Council revenue. Proposal will reduce parking by 25 to 30 spaces. Where will cars that are parked outside now and at week end park? Will the permit be free or is there a cost? What will happen if there isn't a parking space available when I want to park my car? Where will my friends and family park when they come to visit? Where will grades men park when they come to do repairs, especially if they require a large van?	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Write to clarify that my driveway will be protected and that parking across it will not be allowed	Noted.
Upton Close	Upton Close	Can you inform where the residents of a number of houses where they are to park in the new plans? With the unrestricted parking at the present time this area does not accommodate all the cars needing to park here.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Object on the basis that the number of parking spaces which will be lost on Upton Close. We will be left with 45 spaces for 60 houses. I object that I will now be forced to pay to park near my house, always assuming there would be an available space. I agree that parking on corners should be restricted to allow access to emergency vehicles. I do not accept the need for Pay and Display at all.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.

Upton Close	Upton Close	<p>The residents are not in favour of the scheme with the exception of a resident who has off-street parking in his frontage with a dropped kerb. It appears there was parking problem years ago when staff from a business nearby used the Close. The office is now closed and the residents who complained no longer live here. The Close needs 2 spaces per car, i.e. 120 spaces. Under the new scheme there will be 65 spaces out of the current 110. At 1am 13 October 2009 92 cars were parked in Upton Close with 18 spaces empty. Recently at 11pm there were 2 spaces available and the parking would have allowed a fire engine to pass. I would prefer to see half-pavement parking, no parking at certain points and free parking for everyone. (Comments from this responder in other streets)</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	<p>At present residents are aware that ambulances, fire engines etc will just bulldoze all vehicles aside in an emergency. When damage occurs then it is matter between the insurance company and the Emergency Services. If in future we have to hand over money to Park in Upton Close then ensuing damage done by the Emergency Services will involve Oxfordshire County Council. I hope the County Council are well insured to cover any lawsuits arising from such situations.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>
Upton Close	Upton Close	<p>Vote against the proposals. We were very concerned with the loss of up to 45 car spaces. Many residents are likely to have to park too far away for comfort. Paying for a permit for a space away from our front door feels a bit harsh.</p>	<p>Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.</p>

Comments

Upton Close	Upton Close	As a resident of Upton Close we agree that something has to be done about the parking situation. The plans we received go too far. There are 60 houses with 2-4 cars per house. 120 spaces are needed. Your plans leave 50 spaces and moving 45 spaces. That is not enough plus some of those spaces are for meter parking. Where are residents going to park? Instead of double yellow lines on the outer edge could we not have pavement parking on both sides?	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Write to express general support for proposed restrictions. However, I am concerned that the proposals as they stand will not offer residents enough parking spaces. The last proposal circulated indicated a reduction in available parking spaces. These spaces could be used by both residents with parking permits and pay and display users. I believe that this will result in insufficient parking for residents and their visitors encouraging people to pave their front gardens. I believe that the proposal should be accepted in part but that additional parking spaces be created along the straight sides to the north of Nos. 52 to 60 and to the south of Nos. 14 to 20.	Despite this proposal resulting from residents and after a detailed informal consultation it appears that the general feeling is that the proposals are not supported now by residents. The recommendation reflects this.
Upton Close	Upton Close	Accept part of the proposal.	Noted.
Upton Close	Upton Close	Object strongly	Noted.

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Division(s): Wallingford

TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY 2010

VARIOUS ROADS, WALLINGFORD - PROHIBITION OF WAITING

Report by Head of Transport

Introduction

1. This report considers objections/comments received to a consultation and formal advertisement of the proposed 'No Waiting at Any Time' restrictions along lengths of various roads in Wallingford. The extent of the restrictions are shown on the plan included at Annex 1.

Background

2. Vehicles parked in the vicinity of the junctions of Atwell Close/Station Road, Millington Road/St. Georges Road and Station Road/Sinodun Road present a risk of accident and contribute to congestion near these junctions. The Town Council and various residents requested the proposed restrictions to reduce these problems.

Consultation

3. An informal consultation on suggested amendments to existing waiting restrictions which sought the views and comments of local and statutory stakeholders was carried out in March and April 2009. This resulted in some amendments to the original suggestions which then formed the formal proposals.
4. The proposals were subsequently advertised in the local press. Notices were posted on site and copies of the notice, draft order, statement of reasons and plans posted to all the statutory consultees and affected frontages. Consultation with statutory consultees and affected frontagers was carried out between 9 September and 9 October, 2009.
5. Thames Valley Police have no objection to the proposals but state that they would have preferred the prohibition to have been extended on both sides of Millington Road to the junction with Walter Bigg Way.
6. Wallingford Town Council support the proposals.
7. One letter supports the proposals but re-iterates the point made by Thames Valley Police
8. Six letters objecting/commenting have been received. Five from local residents and one from a person working in the town. These letters concern the various locations and are summarised at Annex 2 to this report.

9. In respect of Atwell Close, three residents have objected to the proposals indicating that vehicles parked at the junction act as an automatic calming system and that, with children playing in the street, these vehicles make other cars slow down where they would otherwise enter and leave at speed. They also object that residents and visitors to houses in the road and those adjoining it will lose space for their cars as many residents are owners of more than one vehicle. They further highlight that the Baptist Church which is in Atwell Close has a large congregation and, in addition, is used for community activities frequently having up to 75 visitors at a time. The Church points out that the proposed restrictions will displace vehicles further into the development adding to the pressure on parking on the roads. It also reiterates the points made by residents regarding parked vehicles acting as a calming feature.
10. In respect of St. Georges Road and Millington Road one objector states that he regularly parks there and has not seen inconsiderate or dangerous parking there; that removing the ability of workers to park on these lengths will merely move parking further into Millington Road and that the car park on the east side of St. Georges Road is too expensive.
11. Two letters refer to the proposal for Wantage Road/Sinodun Road. Both indicate that they believe parked vehicles opposite the junction have a calming effect on vehicle speeds. One letter indicates that the proposals reduce the amount of parking spaces available in the town when they should be increased; that people parking there have paid both Council Tax and Road Tax and are therefore being treated unfairly and that no consideration appears to have been given to residents' parking. The other objects as it will remove parking outside their home and that, with three young children, access to their front door is essential for shopping and the 'school run'; the proposal would mean they have to park further away from their home; the only rear access they have is limited and restricted being via a private road which is already congested; that the proposal will have a negative impact on the value of the home. Exemptions within the Order allow for loading/unloading, dropping off/picking up of passengers but only whilst such operations take place.

Conclusion

12. These proposals seek to reinforce the guidance set out in the Highway Code in respect of parking at or near junctions. The presence of parked vehicles around the junctions causes risk of accident and hinders the free passage of traffic.
13. The double yellow lines to prohibit parking are proposed in the interest of road safety and the free flow of traffic. They will reduce the danger and facilitate the safe passage of road users.
14. In respect of Atwell Close it is thought that reducing the extent of the proposals to apply to both sides of the road from the junction with Station Road only for 20 metres will improve safety in the vicinity of the junction whilst

retaining the availability of on-street parking of motor vehicles which would meet a significant part of the needs of both residents and the Baptist Church.

Financial and staff Implications

15. The cost of introducing these waiting restrictions will be met from the Southern Area's maintenance budget.
16. The preparation of the Order has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

17. **The Transport Decisions Committee is RECOMMENDED to:**
 - (a) **agree to authorise the making of the Various Roads, Wallingford Prohibition of Waiting Order subject to an amendment reducing the extent of the prohibition of waiting in Atwell Close to a distance of 20 metres from its junction with Station Road; and**
 - (b) **authorise the necessary works to enable implementation of the proposals.**

STEVE HOWELL
Head of Transport
Environment & Economy

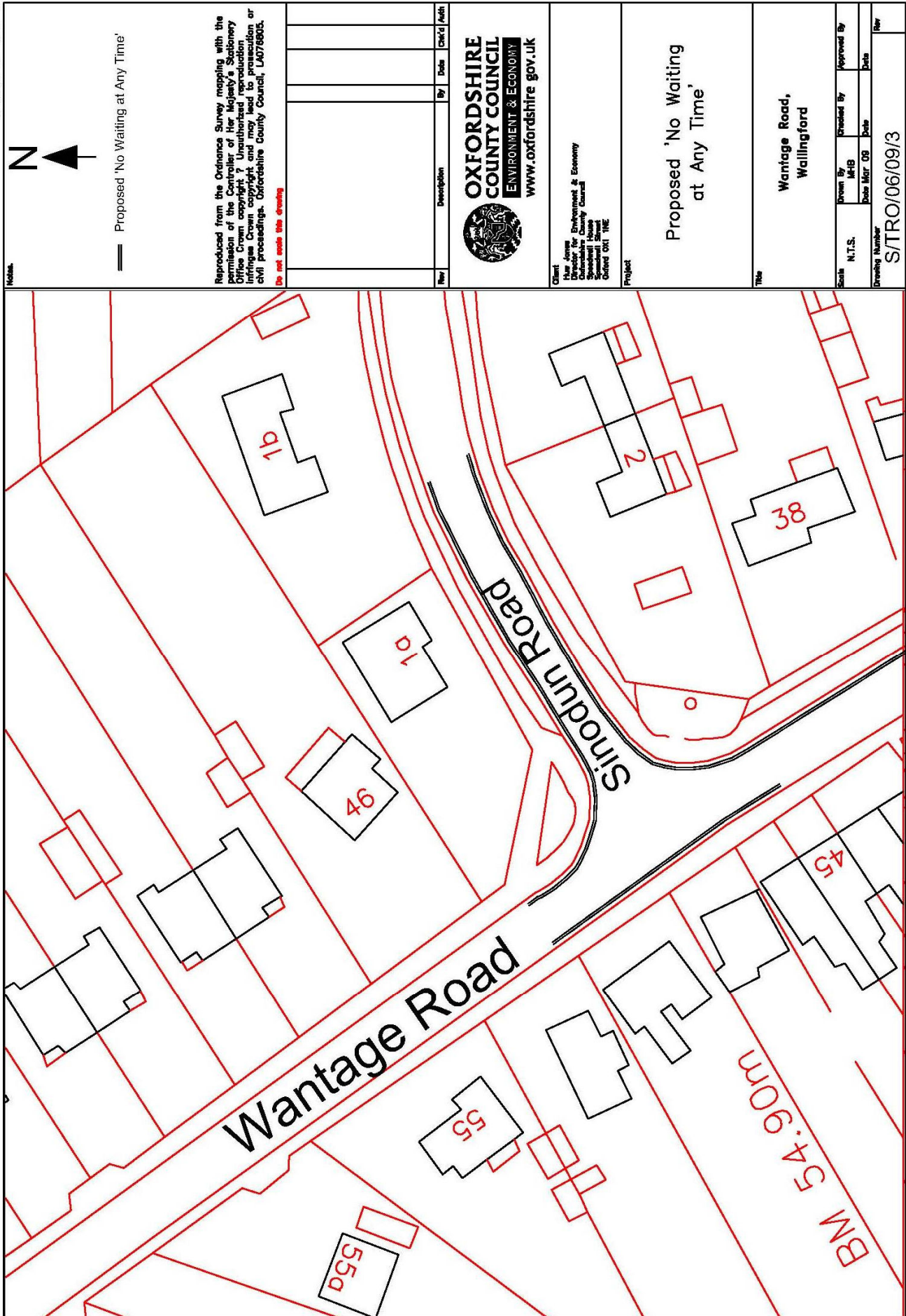
Background papers: Consultation documentation

