

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

CABINET MEMBER FOR TRANSPORT – 16 FEBRUARY 2012

WEST OXFORDSHIRE DISTRICT: PROPOSED WAITING RESTRICTIONS

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

Introduction

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

Background

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

Formal Consultation

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

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

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

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

7. Annex 2 sets out a detailed summary of responses received along with officer comments. Copies of the original correspondence are available for inspection in the Members' Resource Centre.

8. In Bladon, the number of responses (89) indicated a much higher engagement with the local community than elsewhere. To reflect this, officers have again met on site with parish council representatives, and some local residents, to seek a way forward. These further discussions