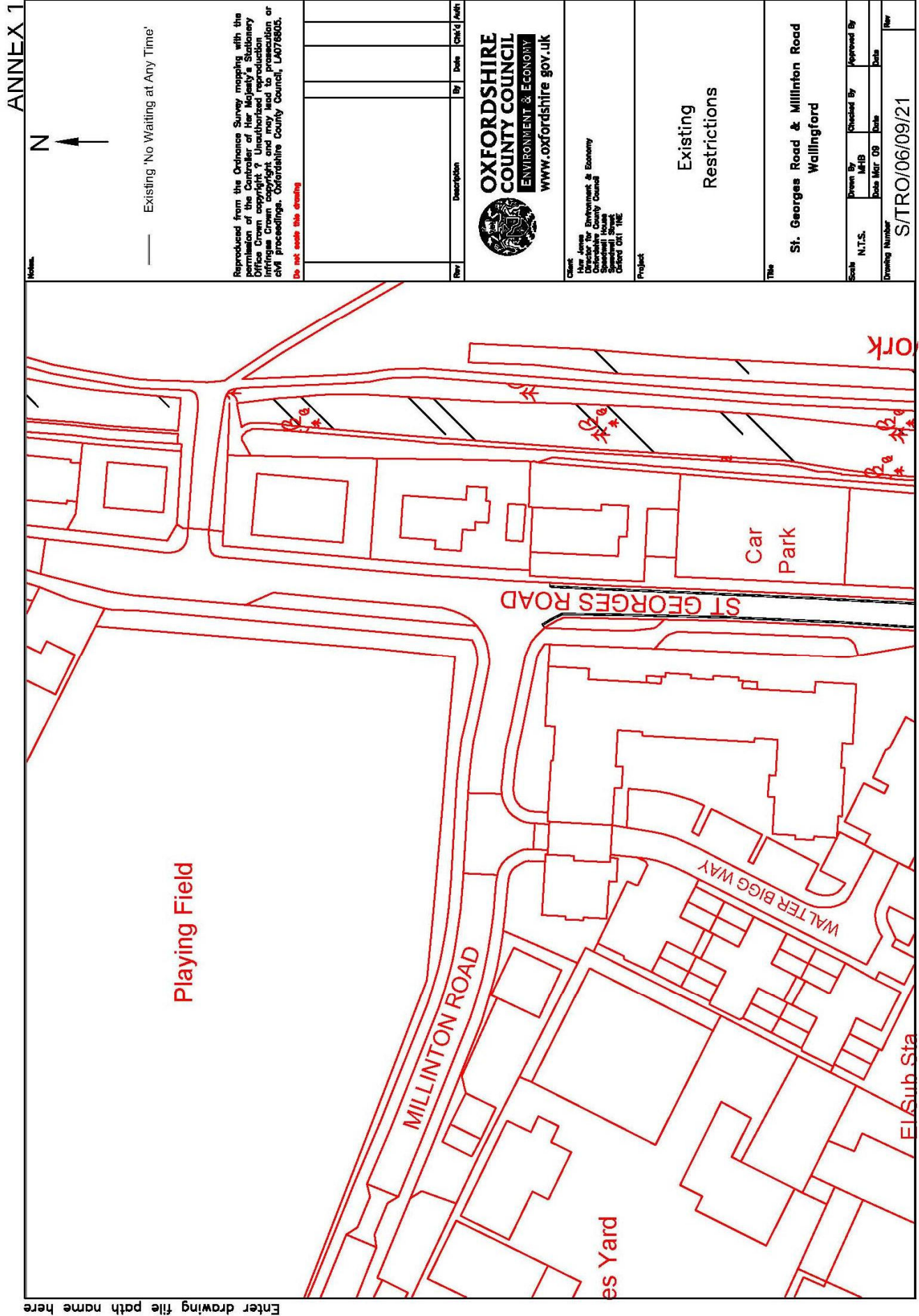
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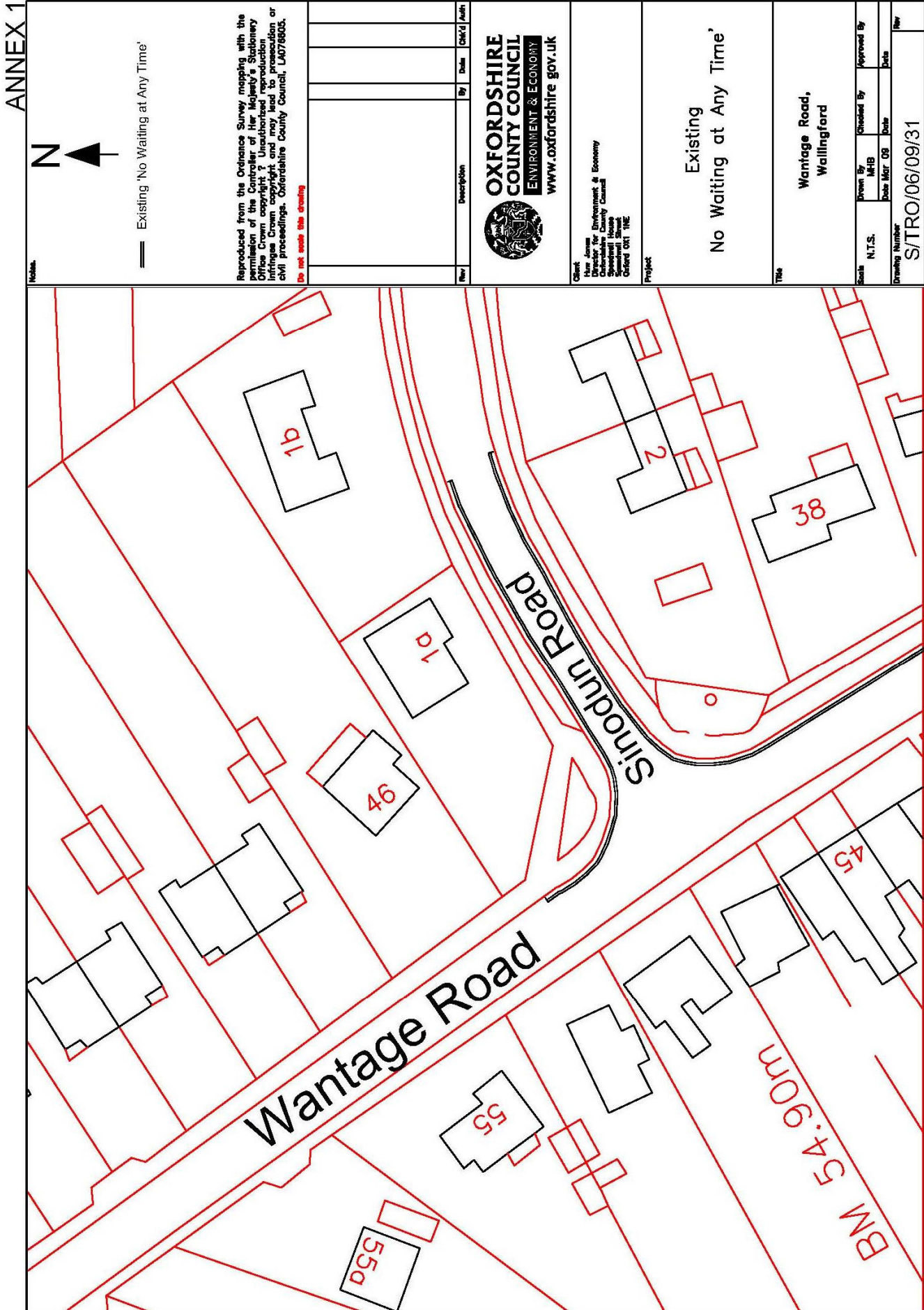
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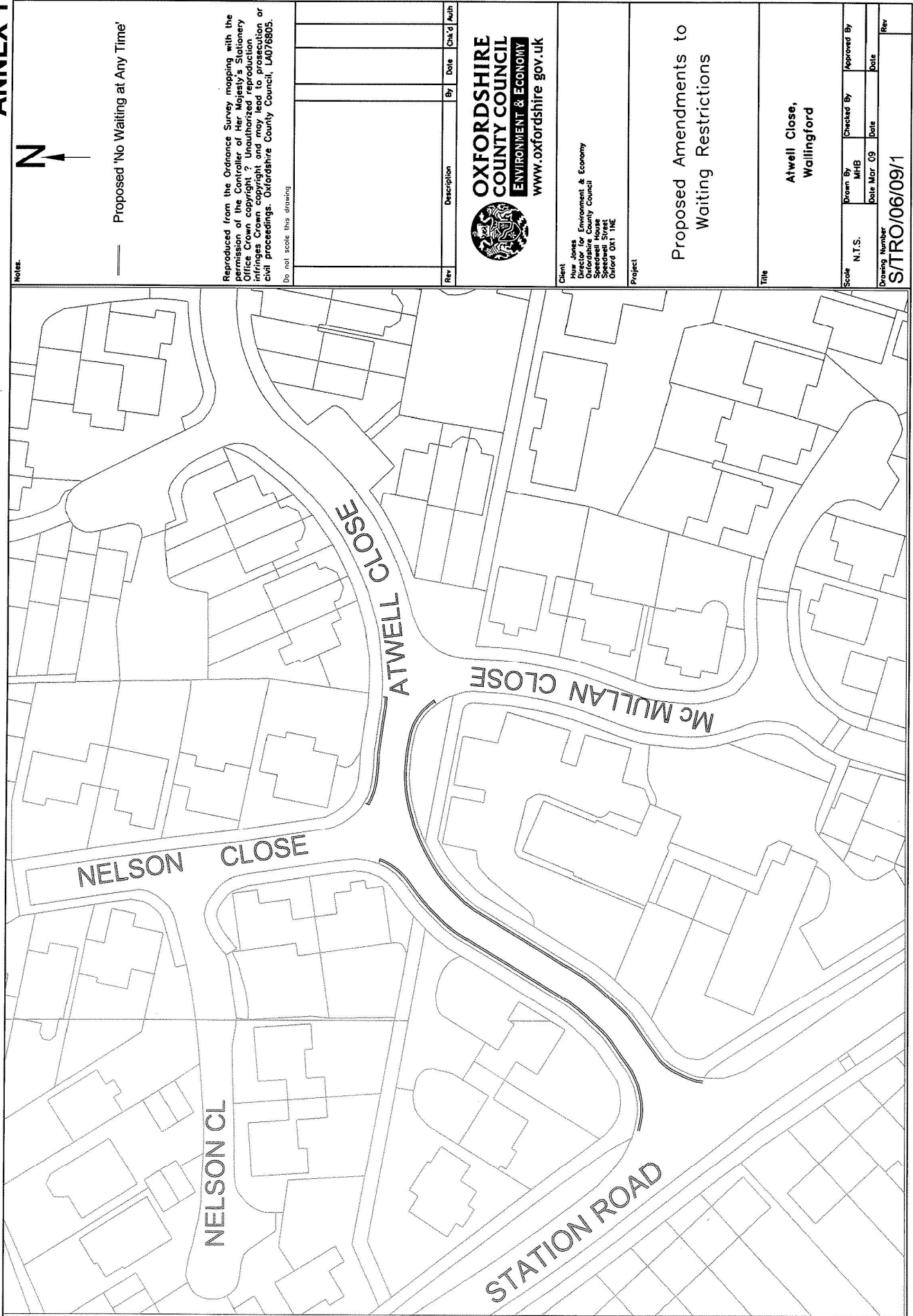
ANNEX 1







ANNEX 1



Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	General	No objection. However, in terms of road safety believe that the restrictions in Millington Road should extend on both sides to the junction with Walter Bigg Way. The proposals would allow parking on the north side which could result in conflict between vehicles leaving and entering Millington Road.	The differing lengths in Millington Road are in response to representations made by residents during informal consultation
Wallingford Town Council	General	The Town Council has no objections as these measures will promote road safety. We also note that you have taken note of comments from the public affected by these proposals and, where appropriate made amendments.	Noted
Walter Bigg Way, Wallingford	Millington Road	Restrictions in Millington Road need to be extended much further west and on both sides because of large vehicles both driving on and reversing in and out of Walter Bigg Way	The differing lengths in Millington Road are in response to representations made by residents during informal consultation
McMullan Close, Wallingford	General	Of course vehicles parked close to junctions obstruct traffic but no urgent accident risks have been demonstrated. In fact on Wantage/Station Road they slow speeding cars on this long straight stretch. People parking on these roads have paid Council and Road tax and are being unfairly treated. The cars parked here have nowhere else to park and you are reducing the number of parking spaces in town when you should be increasing them. No compromise, such as Resident Parking has been offered. This will not facilitate the free flow of traffic as these vehicles will have to park in other streets like St. George's Road/St. Nicholas Road obstructing them.	Parking at, or close to junctions, poses an increased risk of collision. Road safety has to be the primary consideration. The proposal results from requests from residents highlighting the risk of accident. It would be possible to reduce the length of proposed restriction in Atwell Close to a shorter length near the junction with Station Road

Atwell Close, Wallingford	Atwell Close	Object. Proposal will move the supposed obstruction to traffic flow elsewhere and increase the risk of accident in the area of the junction. There is insufficient 'off-street' parking for most residents who have more than one car. The residents who currently park their second car on street will have to move them and park elsewhere within the Close. This will cause parking congestion and difficulties in Nelson Close and McMullan Close. We have always been able to turn off Station Road safely, even if we have had to wait behind parked cars we have never had to wait on Station Road. We believe that vehicles parked at the entrance to the close actually serve a useful purpose as a traffic calming measure.	Parking at, or close to junctions, poses an increased risk of collision. Road safety has to be the primary consideration. The proposal results from requests from residents highlighting the risk of accident. It would be possible to reduce the length of proposed restriction in Atwell Close to a shorter length near the junction with Station Road
Nelson Close, Wallingford	Atwell Close	Suggestions serve no purpose. Having cars parked at the junction act as an automatic calming system. Against these proposals. When there are no cars parked at the junction it is noticeable that cars enter and leave the close at greater speed. By placing 'No Waiting' in Atwell Close the residents and visitors to Nelson Close and Atwell Close will lose space for their cars. At the weekend the Baptist Church is often busy and the car park is overflowing. These measures will put pressure on local residents as parking outside their houses will be taken up by casual visitors.	Parking at, or close to junctions, poses an increased risk of collision. Road safety has to be the primary consideration. The proposal results from requests from residents highlighting the risk of accident. It would be possible to reduce the length of proposed restriction in Atwell Close to a shorter length near the junction with Station Road

Wallingford Christian Association	Atwell Close	Large numbers attend Thursdays and Fridays. Parked cars act as a natural barrier slowing cars around a sharp bend which will otherwise be a blind corner. Our entrance onto Atwell Close is just after the bend as you come in with many vehicles in and out during the week. Cars park on this road because of inadequate parking space at their houses. These will have to find somewhere else to park and may use our car park to the detriment of members and users of the church. Many children walk in Atwell Close going to and from school. Faster traffic will be bad news. The existing arrangements work well.	Parking at, or close to junctions, poses an increased risk of collision. Road safety has to be the primary consideration. The proposal results from requests from residents highlighting the risk of accident. It would be possible to reduce the length of proposed restriction in Atwell Close to a shorter length near the junction with Station Road
Argyle Way, Leamington Spa	St. George's Road	Object. I regularly park in this street and have never seen inconsiderate or dangerous parking. Removing the ability of drivers to park on this piece of road means moving the problem further into Millington Road which will displease residents further. The car park opposite is too expensive for workers. If you continue with these plans the car park should be free.	Parking near the junction of Millington Road seriously reduces visibility for drivers entering St. Georges Road. There is an under-used District Council public car park nearby.
Wantage Road, Wallingford	Wantage Road/Sinodun Road	The 'No Waiting' outside our home would prevent us parking directly outside our house. This is unacceptable as we have three young children (1, 5 and 7 years) requiring quick and safe access to our front door several times a day. The restriction will negatively affect the value of our property. Parking availability along Wantage Road is already limited and the proposal would mean we have to park further down the road. The only rear access we have is via a private road which is already congested. It is further from our house, has no lighting, is inconvenient and, more importantly, unsafe.	Parking at, or close to junctions, poses an increased risk of collision. Road safety has to be the primary consideration. Waiting restrictions contain an exemption for loading/unloading and dropping/picking up passengers.

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Division(s): Watlington

TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY 2010

VARIOUS ROADS, WATLINGTON – AMENDMENTS TO WAITING RESTRICTIONS

Report by Head of Transport

Introduction

1. This report considers objections/comments received following consultation and formal advertisement of the proposed 'No Waiting At Any Time' and short term permitted parking restrictions along lengths of various roads in Watlington. The extent of the proposed restrictions is shown on the plans included at Annex 1.

Background

2. Vehicles parked in the vicinity of the junctions present a risk of accident and contribute to congestion. This is particularly so at the junctions of Cuxham Road with Brook Street, Britwell Road, Pyrton Lane and Brookside; Couching Street at its junction with Brook Street and Shirburn Street at its junction with Love Lane. Love Lane, close to the junction with Shirburn Street, in addition to normal traffic movements, carries a number of buses/coaches travelling to the school. The existing restrictions result, on occasion and at school times, in congestion which impacts on Shirburn Street. The existing restrictions in Brook Street is seen to result in parking on the footway leading to difficulties for pedestrians.
3. Lengths of High Street, in the centre of the town, have unrestricted permitted waiting. This results in long-term parking which reduces the ability for short-term visitors to park close to the retail area of the town in order that they may visit outlets for small purchases/deliveries. This is said to affect the viability of the independent retailers in the town centre.
4. Shirburn Street, has 'No Waiting at Any Time' on its east side for its whole length with stretches of unrestricted permitted waiting on its west side. The lengths of permitted waiting results in lines of parked vehicles on one side of the road. This can be seen to cause congestion, with vehicles leaving the town centre towards the M40 often queueing onto the narrow junction with High Street. It can also be seen to result in vehicles entering the town from the M40 maintaining speed, rather than slowing, in order to allow opposing traffic to leave the town centre. Traffic leaving the town then accelerates to clear the obstruction once the way ahead is clear.
5. The Parish Council and various residents requested the proposed restrictions to reduce these problems. The Parish Council has been involved in the process throughout.

Consultation

6. An informal consultation on suggested amendments to existing waiting restrictions which sought the views and comments of local and statutory stakeholders was carried out in November and December, 2008. This resulted in some amendments to the original suggestions which then formed the formal proposals.
7. The proposals were subsequently advertised in the local press. Notices were posted on site and copies of the notice, draft order, statement of reasons and plans posted to all the statutory consultees and affected frontages. Advertisement and consultation was carried out between 17 September and 31 October, 2009.
8. Comments received are set out at Annex 2.
9. Thames Valley Police have no objection to the proposals.
10. Watlington Parish Council generally support but have suggested some amendments which are set out below.
11. Watlington Business Association agrees with the response by the Parish Council and feels that the new arrangements should support and facilitate business by maximising parking spaces. It asks that further limited waiting areas be introduced in High Street.
12. One letter supports the proposals but re-iterates the point made by the Parish Council.
13. Five letters have been received which address general issues in the town. One letter comments on speeding and traffic issues in the area and asks that restrictions only apply at certain times except a full time restriction in Couching Street. Four letters object or indicate serious concerns which include that the only beneficiaries of the proposals seem to be those who see Watlington as an obstacle in their transit; that more open streets will result in higher speeds; residents will find that it is even harder to find somewhere to park; estimate that 50 spaces have been lost; some spaces should be made for free residents' parking.
14. Brook Street. One letter objects on the grounds that the proposals will result in cars being parked in narrow parts of the road and that exit from their homes on the correct side of the road. Another objects to the removal of permitted parking outside some homes.
15. Couching Street. The Parish Council indicates that it would prefer no change to the existing restrictions. One other letter indicates that there should be a total prohibition of waiting in Couching Street.
16. Cuxham Road. The one response objects to the proposals, stating that congestion only occurs for short periods of the day; the proposals will deprive

people of places to park near their homes and create problems elsewhere; parked cars are a good way of slowing traffic.

17. High Street. The Parish Council observes that it would prefer to see the one hour restrictions applied only Monday to Friday between 9 am and 5 pm and Saturday 9 am to 1 pm and that a minor amendment to the proposals be applied to the area of Nos. 37 and 39 High Street. Four further replies were received. Three of these show full support for the proposals, indicating that local business will benefit from them. One asks if it is possible for a minor amendment in the vicinity of Nos. 37 and 39 High Street.
18. Love Lane. One reply indicates support for the proposal. The Parish Council indicates that they would prefer no alteration to existing restrictions. Two other replies indicate that the writers would prefer to see no change to the existing restrictions. Both refer to the loss of parking spaces.
19. Shirburn Street. One response received objects to the proposals stating that they are unnecessary and illogical; will create a chicane with the probable effect that traffic will race to get through, rather than slow down; residents of Wesley Court will have restricted visibility when entering Shirburn Street. One reply supports, stating that the proposals will, hopefully, reduce traffic speeds. The same response asks for Residents' Parking on Shirburn Street.

Conclusion

20. The proposals have been put together with a full input from the Parish Council and its representatives. They reflect the issues raised by the community as placed before the Parish Council.
21. The proposals seek, in part, to enforce advice within the Highway Code in respect of parking at or near junctions in the interest of road safety.
22. Brook Street has been visited and discussed with the Parish Council at some length. The objections have been carefully considered and discussed with the Parish Council. The proposals are the result of the Parish Council's belief that the proposals will have benefits in controlling vehicle speeds as they enter and leave the town and will also control existing unacceptable parking, particularly near the junction with Chestnut Place where vehicles are often parked on the footway.
23. The proposals for Cuxham Road, Love Lane and Couching Street are intended to assist in reducing the risk of accident and to reduce congestion in the vicinity of the junctions. In respect of Cuxham Road it is felt that the road safety benefits are sufficient to overcome the objections. The objections in respect of Couching Street and Love Lane are considered to have merit and this is reflected in the recommendations.
24. The proposals for the High Street are intended to allow for short-term parking in the vicinity of the retail area of the village to assist in retaining the viability of those independent businesses which are essential to the community. The responses received are, in the main, supportive of the proposals.

Observations which would retain a short length of permitted waiting at the western end of the road are seen to be reasonable and the recommendation reflects this.

25. The proposals for Shirburn Street are the result of the Parish Council's belief that the proposals will have benefits as a way of regulating the flow and controlling the speed of vehicles as they enter and leave the town while allowing areas of on-street parking.
26. The proposals will have the effect of reducing very slightly the amount of on-street permitted parking on the affected roads. It may result in a small displacement of vehicles onto nearby residential roads. The need to reduce the risk of accident, control the speed of traffic and aid in the flow of traffic through the main parts of the town is seen to outweigh the possible displacement of vehicles from these roads.

Financial and Staff Implications

27. The cost of introducing these waiting restrictions will be met from the Southern Area's maintenance budget.
28. The preparation of the Order has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

29. **The Transport Decisions Committee is RECOMMENDED to:**
 - (a) **approve the making of the Various Roads, Watlington Amendments to Waiting Restrictions Order in respect of Brook Street, Cuxham Road and Shirburn Street as advertised;**
 - (b) **approve the making of the Various Roads, Watlington Amendments to Waiting Restrictions Order in respect of High Street subject to minor amendments outside Nos. 37 and 39 High Street as detailed in the report;**
 - (c) **approve the making of the Various Roads, Watlington Amendments to Waiting Restrictions Order in respect of Love Lane subject to a minor amendment reducing the length of the prohibition of waiting for a distance of 20 metres on both sides from its junction with Shirburn Street;**
 - (d) **not to approve the proposals in respect of Couching Street as set out in the advertised Order;**
 - (e) **authorise the necessary works to implement the Order.**

STEVE HOWELL

Head of Transport

Environment & Economy

Background papers:

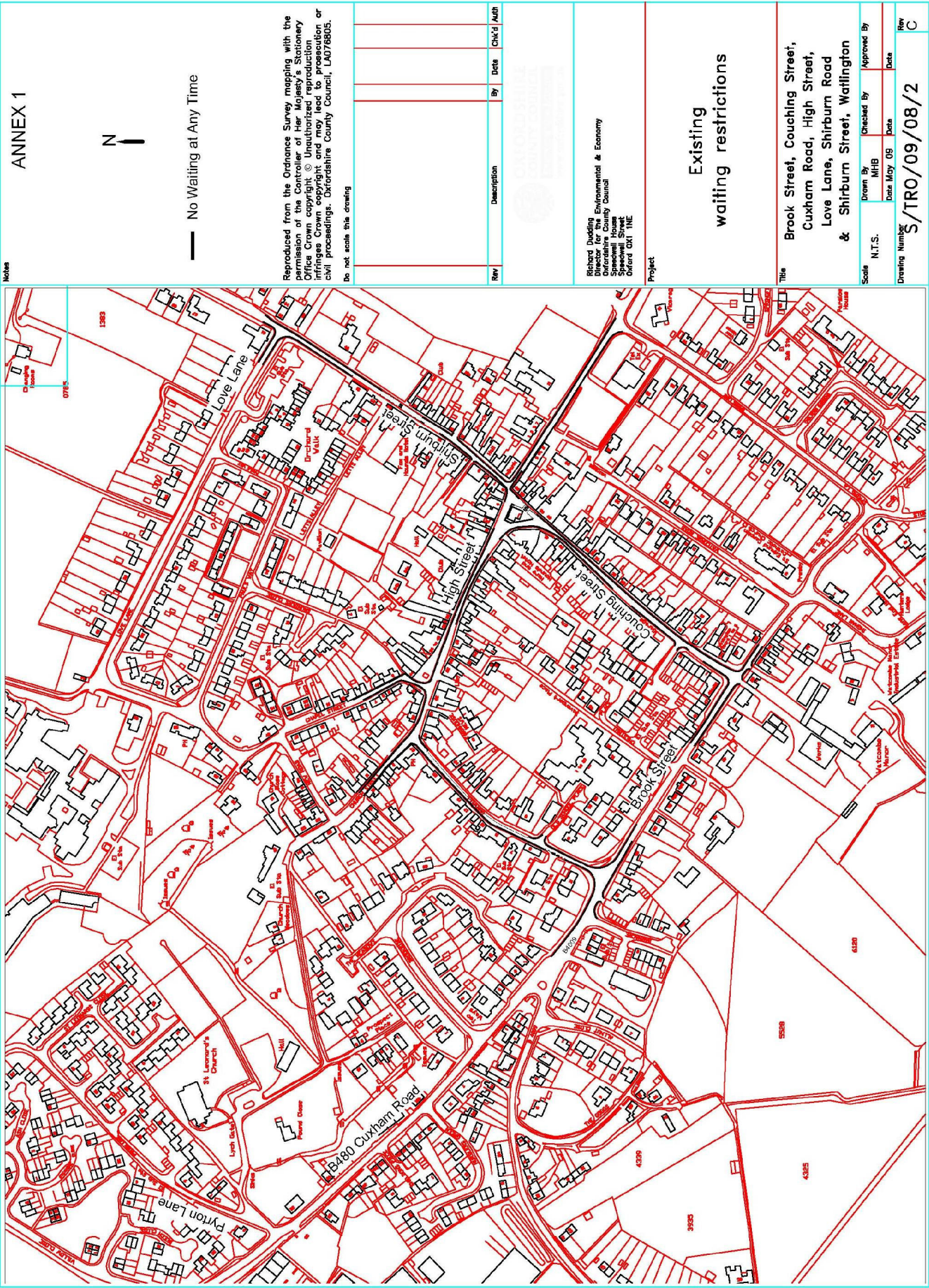
Consultation documentation

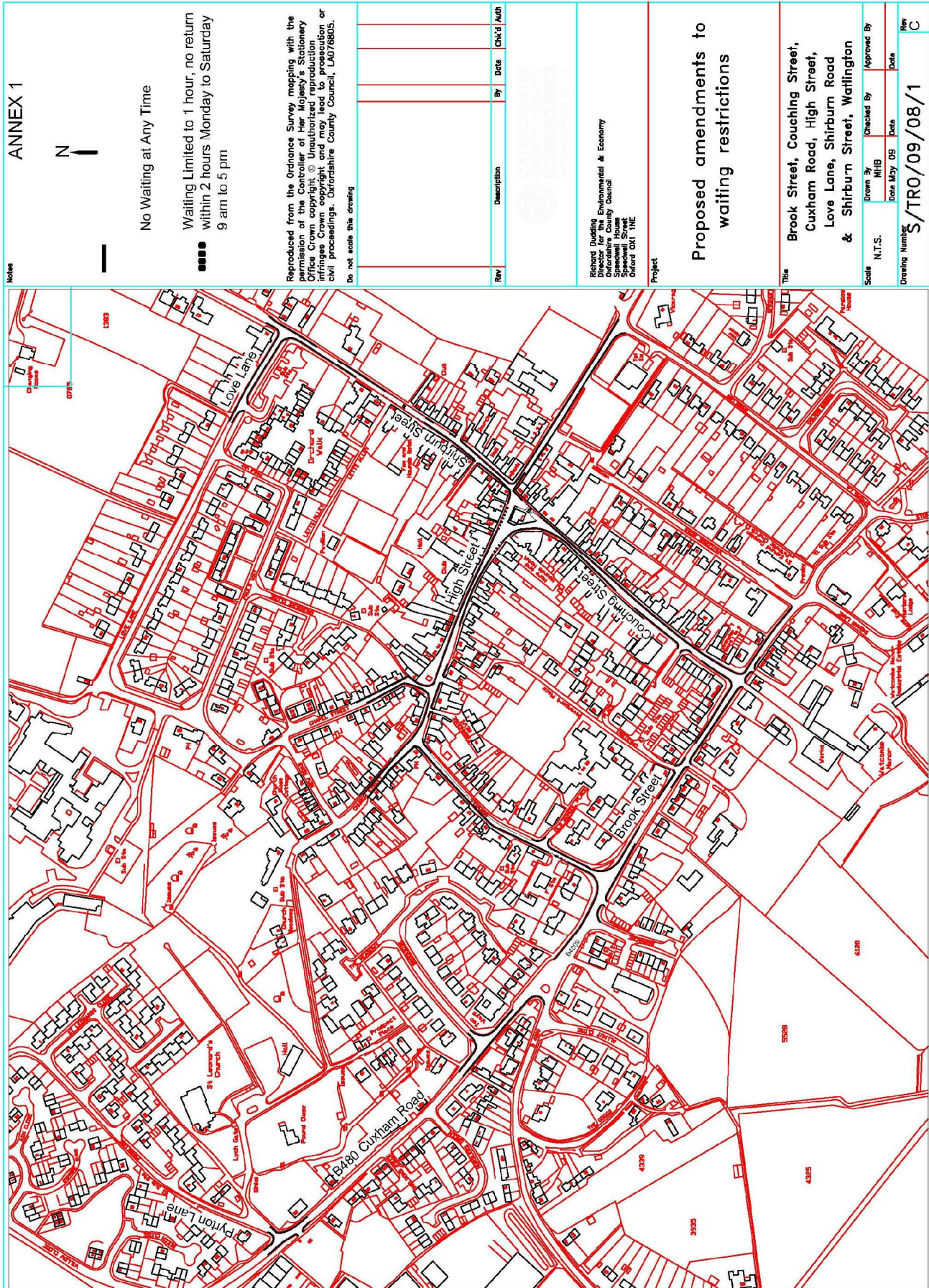
Contact Officer:

Malcolm Bowler, Senior Traffic Technician

Tel: (01235) 466119

January 2009.





Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	All	No objection	Noted
Watlington Parish Council	All	1) Would wish to see limited waiting in bays amended so that 1 hour restriction only applies Monday to Friday 09.00 to 1700 and Saturday 09.00 to 1300 2) Love Lane wish to see no alteration 3) Wish to see yellow lines opposite Chapel Street junction start from Easter edge of No. 39 High Street to allow one parking space outside No. 37 High Street. 4) Couching Street. Wish to see no alteration.	Minor amendments recommended at 1, 2, 3 and 4
Cuxham Road, Watlington	General	General comments about speeds and traffic issues. Seeks effective speed controls, that parking restrictions only apply at certain times and that parking prohibition be applied only to Couching Street	Amendments recommended for Couching Street
Shirburn Street, Watlington	General	The proposals are radical but can only prove detrimental to inhabitants of the town and to the fabric and character of the place itself. The only likely beneficiaries appear to be those to whom the town is an 'obstacle' on their transit. Speeding in already confined but now more open streets would seem to be encouraged. The parking situation for residents (already fraught or sometimes nigh impossible) would be rendered untenable. I estimate 50 parking spaces are in jeopardy. Where are people to park, especially those who live centrally where the car park is already at capacity? Unless constant and reliable enforcement can be provided the plans might prove a recipe for disaster.	The proposals reflect the preferences set out by the Parish Council. The alleged loss of parking spaces is over-estimated.

High Street, Watlington	General	Concerned that the various restrictions being added result in a reduction in the number of on-street parking places available to residents. The extension in Love Lane will move a minor problem further down the road at the cost of parking places. The little improvement in traffic flow will only attract even more traffic to our village. The Order has no provision for providing additional on or off road parking.	Minor amendments recommended for Love Lane to reduce the loss of on-street parking. The proposals should aid in regulating traffic speeds entering and leaving Watlington.
Couching Street, Watlington	General	The reduction in available spaces will make access to and from our drive more dangerous and affect safety of other driveways further up the street. The provision of parking spaces on Couching Street was meant to slow traffic entering the town. If there is to be restricted parking in High Street you should make some space for residents only parking with free permits or they will be forced to park in other streets causing parking issues and hazards to pedestrians elsewhere in the town. Provision should be made for deliveries only parking in the Town Hall area. Also the road sign gives priority for traffic coming into the town from the motorway. This should be reversed.	The recommendation is not to amend the restrictions in Couching Street.

Comments	TDC Proposed Traffic Regulation Order		ANNEX 2
Shirburn Street, Watlington	General	<p>I have grave concerns over these proposals. Watlington has seen much development over the years without any real thought to the traffic generated or parking provision. These new regulations do little to alleviate the problems. The parking problem at the eastern end of Brook Street cannot be resolved until the development at Watcombe Manor takes place and off road parking is provided. The proposal in Love Lane takes 10 to 12 parking places with no alternative provided. There is an urgent need to widen Love Lane to make it easier for traffic to flow. The proposals for Shirburn Street are unnecessary and illogical. It will create a 'chicane' with the probable effect that traffic will race to get through rather than slow down. Residents of Wesley Court will have restricted visibility entering Shirburn Street. There will be disturbance outside nearby houses and light into windows will be affected..</p>	<p>It would be impractical to amend regulations on the basis of what development might occur at some future time. The proposals should aid in regulating traffic speeds entering and leaving Watlington.</p>
Watlington Business Association	General	<p>Support the comments of the Parish Council. The Association feels it important that new arrangements should support and facilitate business by maximising parking spaces. In our view the number of spaces in High Street could be increased by 4 or 5 spaces.</p>	<p>Noted. The width of High Street has been carefully assessed but does not support further short-term parking places.</p>

Comments

TDC
Proposed Traffic Regulation Order

ANNEX 2

Brook Street, Watlington	Brook Street	Road narrows before meeting junction with Couching Street. If no restriction is placed on this part of the road then cars parked on the road would introduce a continued hazard. The presence of parked cars outside these properties increases congestion and endangers pedestrians. Cars parked at the narrowest point results in lorries mounting the footpath. Residents are unable to exit by car on the correct side of the road if vehicles are parked almost directly opposite our access.	The proposals should aid in controlling speed and existing areas of uncontrolled parking which includes footway parking which presents a risk of collision involving vulnerable road users.
Cuxham Road, Watlington	Cuxham Road & Brookside	Object. The minor congestion which occurs is only for a short period during the day. It will deprive people of the places to park near their homes and create problems with parking elsewhere in the town. Parked cars are a good way of slowing traffic.	The proposals reinforce the advice in the Highway Code. Complaints have been made about uncontrolled parking in this road.
Unknown	High Street	Not before time. This was needed some time ago before all the local shops started to close. Customers need a short time to just pop in to shop or bank.	Noted
High Street, Watlington	High Street	Like to register my vote of confidence for 1 hour parking. It will only be good news for the town.	Noted
High Street, Watlington	High Street	This is a great idea. Could bring some much needed custom back	Noted
High Street, Watlington	High Street	Is it possible to re-instate yellow lines outside No 39. Road outside No. 37 does not require yellow lines	Minor amendments recommended

Love Lane, Watlington	Love Lane	We are very much in favour of the lines going ahead.	The Parish Council and others are concerned about the proposals. Accordingly the recommendation is to reduce the length of restrictions.
Shirburn Street, Watlington	Shirburn Street & Love Lane	Please keep one side of Love Lane free for parking as the parking situation is dire for those with no-off street parking. Please you are retaining parking outside The Fox and Hounds as this will hopefully reduce some of the excess speed of traffic. Suggest Residents' Parking for Shirburn Street.	Noted. Resident's Parking is not included in these proposals.

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TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY, 2010

OXFORDSHIRE COUNTY COUNCIL (WANTAGE AND GROVE)(TRAFFIC REGULATION) AMENDMENT ORDER 200*

Report by Head of Transport

Introduction

1. This report considers the objections/comments received following consultation and formal advertisement of the proposed 'No Waiting At Any Time' restrictions on Main Street and Denchworth Road, Grove. The extent of the restrictions are shown on the plan included at Annex 1.

Background Information

2. The Wantage and Grove Traffic Advisory Committee drew attention to vehicles parked in the vicinity of the junction of Main Street and Denchworth Road, Grove which were seen to present a risk of accident and contribute to congestion near the junction. The Parish Council requested the proposed restrictions to reduce these problems.
3. Suggestions and comments raised during informal consultation with statutory and local stakeholders in April and May 2009 were notified to the Parish Council and Local Members seeking further comment. They requested that the matter proceed without amendment.

Consultation

4. Consultation with statutory consultees and affected frontagers was carried out between 2 September and 2 October, 2009.
5. The proposals were advertised in the local press. Notices were posted on site and copies of the notice, draft order, statement of reasons and plan posted to all the statutory consultees and affected frontages.
6. Thames Valley Police and the Parish Council have no objection to the proposals.
7. One letter signed by 13 people containing objections/comments has been received from a local resident. All are resident in Church View or Green View. The letter refers to comments made by the same people during the informal consultation on the proposals carried out in May 2009. It states that their earlier views have not been considered and repeats them. The letter indicates that, having canvassed local opinion, a number of questions remain unanswered which are key to the proposal and form the basis of their objection. It asks from what original basis the proposal has been raised and what support has been given by the local community; what steps have been

taken to work with the local community; has a solution to widen the road been considered and what provision has been made for vehicles potentially displaced by the proposal.

8. The letter states that the writers can find no support for the proposal; that contrary to local belief there are no garages associated with nearby dwellings; that vehicles will simply move further along Main Street and closer to the village hall and shops where parked vehicles would cause a more serious road safety issue for pedestrians and children and that the proposal will have a negative impact on the properties whose parking facility will be removed.
9. The letter also states that the Denchworth Road approach to the junction is dangerous in terms of stop line marking and position, providing poor vision to approaching vehicles, and asks if placing the stop lines further forward would not improve the junction; there is limited parking around the immediate area and 'we fail to see how this will be resolved'.

Conclusions

10. The junction of Main Street with Denchworth Road is in the form of a mini-roundabout with 'Give Way' lines set back to allow vehicles to negotiate the feature without crossing into traffic lanes on the feeder arms. The position of the 'Give Way' lines is set so that drivers are obliged to slow on approach before gaining a view of the traffic on the other arms.
11. There is an element of 'off-street' parking available at the rear of Church View. The proposals extend across the frontage of 6 of the homes in Church View and 3 homes on Main Street. The houses which front Denchworth Road are set back from the road.
12. On-street parking near the junction is permitted on both roads, including a lay-by opposite Church View. Part of this lay-by is under consideration for the implementation of a 'Bus stop clearway' which will reduce the available use of the lay-by for occasional parking.
13. Widening the road is a costly exercise which would, probably, result in an increase in speeds through the junction with an increased accident risk. It is considered that such an exercise, which would only accommodate on-street parking close to the junction would not result in an improvement in road safety.
14. As can be seen above, the proposals have resulted from discussions and decisions by the Parish Council and the Traffic Advisory Committee for the area. These bodies are considered to represent local communities and to reflect their views and wishes.
15. It is likely that there will be some displacement of vehicles as a result of the proposals. However, the number of vehicles is likely to be small and displacement will be to locations nearby where parking is unlikely to present

increased risks to road safety. It may be that better use will be made of available areas of off-street parking.

16. The proposals will include standard exemptions which allow for loading/unloading of goods and passengers within the lengths of the restrictions.
17. These proposals seek to reinforce the guidance set out in the Highway Code in respect of parking at or near junctions. The presence of parked vehicles around the junctions causes risk of accident and hinders the free passage of traffic.
18. The double yellow lines to prohibit parking are proposed in the interest of road safety and the free flow of traffic. They will reduce the danger and facilitate the safe passage of road users.

Financial and Staff Implications

19. The cost of introducing these waiting restrictions will be met from the Southern Area's maintenance budget.
20. The preparation of the Order has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

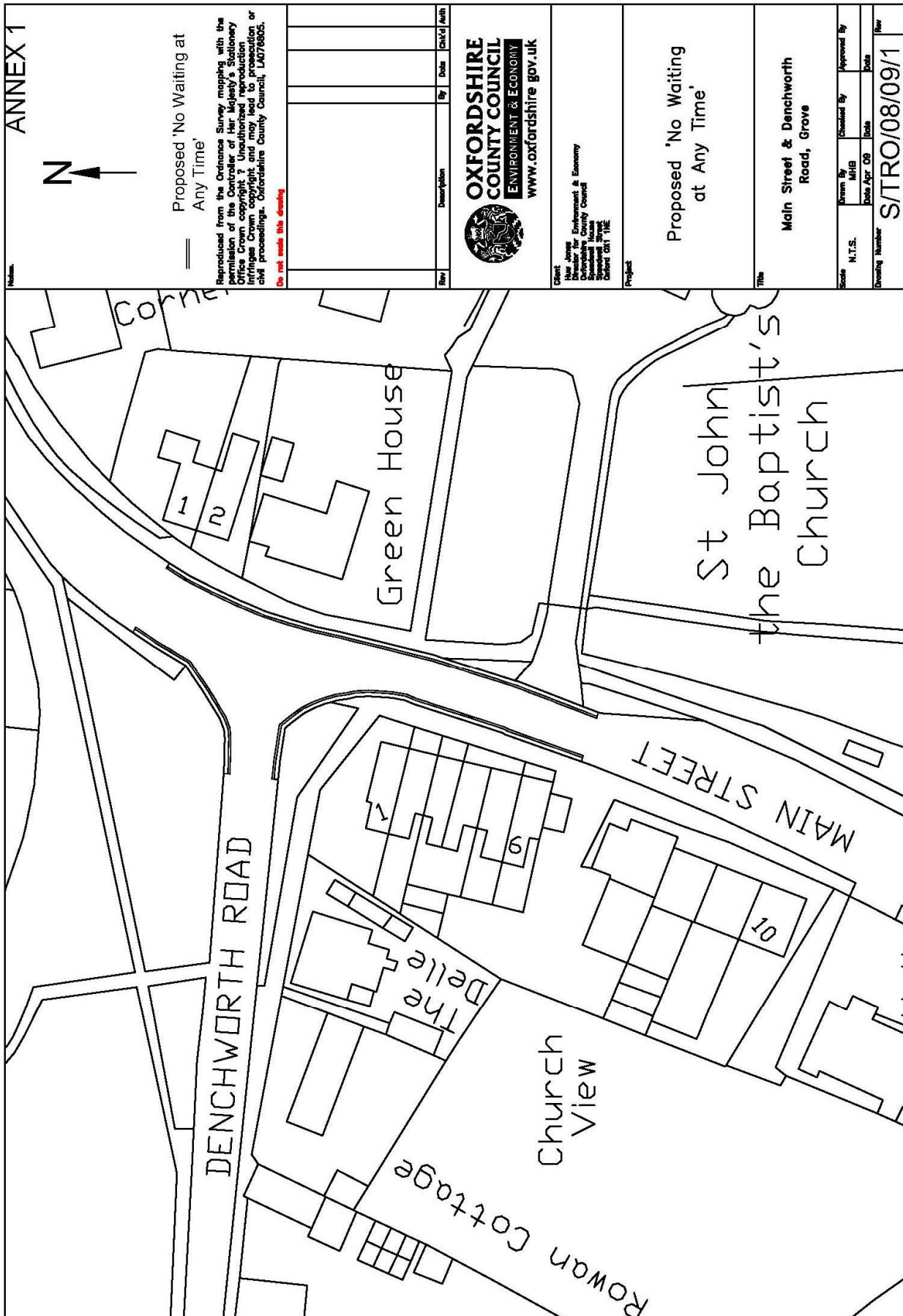
21. **The Committee is RECOMMENDED to:**
 - (a) **agree to authorise the making of the Oxfordshire County Council (Wantage and Grove) (Traffic Regulation) (Amendment) Order 200* as advertised; and**
 - (b) **authorise the necessary works to implement the proposals.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Consultation documentation

Contact Officer: Malcolm Bowler, Senior Traffic Technician
Tel: (01865) 466119

December, 2009



TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY 2010

WALLINGFORD AIR QUALITY MANAGEMENT AREA TRAFFIC CALMING SCHEME

Report by Head of Transport

Introduction

1. This report describes the proposed scheme to install traffic calming, in the form of cushions, on two roads approaching Wallingford town centre, the Wantage Road, Wallingford and The Street, Crowmash Gifford. This scheme is proposed in response to the Air Quality Management Area (AQMA) declared in Wallingford town centre, the AQMA plan can be seen in Annex 1. The report considers the results of two rounds of public consultation, with comments on the responses from County Council officers. The recommendation is that the proposed scheme should be implemented.

Background

2. The traffic calming proposal seeks to address the air quality issues prevalent in Wallingford town centre. This will be achieved by calming traffic on the main approaches to Wallingford and encouraging increased use of the A4130 Wallingford by-pass for through traffic. Annex 2 shows the location of the proposed traffic calming.
3. South Oxfordshire District Council (SODC) has been monitoring air quality in Wallingford since 1998. In 2008 air quality monitoring identified locations in Wallingford where the national annual mean objective for nitrogen dioxide of $40 \mu\text{g}/\text{m}^3$ is being exceeded. The AQMA was declared in March 2009.
4. The declaration of an AQMA in Wallingford is solely due to the elevated levels of nitrogen dioxide. The main source of nitrogen dioxide within Wallingford is from motorised traffic.
5. Although the traffic levels passing through the AQMA in Wallingford are not particularly high, the urban topography exacerbates the problem. The 'street canyon' effect of high-sided buildings with a narrow carriageway makes pollutant dispersal difficult. Also, due to a number of traffic pinch points such as Wallingford Bridge and the Lamb crossroads, queuing traffic occurs along sections of the High Street, Castle Street and St. Martins Street throughout the day.
6. Three other options were originally set out for consideration as a potential way to reduce the air quality problems. These options were:
 - Implementation of a "gating" strategy;
 - St Georges Road and St Nicholas Road northbound only;

- Reduction in traffic flow through the town centre, reducing queuing at Lambs Crossroads, by either:
 - Making a section of High Street one-way;
 - Closing a section of High Street to vehicles;
 - Changing St Martin's Street and or Castle Street to entry or exit only;
 - Making the bridge one-way or closing it to traffic.
- 7. The "gating" strategy has been implemented at the eastern entrance to Wallingford and provides a "green wave" for westbound traffic, by linking the traffic signals at Wallingford Bridge and the Lamb Crossroads, to reduce queuing within the air quality management area.
- 8. Following discussions with the Air Quality Steering Group and additional work undertaken by Halcrow the other options have not been progressed any further. They would displace traffic on to other routes within Wallingford, which may exacerbate the air quality problems and introduce safety concerns.
- 9. Oxfordshire County Council (OCC) has been working with SODC through the Wallingford Air Quality Management Steering Group. The group supports SODC's production of the draft Wallingford Air Quality Action Plan, which is due for consultation early 2010.

Public Consultation

- 10. An informal consultation took place between 9 and 20 November 2009, followed by formal consultation from 20 November to 11 December 2009.
- 11. The informal consultation was with the emergency services, Crowmarsh Gifford Parish Council, Wallingford Town Council, SODC, local County Councillors, and bus operators. News articles detailing the proposals also appeared in the press.
- 12. During the informal consultation 22 consultees were contacted, there were 12 responses. Of these, 7 supported, and 5 objected to, the traffic calming scheme; the remaining 10 consultees did not respond. A summary of the informal consultation responses is available in Annex 3, along with officer comments.
- 13. The main objections by informal consultees include views:
 - That too many pairs of traffic calming cushions are proposed;
 - Not sure that a reduction in through traffic will be achieved;
 - Other transport issues should be addressed instead;
 - That trade will be affected in the town if the traffic calming scheme achieves a 25% reduction in traffic; and
 - That a 20mph speed limit should be implemented instead.
- 14. During the formal consultation, properties fronting the carriageway where traffic calming is proposed, were contacted. A summary of the formal

consultation responses is available in Annex 4. News articles detailing the proposals also appeared in the press.

15. During the formal consultation 157 properties were sent the consultation letter. A total of 36 responses were received, of these 19 supported the traffic calming scheme, 12 objected and 5 did not express a clear view. Overall, of those who stated an opinion for or against the scheme (excluding non-respondents and those who did not state a clear opinion) 61% were in favour of the traffic calming scheme.
16. The main objections to the scheme were:
 - That the traffic calming will not benefit air quality;
 - That vehicles travelling over speed cushions will cause worse air quality;
 - Some feel there is insufficient through traffic which could be diverted on to the by-pass and be deterred from travelling through the town by the traffic calming cushions; and
 - Concerns the traffic calming would reduce trade within Wallingford.
17. Many respondents cited that the on-street car parking on Wantage Road in the vicinity of Sinodun Road causes congestion, and is hazardous, particular for cyclists. Oxfordshire County Council is currently pursuing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) at this location, to alleviate congestion and increase road safety. This is a separate scheme to the traffic calming proposed within this report.

Officer Comments

18. The scheme presents pairs of speed cushions which are traffic calming devices designed to slow cars without affecting emergency service vehicles. They also help to maintain constant traffic movements when placed at regular intervals.
19. Gated chicanes have not been proposed as this halts the flow of traffic while vehicles give way, this may cause stationary vehicles to queue which could lead to increased air quality problems.
20. No measures have been planned for the western end of The Street, as the traffic signals at Wallingford Bridge act as a traffic management measure.
21. Studies have shown that the use of cushions may reduce through traffic on average by 25%. It is clear from the 2007 interview surveys with motorists at Wallingford Bridge that 15% of traffic using Wallingford Bridge travelled through Wallingford without a destination in Wallingford. An estimated reduction in through traffic of around 270 vehicles per day is expected. There is clearly scope to encourage this traffic to use the A4130 by-pass which is a more appropriate route for this traffic. A reduction in traffic travelling along the High Street is beneficial to reducing the contribution of nitrogen dioxide which leads to the poor air quality in the town.

22. Many of the other schemes identified by respondents are included in the long list of schemes that may be included in the third Local Transport Plan, currently being drafted and consulted upon by OCC.
23. It is evaluated that this scheme will overall assist the air quality in Wallingford, as the reduction in through traffic will lead to a reduction in vehicle emissions within the AQMA. Some consultees said that individual vehicles emit slightly increased emissions when travelling at a slower speed; i.e. over the speed cushions; however the proposed speed cushions will not be located within the AQMA. Monitoring will be conducted, by SODC, to identify if the air quality in Wallingford alters after installation of the speed cushions.

How the project supports Local Transport Plan (LTP) 2 objectives

24. The LTP2 states as part of the overall objective to tackle poor air quality, that Oxfordshire County Council recognises that, as a transport authority, it must play a leading role in delivering improvements.
25. The LTP2 recommends an air quality strategy which encompasses nine air quality action points. This scheme is relevant to three of the air quality action points: 2, 7, and 8.
 - Air Quality Action 2: Manage, develop and maintain the county's road network to reduce the impact of bottlenecks (including roadworks) and make better use of existing road capacity to improve the flow of traffic through polluted areas.
 - Air Quality Action 7: Restrict vehicles from areas of poor air quality.
 - Air Quality Action 8: Provide alternative routes for traffic to avoid areas of poor air quality.
26. Additionally the LTP2 states, specifically for Wallingford, that measures to reduce exposure to pollutants, should be explored and implemented. These proposals are the culmination of studies undertaken into possible solutions to the air quality problems in Wallingford, with this scheme being the most beneficial.

Financial and Staffing Implications (including Revenue)

27. The proposed traffic calming is funded through the capital programme for 2010/2011. Funds to undertake construction supervision and project management of the scheme are included in the total budget allocated to the scheme. The capital construction cost for 2010/11 is estimated at £31,705.00.
28. Oxfordshire Highways staff will undertake construction supervision and project management of the scheme.

RECOMMENDATION

29. **The Committee is RECOMMENDED to authorise implementation of the proposed traffic calming scheme on Wantage Road, Wallingford and The Street, Crowmarsh Gifford as set out in this report.**

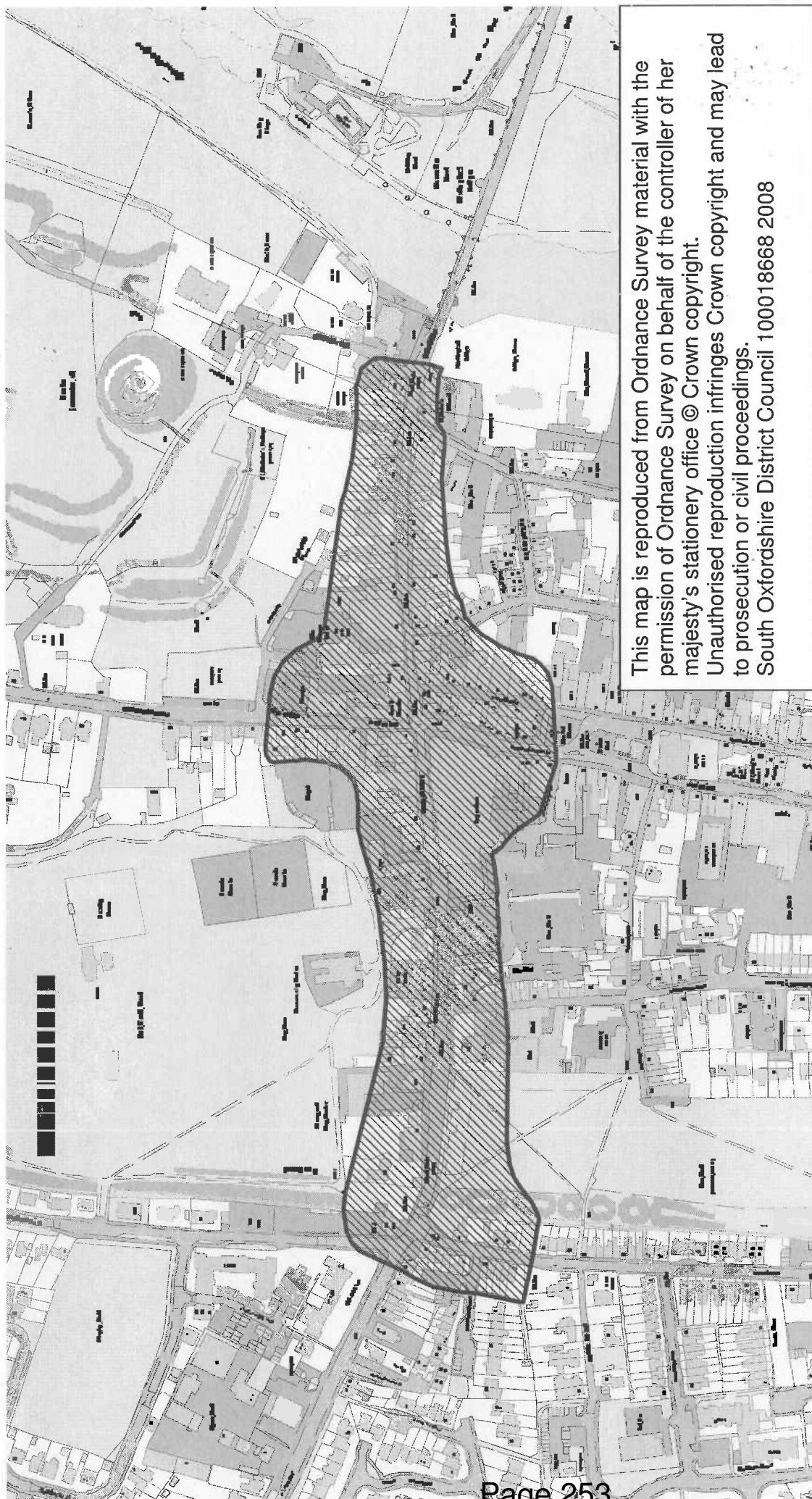
STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Nil

Contact Officer: Odele Payne, Transport Planner Tel: 01865 810443

February 2010

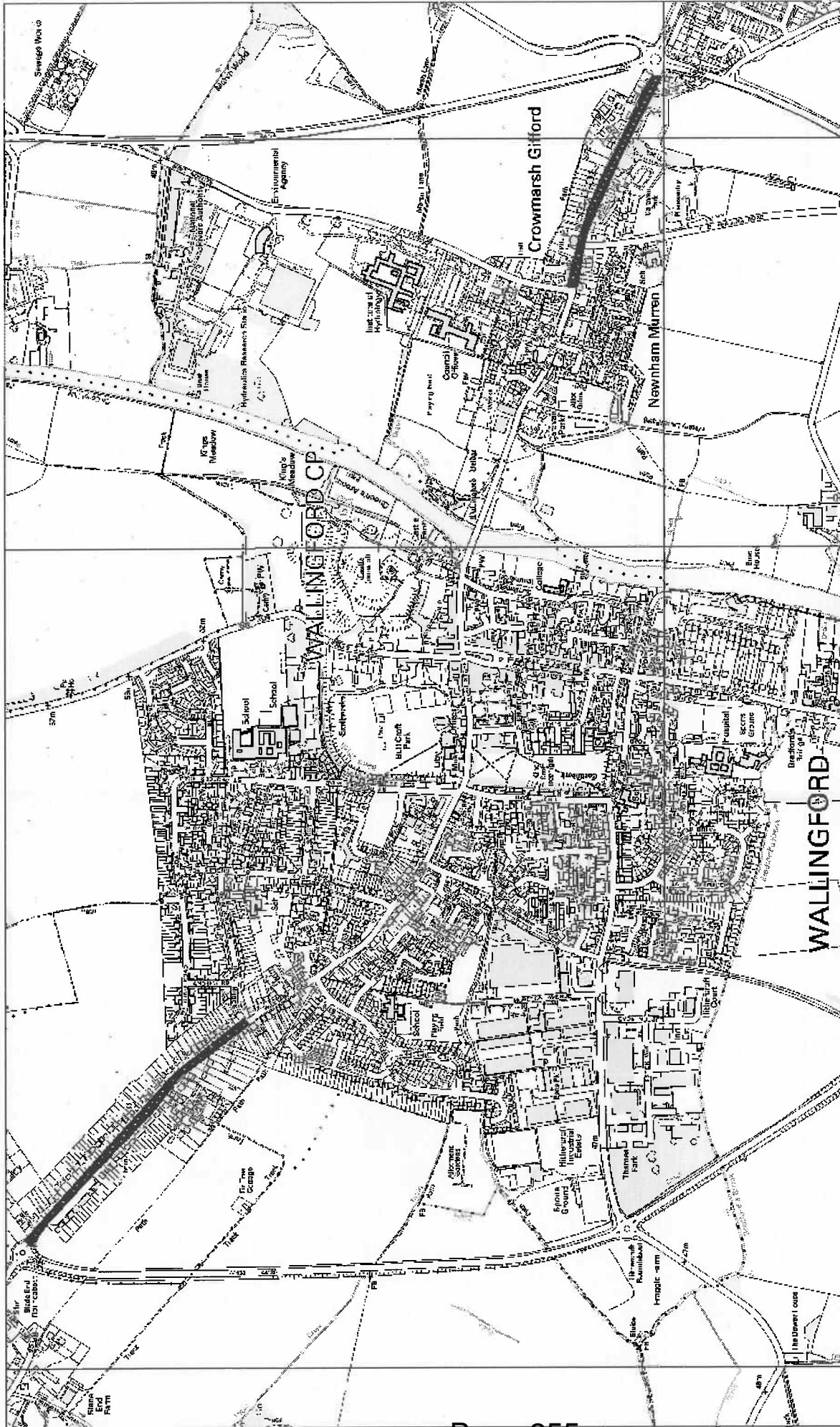
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ANNEX 1 : WALLINGFORD AIR QUALITY MANAGEMENT AREA

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Annex 2: Wallingford Air Quality Management Area Traffic Calming Scheme - Proposed Location Map



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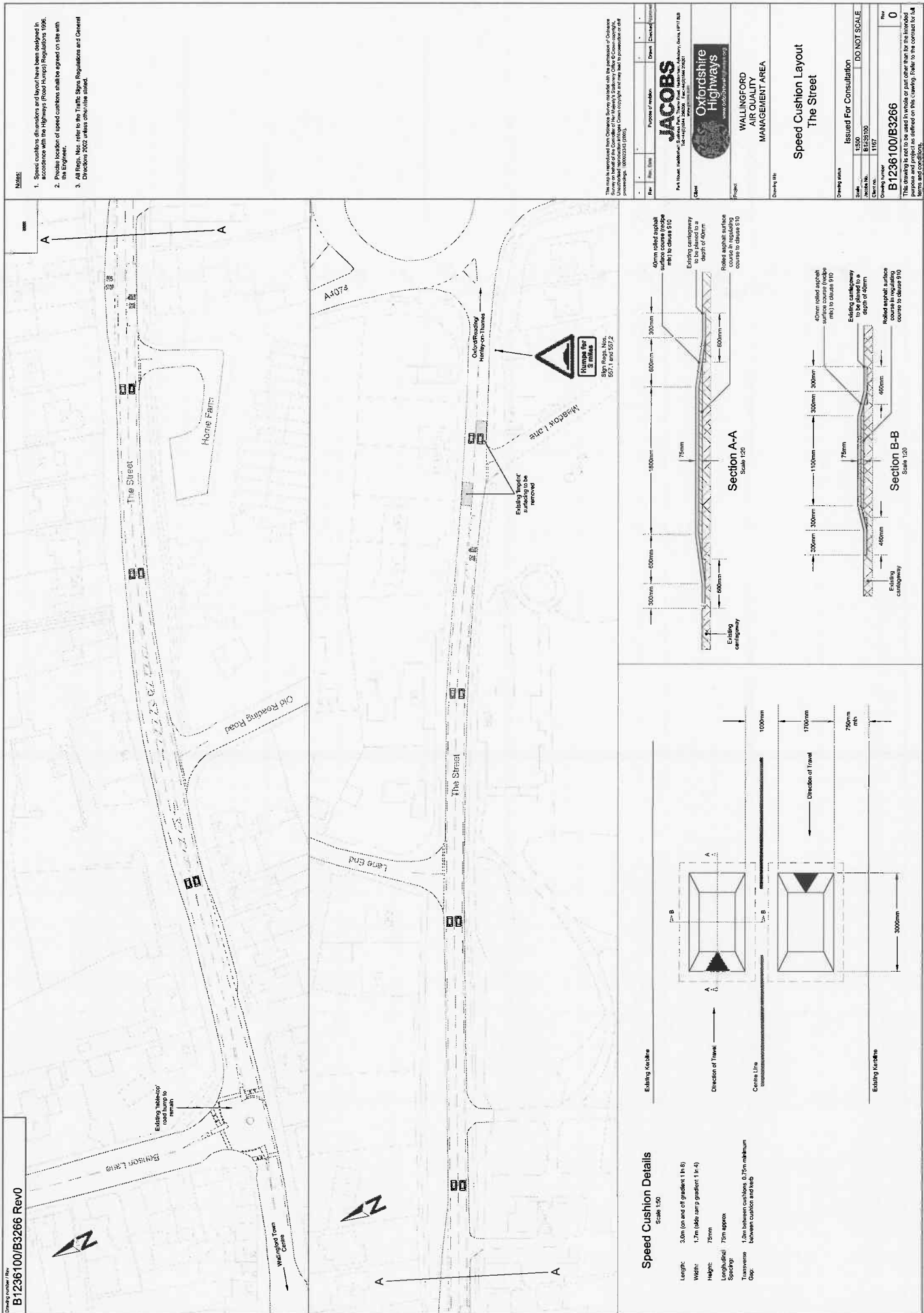
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Key

Areas of proposed traffic calming

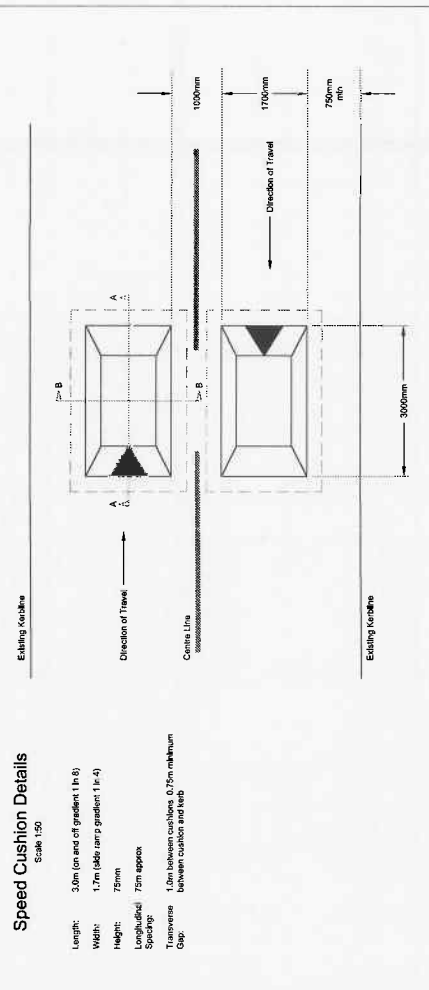
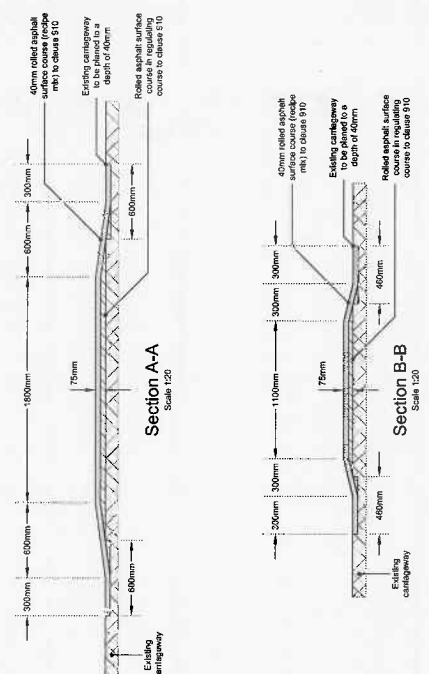


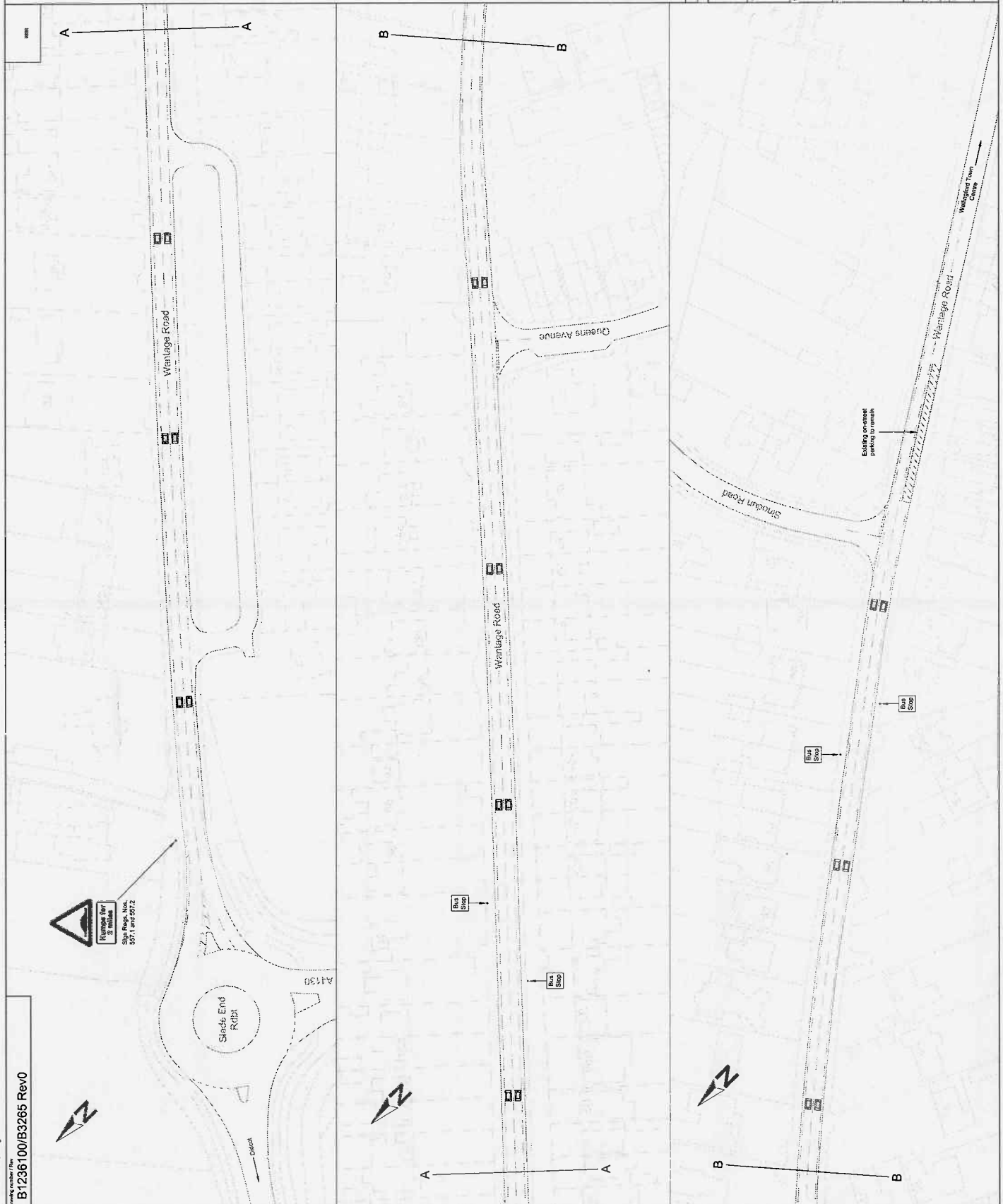
NOTES

1. Speed cushions dimensions and layout have been designed in accordance with the Highways (Road Humps) Regulations 1996.
2. Precise location of speed cushions shall be agreed on site with the Engineer.
3. All Regs. Not refer to the Traffic Signs Regulations and General Directions 2002 unless otherwise stated.

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JACOBS 1500 1157 B1236100/B3266		Purpose of revision Date Drawn Checked Approved
Client Oxfordshire Highways www.oxfordshirehighways.org		Project WALLINGFORD AIR QUALITY MANAGEMENT AREA
Drawing title Speed Cushion Layout The Street		Drawing status Issued For Consultation Scale DO NOT SCALE Issue No. 0





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**Summary of comments received during Informal Consultation 9 to 20
November 2009**

No	Respondent	Support Proposal	Comments Officer	Comments
1	Wallingford Town Clerk	Yes	Majority of members are in favour of the installation of the speed cushions as a measure to reduce traffic	None
2	Crowmarsh Parish Clerk	No	Not in favour of speed cushions. 1) Not convinced that the scheme will reduce traffic by 25% as suggested. 2) Feel that the only way to reduce traffic is to introduce a financial penalty for non-residents using Wallingford Bridge as a short cut.	1) 15% of traffic using Wallingford Bridge is through traffic. Experience from other traffic calming schemes has reduced through traffic by up to 25%. 2) Charging non-residents to use the bridge is not feasible.
3	Chairman, Crowmarsh Parish Council	No, as represented above.	In addition to the comments from Crowmarsh Parish Clerk: 1) Would like to see cushions extended between in the Lower Street from the Queens Head PH to Wallingford Bridge and a pedestrian crossing installed 2) Road hump warning signs	1) There is no current proposal to install speed cushions in the Lower Street. 2) The suggestion for additional signage will be examined at detailed design stage. 3) Chicanes are not considered appropriate for this scheme, as they create stationary traffic.

Annex 3: Wallingford Air Quality Management Area Traffic Calming Scheme

			erected on approach routes to Wantage Road and The Street 3) Chicanes at either end of Wantage Road and The Street and fewer cushions.	
4	SODC Cllr for Benson	No	Not in favour of road humps and has a number of other issues that she would like to see addressed in Wallingford: 1) Improvements to the existing cycle route 2) Improvement to existing footways 3) Reduced bus fares	1) & 2) Schemes suggested can be assessed through the LTP3 process. 3) Bus fares are set by commercial operators. OCC does not have funding to generally subsidise fares.
5	SODC Air Quality Officer	Yes	The council does not consider speed humps to be the most desirable solution; however they welcome any proposal or scheme that helps manage the air quality issues within the town and minimise through traffic.	None
6	SODC Air Quality Steering Group	Yes	Wallingford Air Quality Steering Group welcome any steps designed to help address the air quality issues by reducing traffic levels.	None

Annex 3: Wallingford Air Quality Management Area Traffic Calming Scheme

7	Oxfordshire County Councillor for Wallingford	No	Not in favour of the scheme, principal reason being that she doesn't believe it will achieve the desired end.	None
9	Wallingford in Business	No	1) Concerned that the scheme will affect trade in the town if it has the predicted effect of cutting traffic by 25%.	1) The scheme is designed to encourage traffic which does not have a destination within Wallingford to use the A4130 bypass, whilst providing a traffic calmed route for traffic destined for Wallingford.
10	Thames Valley Police	Yes	Supportive of the scheme in terms of improving air quality and helping to reduce traffic speeds on both roads which suffer from abuse of the 30mph limit.	None
11	Head of Delivery Oxford Fire & Rescue	Yes	No adverse comments to make, providing emergency access is maintained.	Emergency access to be maintained.
12	Thames Travel	No	1) Against the scheme but in favour of a reduced speed limit to 20mph.	1) A 20mph speed limit for Wallingford town centre is currently being put forward as a possible scheme within the third Local Transport Plan.
13	Deborah Whelan Access Officer Oxfordshire County Council	Yes	As a resident of the area she would like to encourage the reduction in traffic flow (and consequent improved air quality) in High Street East, Wallingford.	None

Annex 3: Wallingford Air Quality Management Area Traffic Calming Scheme

14	Area Engineer, Oxfordshire County Council	Yes	Recommends amendments to location of speed cushions and signage at detailed design stage.	None
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**Summary of comments received during formal consultation 20
November to 11 December 2009.**

No	Respondent	Support Proposal	Comments Officer	Comments
1	Resident, Unknown	Yes	<p>Generally in favour of speed cushions.</p> <ol style="list-style-type: none"> 1) Concerns regarding cars entering cycle lanes when negotiating the speed cushions. 2) Concerns about illegal parking and how this could create difficulties for certain means of transport to negotiate the cushions. 	<ol style="list-style-type: none"> 1) The proposed speed cushions have been positioned so as not to encroach into the existing cycle lanes. 2) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/ Station Road in the vicinity of Sinodun Road, to alleviate congestion and increase road safety at this location.
2	Resident, Didcot	No	<p>Against the proposed scheme and makes the following comments:</p> <ol style="list-style-type: none"> 1) Feels that speed cushions will increase pollution 2) Does not feel that is substantial through traffic to be able to reduce traffic overall. 3) Feels that the traffic lights in Wallingford should be phased to create a 'smooth' flow in both directions. 	<ol style="list-style-type: none"> 1) Increased emissions at low speed are associated with high proportions of acceleration and deceleration, this scheme is designed to ensure smooth, low speed driving through the areas where the speed cushions are proposed, so as to minimise abnormal vehicle emissions 2) 15% of the traffic is through traffic, this is high enough to affect air quality. 3) The traffic signals are phased to reduce queuing in the centre of Wallingford.

Annex 4: Wallingford Air Quality Management Area Traffic Calming

3	Resident, Wantage Road	Yes	Keen to register support for the proposed scheme.	None
4	Unknown	Yes	In complete support of the scheme, however 1) Would welcome a review of the on-street parking near Sinodun Road which they feel causes unnecessary delays.	1) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/ Station Road in the vicinity of Sinodun Road, to alleviate congestion and increase road safety at this location.
5	Resident, Wantage Road	Yes	In complete support of the scheme. 1) Would welcome a review of the on-street parking near Sinodun Road which they feel unnecessarily blocks the cycle route.	1) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/ Station Road in the vicinity of Sinodun Road, to alleviate congestion and increase road safety at this location.
6	Unknown	Yes	Generally in favour of speed cushions. 1) Queries the choice of traffic calming 2) Queried if there would be any change to the on-street parking.	1) Speed cushions have been proved to be an effective speed control device and have a number of advantages over other forms of traffic calming. 2) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/ Station Road in the vicinity of Sinodun

Annex 4: Wallingford Air Quality Management Area Traffic Calming

				Road, to alleviate congestion and increase road safety at this location
7	Resident, Wantage Road	Yes	Generally in favour of speed cushions. 1) Concerned with on-street parking at Sinodon Road.	1) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/Station Road in the vicinity of Sinodon Road, to alleviate congestion and increase road safety at this location
8	Resident, The Street,	Yes	Generally in favour of speed cushions, however concerns raised with adjacent schemes: 1) Increase speed limit on A4074. 2) Suggest a pedestrian crossing outside the Bell PH for school children. 3) Queries cost of scheme, and if it would be cheaper to implement a 20mph speed limit. 4) Concerned there is a lack of maintenance of the existing raised junction. 5) Concerns regarding the proposal of traffic	1) There is no intention to alter speed limits as part of this traffic calming scheme. 2) Request for a pedestrian crossing is examined on its individual merit and will be explored separately from this scheme. 3) The main aim of the scheme is to deter through traffic in Wallingford so as to improve the air quality along High Street. A 20mph speed limit may reduce speeds but will not necessarily be enough of a deterrent to reduce traffic. 4) Future maintenance of the proposed

Annex 4: Wallingford Air Quality Management Area Traffic Calming

			lights in conjunction with the Bloor homes scheme.	speed cushions is the responsibility of Oxfordshire County Council after 12 months. 5) No longer relevant as the Bloor Homes proposals have been refused planning permission.
9	Resident Wantage Road	Yes	No objection to the scheme. 1) Concerned about the on-street parking at Sinodun Road.	1) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/Station Road in the vicinity of Sinodun Road, to alleviate congestion and increase road safety at this location.
10	Resident, Wantage Road	Yes	No objections to the scheme. 1) Thinks that the on-street parking at Sinodun Road is dangerous. 2) Also feels that footpaths throughout Wallingford are in serious need of resurfacing.	1) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/Station Road in the vicinity of Sinodun Road, to alleviate congestion and increase road safety at this location. 2) Resurfacing of footways has been submitted as a scheme for inclusion in LTP3.

Annex 4: Wallingford Air Quality Management Area Traffic Calming

11	Resident, The Street	None stated	1) Commented that one of the sets of cushions along The Street was across the access to five properties and may need relocating.	1) The precise location of the proposed speed cushions will be confirmed at the detail design stage, and will avoid drive ways where possible.
12	Unknown	No	1) Feels that OCC's justification for the need to improve air quality is flawed.	1) OCC is tasked through LTP2 to look at traffic solutions in declared AQMAs.
13	Resident, Wantage Road.	Yes	Pleased about the proposals.	None
14	Resident, Appleford-on-Thames	No	Does not agree with speed cushions as a way of reducing pollution. 1) Feels that the speed limit should be increased to minimise pollution and fuel wastage.	1) It is not appropriate to raise the speed limit.
15	Resident, Wallingford	None stated	Did not express an opinion of the proposed scheme. 1) North-western section of the ring road should be completed to encourage commuters to use it; 2) Request for parking at Sinodun Road be reviewed 3) Review parking restrictions along Wantage Road to stop cars parking in the already narrow cycle lanes 4) Speeding	1) There is currently no proposal to complete the 'by-pass'. 2) & 3) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/Station Road in the vicinity of Sinodun Road, to alleviate congestion and increase road safety at this location. 4) Speeding is an issue for the police.

Annex 4: Wallingford Air Quality Management Area Traffic Calming

			motorcyclists (audible) will not be affected.	
16	Resident, Wantage Road	Yes	Fully supports the proposals to install speed cushions on Wantage Road and The Street, and for retaining existing on-street parking on Wantage Road.	None
17	Resident, Wallingford	Yes	Fully supports the proposals to install speed cushions on Wantage Road and The Street.	None
18	Resident, Wallingford	Yes	Strongly supports traffic calming measures which will benefit Wallingford not only in terms of air quality, but also in terms of pedestrian and cycle safety.	None
19	Resident, Wallingford	Yes	1) Concerned about the on-street parking on Wantage Road.	1) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/Station Road in the vicinity of Sinodun Road, to alleviate congestion and increase road safety at this location.
20	Resident, Church Lane	Yes	Strong support of the proposed traffic calming scheme.	None

Annex 4: Wallingford Air Quality Management Area Traffic Calming

21	Resident, The Street	No	Strongly object to the proposed speed cushions.	None
22	Resident, Station Road	Yes	Supports the proposal to install speed cushions.	None
23	Resident, Wallingford	Yes	Supports the scheme on speed and safety grounds.	None
24	Resident, The Street	Yes	In favour of the scheme. 1) Queries that one set of speed cushions along The Street was across the access to a private road.	1) The precise location of the proposed speed cushions will be confirmed at the detail design stage, and will avoid drive ways where possible.
25	Resident, Wantage Road	None stated	Did not express an opinion, either for or against the scheme. However raised the following points: 1) any traffic not wanting to travel through Wallingford is already likely to use the by-pass 2) speed cushions are likely to deter residents from travelling into Wallingford centre 3) cycling should be encouraged in order to reduced pollution 4) parking issues on Wantage Road should be resolved to enable safe cycling.	1) Surveys show that 15% of traffic is through traffic. 2) It is hoped that speed cushions will not deter residents wishing to access Wallingford. 3) This is an issue for the Air Quality Action Plan. 4) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/Station Road in the vicinity of Sinodun Road, to alleviate congestion and increase road safety at this location

Annex 4: Wallingford Air Quality Management Area Traffic Calming

26	Business Owner, Wantage Road	No	Against the proposed speed cushions.	None
27	Resident, Bampton	No	Against the proposed speed cushions.	None
28	Resident, Wanatage Road	None stated	Advises that speeding and parking problems on the Wantage Road need to be tackled.	None
29	Resident, Crowmarsh Gifford	None Stated	Does not believe that speed cushions would have much impact on traffic levels whilst it will be irritating to residents. Would favour a shared space scheme for the centre of Wallingford.	None
30	Resident, Wantage Road.	No	Against the scheme.	None
31	Business owner, Wallingford	No	Objects to the scheme. 1) Concerned the scheme will reduce trade to local businesses.	1) The proposed traffic calming scheme aims to encourage vehicles not destined for Wallingford to use the A4130 bypass whilst maintaining open access for those travelling to Wallingford.
32	Resident, Wantage Road	No	Against the scheme 1) Suggests alterations should be made to the traffic lights at the Lambs cross roads to react better to traffic flow 2) Suggests placing "Please switch off your engine" signs at traffic	1) The current setting of the traffic signals at the Lambs cross roads in conjunction with the signals at Wallingford Bridge is considered the optimum for this junction at present. This has been reviewed and alternations made since the declaration

Annex 4: Wallingford Air Quality Management Area Traffic Calming

			signals”.	of the Air quality management area in 2008. 2) The draft air quality action plan includes exploring the viability of “turn off your engine” signage.
33	Resident, Wantage Road	No	Not in favour of the scheme. 1) Feels that the installation of speed cushions will increase pollution on other roads 2) Scheme will adversely affect the businesses in Wallingford.	1) Increased emissions at low speed are associated with high proportions of acceleration and deceleration, this scheme is designed to ensure smooth, low speed driving through the areas where the speed cushions are proposed, so as to minimise abnormal vehicle emissions. 2) The proposed traffic calming scheme aims to encourage vehicles not destined for Wallingford to use the A4130 bypass whilst maintaining open access for those travelling to Wallingford.
34	Resident, Wantage Road	No	Objects to the scheme on air quality grounds, but would support a traffic calming scheme on Wantage Road to provide safe access to the town for pedestrians and cyclists. 1) feels that speed cushions encourage HGV to use routes 2) feels that air quality will worsen	1) Wantage Road and The Street are subject to weight limits preventing HGV's except “for access”. Therefore HGV use will not alter due to this scheme. 2) Increased emissions at low speed are associated with high proportions of acceleration and deceleration, this scheme is designed

Annex 4: Wallingford Air Quality Management Area Traffic Calming

			<p>due to vehicles travelling at lower speeds and accelerating between cushions.</p> <p>3) Request to ensure signage does not obstruct visibility from/to accesses.</p>	<p>to ensure smooth, low speed driving through the areas where the speed cushions are proposed, so as to minimise abnormal vehicle emissions.</p> <p>3) The location of signage will be addressed during the detailed design stage.</p>
35	Unknown	No	Feels speed cushions will have a negative effect on Wallingford.	None
36	Resident, Wantage Road	Yes	<p>Supports action to improve air quality in Wallingford.</p> <p>1) Request to review location of speed cushion in conjunction with access to properties.</p> <p>2) Parking issues on Wantage Road should be resolved to enable safe cycling.</p>	<p>1) The location of speed cushions in conjunction with conflict with accesses will be addressed during the detailed design stage.</p> <p>2) Oxfordshire County Council is progressing a Prohibition of Waiting Order (double yellow lines & 'No waiting at any time' signage) for the Wantage Road/Station Road in the vicinity of Sinodun Road, to alleviate congestion and increase road safety at this location.</p>

Division(s): N/A

TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY 2010

REVIEW OF GRANTS FOR PROVISION OF LOCALLY ORGANISED TRANSPORT SCHEMES FOR PEOPLE WITH MOBILITY IMPAIRMENTS

Report by Head of Transport

Introduction

1. This report invites the Committee to consider future funding for three locally organised community transport schemes. One, Volunteer Link-Up (VLU) is already provided with one year's experimental funding, and the other two (Didcot Volunteer Centre Car Scheme, and Cholsey Car Scheme) are new requests for grant. The report also provides information regarding cessation of the "Grovelands Shopperbus" shared taxi service for people with mobility impairments.
2. Funding is sought for an experimental period of one year only for the Didcot and Cholsey car schemes. Having formerly received such experimental funding, a longer funding period is now sought for the VLU scheme.
3. Details of all the schemes being reviewed (including the recently-withdrawn Grovelands "Shopperbus") are contained in Annex 1. For each scheme this offers detail of funding arrangements, parishes served, the number of journeys undertaken, cost per passenger journey of subsidy, a summary of consultation responses and details of any comparable alternative services available.

Grant Support Principles

4. Oxfordshire County Council has continued to give grants for a number of locally-organised transport schemes, some of which date back to the 1980s. All the schemes being considered in this report are locally-organised, where the local community is either providing funds or volunteer effort (or both) and therefore the absolute cost of these schemes is low.
5. The Council's Bus Strategy refers to the importance placed on supporting a healthy community transport sector, either through direct grants or through a range of support services and advice delivered, in the main, through Oxfordshire Rural Community Council (ORCC). Such community transport plays a large part in delivering transport for people who are unable to access conventional public transport and enable wider participation in social, recreational and community activities.
6. In the case of all three of the community car schemes, the client pays the volunteer driver a fare for the journey (which in the case of hospital journeys meeting NHS criteria may be re-claimed from the Hospital Trust on

application). It is the irrecoverable overhead costs related to the scheme organiser, the administration of the scheme, and the actions required to match journey requests with volunteer drivers which the County Council is being asked to contribute towards.

7. All volunteer car schemes are encouraged to try to secure funding from the appropriate NHS Trusts to support the costs associated with those journeys undertaken to meet hospital appointments and by clients referred to schemes by the Hospital Transport Unit. For example, it is reckoned that some 40% of all VLU journeys are made to meet medical purposes. ORCC works with schemes, collectively and individually, to lobby the NHS in this way. Nevertheless, securing financial support from the NHS has proved very difficult in the past.
8. ORCC also works with community transport projects to ensure best practice in the management of car schemes and to improve the recording of journey data. In particular, ORCC have been working with VLU to set up new software to enable such data to be provided in future. ORCC hope also that the software package, once shown by the VLU trial to be effective, may in future be rolled-out to other small-scale community transport schemes throughout Oxfordshire.
9. It is expected that this will streamline the work of many car schemes and provide direct benefits to the organisations as well as data for the schemes' funders and other partners. In particular it is hoped that the future provision of journey data that the new software will provide will at last enable car schemes (with ORCC's support) to make a more robust case to the NHS Trusts for funding from that source.
10. For each of these reviews consultation has been carried out with all the appropriate Parish Councils, District Councils and relevant County Councillors, as well as Transport For All and the Oxfordshire Rural Community Council. Specific responses are summarised for each scheme in the attached Annex and copies of all consultation responses have been deposited in the Members' Resource Centre. Any additional responses received from Members will be reported to the Committee orally.

"Grovelands Shopperbus" shared taxi service

11. Grove Parish Council had for many years organised a weekly Wednesday shoppers' service from three selected residential homes in Grove and Wantage. The service was originally started using a leased minibus with volunteer drivers, but since May 2004 had taken the form of a shared taxi service. Users of the service were picked up from their residences, taken into Wantage Market Place and then returned, all at pre-determined times.
12. At the time of the last review of this service, in 2007, continued funding for this service was considered to be a 'marginal' decision. It was considered that the loss of the shared taxi would be likely to have a significant detrimental effect to the mobility of residents of only one of the three residential homes served.

13. Since then, the case for continued funding of this service had further weakened and officers determined to conduct an early review and consultation. This was brought to a premature termination by the decision of Grove Parish Council to withdraw the service with effect from 31 October 2009.
14. Accordingly, the County Council's contribution has ceased from the same date and this represents a saving of £1,076.93 in a full year.

How the Project Supports LTP2 Objectives

15. These various services aim to enable extra transport opportunities for people with mobility impairments or the elderly. This therefore contributes to the LTP2 objective of "Delivering Accessibility". These extra transport opportunities improve access to community facilities and therefore contribute to improving the quality of life for some people, minimising the risk of social exclusion.

Financial and Staff Implications

16. The total cost of these various schemes currently amounts to £3,576.93 on a full-year basis. The total cost of the recommendations below amounts to £3,750.00 on a full-year basis. Funding for these schemes would be drawn from the Public Transport Policy budget, which is projected to be overspent. The slight increase in spending implicit in these schemes would therefore place further strain on this budget. However, the actual amounts are very small and supporting volunteer-led community transport provision is generally of much lower cost than providing transport to isolated communities or mobility-impaired people in other ways. The report is not considered to raise any staff implications.

RECOMMENDATION

17. **The Committee is RECOMMENDED to:**
 - (a) **note the closure of the Grove Parish Council's "Grove Shopperbus" shared taxi service and agree cessation of County Council financial support;**
 - (b) **pay Volunteer Link-Up (West Oxon.) £2,500.00 per annum (but with annual adjustments for inflation) to support the provision of its volunteer car scheme for a period of three years commencing 1 April 2010;**
 - (c) **pay Didcot Volunteer Centre £250.00 to support the provision of its volunteer car scheme for an experimental period of one year commencing 1 April 2010 and to ask officers to work with the organisers of the scheme and with Oxfordshire Rural Community Council to develop methods to streamline the administration of**

the scheme and to enable it to provide more robust data on the number of journeys made, journey purpose, etc;

- (d) pay Cholsey Car Scheme £1,000.00 to support the provision of this volunteer car scheme for an experimental period of one year commencing 1 April 2010, on the understanding that the age restriction policy will be lifted, and to ask officers to work with the organisers of the scheme and with Oxfordshire Rural Community Council to develop methods to streamline the administration of the scheme and to enable it to provide more robust data on the number of journeys made, journey purpose, etc.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Correspondence with service providers and user representatives (refer to contact officer)

Contact Officer: Neil Timberlake. Tel: Oxford 815585

November 2009

Supplementary Report by Head of Transport

This annex provides supplementary details in a standard format for each of the schemes under discussion in the main body of the report.

“Grovelands Shopperbus” shared taxi service – SERVICE WITHDRAWN

Current funding arrangements agreed up to: 9 December 2011 (but now prematurely terminated).

Cost of current funding arrangements: £1,076.93 per annum (with annual inflationary increases).

Other sources of funding: Grove Parish Council has supported the service financially. Other income came from the fare of £1 per single journey charged to each user.

Parishes served: (2) Grove and Wantage

Nature of service provided: A Wednesdays-only shared taxi service, organised and part-funded by Grove Parish Council, providing transport to the residents of three residential homes (two in Grove, one in Wantage) to and from Wantage Market Place.

Number of journeys undertaken: 291 per annum (at time of last review)

Cost per passenger journey: £3.44 (at time of last review)

Response to consultation:

Consultation terminated following decision by Grove Parish Council to withdraw service with effect from 31 October 2009.

Alternative services available:

Of the three residential homes served, one is earmarked for closure in the near future; one is located within 1 minute walk of a bus stop served by regular public bus service (using accessible buses) to/from Wantage Market Place.

Alternative transport for people with disabilities and mobility-impairments who are unable to use conventional public transport can be made by Octabus Dial-a-Ride.

Alternative transport for people with mobility-impairments who are unable to use conventional public transport can be made by the Wantage IAC volunteer car scheme.

Volunteer Link-Up (West Oxon.) Community Car Scheme

Foundation of scheme: Volunteer Link-Up (VLU) was founded in 1983 and has been based, since its formation, in Witney. VLU is, first and foremost, a volunteer bureau, aiming to link people who have some time to spare with people in the community who need assistance, and provides a range of services in addition to the volunteer car scheme.

Current funding arrangements agreed up to: 31 January 2010

Cost of current funding arrangements: £2,500 per annum.

Other sources of funding: Volunteer Link-Up receives funding from Social & Community Services for other aspects of its work, including S&CS clients who are referred to the VLU scheme. This support currently comprises £28,980, and is governed by a contract between S&CS and VLU. The purposes for which S&CS pay to support the VLU volunteer car service are different from those of the E&E Directorate.

Parishes served: (81) All parishes in West Oxfordshire District

Nature of service provided: Volunteer drivers use their own car to transport people who cannot use conventional public transport. Many of the clientele are elderly or infirm and cannot walk any distance. The scheme currently has some 537 clients, who are served by 49 volunteer drivers, who take them shopping, to dentists and opticians, hair and beauty appointments, to visit family members in care homes and hospitals, as well as to doctors and hospital appointments.

Number of journeys undertaken: 2,900 per annum (2008/09)

Cost per passenger journey: £0.86 (2008/09) (or £1.44 if journeys referred by non-emergency hospital transport or for medical purposes are excluded).

[For comparison, the cost per passenger journey for the Octabus dial-a-ride service in West Oxfordshire is £19.71 if one includes both the County Council and West Oxfordshire District Council's contributions].

Response to consultation:

Responses from 15 consultees, including parish councils of: Swerford, Standlake, Eynsham, Enstone, Hanborough, South Leigh, Salford, Ramsden, North Leigh, Fulbrook, Milton-under-Wychwood, Cassington, Finstock, and Witney Town Council; also Transport For All.

All respondents expressed positive support for the scheme, except for Enstone, South Leigh and Salford Parish Councils, which were more neutral, expressing either that they were unaware of the service, or that they had "no objections".

Standlake, Fulbrook, Hanborough, and Eynsham Parish Councils report that they contribute to the car scheme financially. A member of Hanborough Parish Council is a volunteer driver for the scheme.

Alternative services available:

Alternative transport for people with disabilities and mobility-impairments who are unable to use conventional public transport can be made by Octabus Dial-a-Ride, which serves all parishes in West Oxfordshire District.

Alternative community transport schemes for people with mobility-impairments who are unable to use conventional public transport are available in 36 West Oxfordshire parishes (of which Villager Community Bus – a scheduled service similar to conventional public transport services – is the only alternative service in 17 parishes).

45 parishes in West Oxfordshire have only the Octabus and Volunteer Link-Up schemes to provide transport for those unable to use conventional public transport.

Didcot Volunteer Centre Car Scheme

Foundation of scheme: Didcot Volunteer Centre was established in March 2000 and is based currently in a room at the Methodist Church in Didcot. The Centre offers a volunteer car scheme, serving Didcot and the surrounding villages.

Current funding arrangements agreed up to: This is a new funding request.

Cost of funding arrangements requested: No specific sum requested, but officers suggest £250 per annum to meet current reported deficit.

Other sources of funding: The Volunteer Centre reports an income of £4,102.99 in 2008, of which £1,014 was received in the form of grants. The reported expenditure was £4,338.52 in the same year and the organisation thus recorded a loss of £235.53. Whilst the organisation has reserves of just under £6,500, the scheme organisers are concerned about the continuing losses, and of the possibility of increased costs. In addition, it is stated that the £264 annual grant received from South Oxfordshire District Council is not being renewed. Oxfordshire County Council's Social & Community Services Directorate supports the Volunteer Centre with a grant of £500 in recognition of the number of journeys which the car scheme undertakes to and from Council-run Day Centres. This supplements the Council's own transport provision, either to provide journeys for new clients where there is no Council-provided transport available or where the only Council provision can only provide for part of the client's transport needs.

Parishes served: (15); Nine in South Oxfordshire District (Aston Tirrold; Aston Upthorpe; Didcot; East Hagbourne; Little Wittenham; Long Wittenham; North Moreton; South Moreton; West Hagbourne); Six in Vale of White Horse District (Blewbury; Chilton; Harwell; Milton; Steventon; Upton).

Nature of service provided: Volunteer drivers use their own car to transport people who cannot use conventional public transport. The scheme currently has some 400 clients, who are served by 17 volunteer drivers, who provide transport to meet a variety of purposes (see below).

Number of journeys undertaken: Information provided by Didcot Volunteer Centre shows that the car scheme undertook 736 journeys in the period 1st January to 30th June 2008, of which 33.4% were for shopping, 21.2% for trips to hairdressers, 9.8% for hospital visiting, 7.6% for journeys to social clubs, 5.7% for trips to dentists, 3.8% for trips to opticians, and 18.5% for 'other' purposes.

Cost per passenger journey: £0.17 (based on full-year projections of reported patronage figures above)

Response to consultation:

Responses from 5 consultees, including parish councils of: East and West Hagbourne; and Didcot Town Council; also Transport For All and Cllr Patrick Greene.

All respondents expressed positive support for the scheme.

Cllr Patrick Greene stated “This car scheme serves not only Didcot but also local surrounding villages, and is of great value to local residents who are unable to use public transport. This scheme offers a service that I would not want to see withdrawn”.

Alternative services available:

Alternative transport for people with disabilities and mobility-impairments who are unable to use conventional public transport can be made by Octabus Dial-a-Ride, which serves all parishes in Vale of White Horse District. However, there is no comparable dial-a-ride service for those parishes in South Oxfordshire District.

Alternative community transport schemes for people with mobility-impairments who are unable to use conventional public transport are only available in 2 of the 9 South Oxfordshire parishes served, and 2 of the 6 Vale of White Horse parishes served.

Cholsey Car Scheme

Foundation of scheme: Formed in 2000. The scheme has a co-ordinator who is paid for six hours' work each week. The scheme does not have any premises, as the co-ordinator works from home.

Current funding arrangements agreed up to: This is a new funding request.

Cost of funding arrangements requested: £1,000 per annum.

Other sources of income: The scheme has supported itself significantly in the past, raising some £600 per annum from cake and book sales towards its current £1,200 per annum running costs. However, it is expected that these costs will now rise to some £1,800 per annum in the course of compliance with employment legislation, and this may threaten the continuation of the service without the surety of a grant contribution.

Parishes served: (1) Cholsey.

Nature of service provided: Volunteer drivers use their own car to transport elderly and disabled residents of Cholsey who cannot use conventional public transport. The scheme currently has "over 40" clients, who are served by 25 volunteer drivers, who provide transport to meet a variety of purposes. Clients tend to be over 70 years old, and reach 90+.

Number of journeys undertaken: Information provided by the scheme shows that they undertook 151 return journeys in the period October to December 2008. These were made up of 64 shopping; 29 doctors' appointments; 21 hairdressers; 21 church meetings; 12 visits to friends, and 4 opticians. It is significant that there were no hospital visits in the period. It is understood, however, that such journeys are typically made around 4 or 5 times each month. Nevertheless the very small demand made on this car scheme for health reasons is unusual when viewed against most car schemes in Oxfordshire.

Cost per passenger journey: £0.83 (based on full-year projections of reported patronage figures above)

Response to consultation:

Responses from 3 consultees, comprising Cholsey Parish Council; Transport For All and Cllr Patrick Greene. Two respondents expressed positive support for the scheme. Transport For All expressed reservations.

Cllr Patrick Greene stated "This scheme deserves the support of the local county councillor".

Cholsey Parish Council stated: "The Community Car Service...takes residents to church meetings, hairdressers, shopping and a host of other places which we feel is beneficial to the elderly or disabled people of Cholsey."

Transport For All stated: "It is noted that this scheme only deals with people who are 60 or over. This certainly is not "transport for all", and we have concerns about anyone under 60 who has mobility problems living in Cholsey. Also the ratio of drivers to clients is very generous and works out at 1.6 clients per driver, whereas another scheme supported by OCC has 12 clients per driver. As regards the annual grant, this seems very generous considering the relatively low number of journeys undertaken. In conclusion, the view of Transport For All is that we would want to see the age restriction removed, and an increase in passenger journeys."

Cholsey Car Scheme has been approached by officers to seek clarification of their age-restriction policy. We are advised that this policy is in practice not rigidly applied. People with a disability or mobility-impairment below this age would not be turned away without good cause. The car scheme organisers have a concern that they lack the skills or, in some cases, the physical strength to accept clients who require manual handling. Officers have put them in touch with the trainer at ORCC who provides MIDAS and PATS training free of charge to community transport schemes.

Alternative services available:

No alternative dial-a-ride or community transport scheme is available for residents of Cholsey parish.

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Division(s): N/A

TRANSPORT DECISIONS COMMITTEE – 11 FEBRUARY 2010

REVIEW OF FUNDING FOR EXTERNAL TRANSPORT POSTS

Report by Head of Transport

Introduction

1. This report follows on from a report to the Cabinet Member for Transport on 27 March 2008 (endorsed by the decision of a further meeting on 26 March 2009) and invites the Committee to formally approve funding for a further year to support the employment of three externally-based posts based at Oxfordshire Rural Community Council (ORCC), each with a complementary remit to advise, assist and encourage the provision of transport in various ways by the community and voluntary sector. Further consideration of funding for these posts takes place in the light of the decisions made by the various district councils in Oxfordshire.
2. These posts are long-established, having been introduced progressively since 1984 (Community Transport Advisor), 1988 (Disability Transport Advisor / Trainer {originally as Oxfordshire Transport Co-ordinator}) and 1999 (OCTAP Officer {originally as Rural Transport Partnership Officer}).
3. These posts are jointly funded by the various district councils and Oxford City Council, and are managed through OCTAP, the Oxfordshire Community Transport and Accessibility Partnership.
4. On 27 March 2008 the Cabinet Member for Transport agreed, inter alia “to fund the continuation of the external transport posts...for a period of four years, subject to annual review and to the continuation of appropriate levels of funding from district councils”. The amount of funding agreed was £86,290 per annum, with annual increases for inflation.
5. On 26 March 2009, accordingly, officers reported to the Cabinet Member for Transport a first annual review of the funding for these posts. On that occasion the Cabinet Member for Transport agreed:
 - (a) To confirm funding of the external transport posts in the amount of £86,290 for the financial year 2009/10, subject to the continuation of appropriate levels of funding from district councils;
 - (b) To pay a grant for this provision to ORCC to provide these posts for 2009/10 and to review continuation of this grant funding towards the end of that period; and
 - (c) To agree that funding for the ORCC proposal for offering enhanced support to the community transport sector is not supported at present

but to continue dialogue on the benefits that this might bring in the future.

6. The funding structure agreed in 2008 has allowed ORCC to employ three FTE posts, one of which has been filled until recently with a job-share arrangement. A report from ORCC summarising the responsibilities and work-streams of the members of the transport team is attached at Annex 1.
7. As will be apparent, the ORCC transport team has provided a wide range of advice and support to community transport groups, parish councils, Oxfordshire district councils, Oxfordshire County Council and, through RASP (the South East England Development Agency's "Rural Access to Services Programme"), has been able to support a number of local initiatives.

Financial and staff implications

8. ORCC have indicated that the costs (based on their established policy of Full Cost Recovery) of providing the work-streams based on three full-time equivalents would continue to amount to some £153,750 for 2010/11 (i.e. there would once again be no requirement for an inflationary increase for the forthcoming year).
9. As discussed above, these posts are jointly funded. Each district council will be making its own decision on further funding.
10. West Oxfordshire District Council is understood to be expecting to continue grant funding for the ORCC transport team at the present level (i.e. without any inflationary increase), subject to the outcome of its overall budget-setting process. However, this funding commitment is likely to be dependent on the level of contributions made by the other funding councils.
11. Vale of White Horse District Council is consulting on a proposal to reduce its rural transport funding grant to ORCC by £8,000. The consultation finishes on 21 January and the council's budget will then be approved at a meeting on 15 February. It is understood that ORCC have been formally advised of this likely budget reduction, but have been told that Vale of White Horse District Council would not object if ORCC wished to reallocate some of the funding, that the Vale provides for other ORCC services, in order to maintain its rural transport services. There may, subject to ORCC's decision, therefore be no impact on Vale's funding for the transport team with which this report is concerned.
12. Cherwell District Council's budget will not be finalised until the end of February, but County Council officers are advised that current working papers allow for the same level of contribution to ORCC as in the current financial year.
13. South Oxfordshire District Council's Cabinet has approved that Authority's grant to ORCC at the same level as the current financial year, but this

decision must be endorsed by a full council meeting on 18 February before it takes effect.

14. Oxford City Council's position is not known at the time of completing this report. It does, however, make a smaller contribution to the funding of the transport team than the other authorities. Details of the City Council's decision will be reported to the Committee orally, if known by the time of the meeting.
15. For the current financial year the funding from each source has been:

Oxfordshire County Council	£86,290
Oxford City Council	£ 5,000
Cherwell District Council	£15,615
South Oxfordshire District Council	£15,615
Vale of White Horse District Council	£15,615
West Oxfordshire District Council	<u>£15,615</u>
Total required funding	£153,750
16. As discussed above, no district council's funding for 2010/11 is formally known at the time of writing this report. Details of known commitments, and any variance from the expected position, will be reported orally to the meeting. This may require a change to the decision to be taken by this Committee. If this proves to be the case then I will make my revised recommendation orally in the light of the decisions of the district councils.
17. In addition to the County Council's share of the costs of supporting the transport posts shown above, there is also a further £8,500 already agreed to be provided as a delegated fund to cover the costs of training provision for the drivers of community transport services. In 2008/09 this fund was not fully utilised, just £4,250 having been drawn from it. In the current 2009/10 financial year it is anticipated that the same will occur. On this basis, the total annual expenditure by Oxfordshire County Council is therefore currently £90,540.00.
18. Funding is available within the Public Transport Policy budget which could be used to cover the required sum to maintain the existing level of ORCC provision.

How the project supports LTP2 objectives

19. The work-streams of the ORCC transport team contribute to the LTP2 objective of "Delivering Accessibility". The extra transport opportunities encouraged and facilitated by the external transport team improve access to community facilities and therefore contribute to improving the quality of life for some people, minimising the risk of social exclusion.
20. The work of the external transport team supports the development and continuation of community transport schemes throughout Oxfordshire, providing an independent source of advice and practical assistance to the volunteer sector. Community transport projects enable local communities to

support their own transport needs in a targeted, cost-effective way. Where the County Council provides direct financial support to community transport schemes it is often at a much lower subsidy cost per passenger journey than 'mainstream' provision of equivalent services in rural areas through the Council's bus subsidy budget.

21. Such support and advice is at least as important as the availability of finance in providing community transport services. The external transport team works to identify transport needs, promote community transport and directly help local people to organise, establish and run community transport schemes. In addition, ORCC issues guides and advice publications (in the past year these have included a Directory of Community Transport; a Guide to Best Practice in Oxfordshire Community Transport; a Volunteer Drivers' Handbook; and a Parish Transport Representatives' Handbook).

RECOMMENDATION

22. **The Committee is RECOMMENDED:**

- (a) to confirm funding of the external transport posts in the amount of £86,290 for the financial year 2010/11, subject to the continuation of appropriate levels of funding from district councils; and**
- (b) to pay a grant for this provision to ORCC to provide these posts for 2010/11 and to review continuation of this grant funding towards the end of that period.**

STEVE HOWELL
Head of Transport

Background papers: Correspondence with ORCC and minutes of OCTAP meetings
(refer to contact officer)

Contact Officer: Neil Timberlake. Tel: Oxford 815585

November 2009

ORCC Transport Team Report 2009 - 2010

1. Introduction. The team is managed by Meryl Smith, Deputy Chief Executive ORCC and led by Philip Newbould, OCTAP Officer.

Last year the post of Community Transport Adviser operated as a job share between Alix Michaelis and Emily Lewis. The resignation of Alix in December 2009 was off-set by Emily moving onto a full time basis. Current staff is:

- OCTAP Officer - Philip Newbould
- Community Transport Adviser - Emily Lewis
- Disability Transport Adviser/Trainer - Gwyn Huish

2. Overview. Team working has resulted in the publication of two new documents which will help volunteers in Oxfordshire

- Parish Transport Representatives' Handbook – produced in conjunction with OCC and OALC sets out clear information to help PTR's understand their role and how they can obtain help and information. All PTR's have been provided with a copy and Parish Councils that do not have a PTR have been sent a copy with a further encouragement to appoint one.
- Volunteer Drivers' Handbook – primarily aimed at private car drivers, the handbook gives general information and advice to drivers using their own cars to facilitate access to services for those unable to travel by other means.

We have already received very positive feedback from recipients.

In addition the Directory of Community Transport in Oxfordshire has been updated and reissued. This document is always well-received and heavily used by a range of different statutory and voluntary agencies around the county.

Two training and networking events were held with all CT schemes in Oxfordshire invited. The first event was particularly notable with an invited speaker from Oxfordshire PCT presenting on the possible effects of a flu pandemic. This coincided with the first outbreaks in the UK and was extremely useful with schemes volunteering to act as 'flu buddies' for those who would otherwise have had no assistance.

There is no other available means of presenting to and networking with representatives of CT schemes and the ORCC's contacts with schemes is a key resource. The training and networking events along with the Newsletter enable ORCC to monitor and advise on issues arising either by legislative changes or local problems encountered. Typically in the year these have included the requirements of the Independent Safeguarding Authority and the resolution of some of the parking issues at the Oxford hospitals. Currently we are discussing with Oxfordshire PCT the Healthcare Travel Costs Scheme and how it might operate in a more 'user friendly' manner. We also continue attempts to engage the PCT in providing financial support for the schemes and have recently conducted a 3 month long survey of usage. The results of this survey are currently being analysed.

It has previously been noted that the northern part of Oxfordshire has few community transport schemes and in conjunction with Cherwell District Council a study has been completed of all parishes. This identified levels of awareness and interest in volunteering as drivers as well as interest in establishing schemes. This was linked by ORCC with the new Good Neighbours Scheme initiative developed by Health and Social Care with OCVA. As a result two new transport schemes are being established in Cherwell District with other enquiries being developed.

This networking and contact with Parish Transport Representatives alerted ORCC to requests from West Oxfordshire parishes for improved evening and weekend services to and from Witney. This has led to an adaptation of the pre-area review survey for the Witney Review in 2010 and encouraging parishes to look at possibly forming a Community Bus service. Initially a group of parishes led by Long Hanborough are looking at a private hire service to determine demand.

Some individual activities are noted below.

3. OCTAP Officer. The post can be divided into two parts

- Facilitation of partnership working with other statutory and voluntary bodies
- Administration of RASP providing grants to improve access to services

Partnership working has taken place with individual bodies particularly

- LTP3 team including focus group meeting.
- Public Transport at OCC on a number of issues including area reviews and developing bids for financial support from voluntary schemes.
- Children Young People and Families at OCC on Barriers to Positive Activities for Young People
- Health and Wellbeing Partnership and its Ageing Successfully project
- Oxfordshire PCT on support for the voluntary sector.
- Health and Social Care at OCC on the Oxfordshire change initiative for older people with higher support needs.
- West Oxfordshire DC and OCC Public Transport on issues surrounding access to Witney.
- Faringdon Area Plan group on access issues arising from their Healthcheck.
- Wantage, Grove and District on transport and access issues from their Healthcheck.
- Octabus Dial-a-Ride Consortium.
- Concessionary Fares Group. Continued to act as chair of the county wide officers group and looking towards the changes proposed to administration of the national scheme.
- RASP has continued to allocate grants as agreed by partners at about £100,000 p.a.

4. Community Transport Adviser. As stated this one post was held by two people on a Job Share basis but is now solely filled by Emily Lewis. The post is designed to help new and existing voluntary schemes and to support parishes in identifying unmet transport needs. During this review period the following work has been carried out

- In conjunction with Public Transport Area Reviews parishes are offered support in carrying out transport needs surveys. In the Bicester review 8 surveys were completed and 1 in the Abingdon review. These surveys are time critical to fit the overall schedule and took an estimated 100 days of officer time.
- In view of the interest from parishes in access to Witney we are developing an extended survey to look closely at the problems and act as evidence in the review consultation. This is requiring us to bring forward our communication with parishes and surveys will commence shortly.
- Continued to administer the Octabadge scheme which allows volunteer drivers unlimited free parking at the hospitals. The scheme this year has been extended to Churchill Hospital and the Nuffield Orthopaedic Centre.
- Working with Watlington to set up a new voluntary car scheme.
- Reviewed with parishes in Cherwell the need for more CT Schemes.
- Working with Good Neighbour Schemes in Bodicote and Beckley to establish driving in the schemes.
- 3 Newsletters produced and distributed to voluntary schemes and Parish Transport representatives.
- Administered Public Liability Insurance arrangements for voluntary car schemes.
- Attended AGMs of Volunteer Link-up, Witney and Faringdon Community Bus.

6. Disability Transport Adviser/Trainer. This post falls into two parts

- Disability advice and training
- Stewardship of Transport For All

Advice and training has involved 150 candidates this period similar to 2008/2009. The training embraces minibus, MPV and cars but also includes Passenger Assistant and Disability Awareness training to a wide variety of organisations including

- Community Bus Operators - Faringdon, Stanford-in-the-Vale, Villager and Richard Wellesley (Buckland)
- Social Organisations - Henley Handibus
- Hospice and Mental Health Organisations – Styleacre, Response, Helen and Douglas House, Oxfordshire MIND, Family & Children Enterprises, Restore
- Other Organisations - Barnardos (Launton), British Red Cross, NOMAD

Often there have been follow up meetings discussing legal requirements, good practice and vehicle purchase and adaptation.

Transport For All has expanded with the membership now over 100 individuals either acting for themselves or representing organisations or groups. Main activities have been

- Regular group and sub-group meetings.
- Regular liaison with Access Groups.
- Regular meetings and liaison with major bus operators - Stagecoach and Oxford Bus.
- Meetings of Oxfordshire Learning Disability Partnership Board
- Responding to consultations

The DTAT has Chaired TFA for a number of years but has advised the group that he will be resigning from the post this year. He will continue to attend meetings and support TFA fully but this move will make TFA more independent.

Outcomes

It can be seen that the above activity has contributed or will contribute to the achievement of the following outcomes, which have been identified for work of the Transport Team

- Policy makers and transport providers are more aware of local access needs and issues, the advantages of community transport and other community initiatives and the need to support them
- More supportive policies and strategies are adopted by the relevant agency/ies
- Transport and other services are designed to be better suited to meeting community needs
- More measures are introduced which benefit community transport schemes
- More agencies involved in service and transport provision explore opportunities for resource sharing and co-ordination of policy and provision
- People in rural, and other marginalised/isolated, communities benefit from improved or extended provision achieved through joint working by service providers and/or improved use of existing resources
- Service providers and members of communities are more aware of opportunities available and examples of good practice
- Community transport schemes themselves are helped to continue and be stronger and more effective
- More/improved and accessible transport provision is achieved to meet local needs and, where possible, to contribute to a reduction in energy consumption
- More people in communities have access to external services

7. Future Activity. It is hoped to continue to provide similar services to those shown in this report. Subject to work capacity we welcome the opportunity to provide more support to voluntary schemes and parishes through the PTR network. In the current economic climate it can be anticipated that the demand for volunteers and transport will increase but it may also provide an opportunity to extend the voluntary schemes. The ORCC Transport Team will endeavour to meet these demands and support the implementation of Manifesto Pledges.

By helping to fund the work of the ORCC's Community Transport Team, in conjunction with the District Councils, the Council is supporting the implementation of the current administration's manifesto pledges in the following ways:

'We will make it easier to get around Oxfordshire'

We are promoting and supporting community transport provision which complements the public transport services for which the Council is responsible, particularly in the rural areas where more conventional provision is more difficult to deliver.

'We will promote safer and greener communities'

The Council wishes to promote self-help in the community and to encourage volunteers to support their local community. This is the main focus of our community transport work and it is clear from discussion at a recent networking event for CT schemes that there is a growing need and desire to recruit more volunteer organisers and drivers, which we will be developing and supporting in the coming year.

'We will improve opportunities for young people'

'We will improve services for older people'

The transport needs of these two sections of the community are regularly raised at a strategic level by the OCTAPO, who is advocating a joined-up approach to organising and delivering transport services by the range of different statutory and voluntary agencies who are currently addressing particular needs in isolation. His membership of a number of key inter-agency working groups looking at particular needs offers opportunities to promote partnership working within and across groups, in order to explore means of improving provision within existing resources.

Community transport schemes are a key means of improving the quality of life and access to services of older people, especially in the rural areas, where there is a greater proportion of older people and an increased risk of isolation.

Focussing on localities

Support for the work of the ORCC enables the Council to help to address locality needs in the communities outside the identified high priority areas of the county towns and Oxford City.

**Oxfordshire Rural Community Council
January 2010**

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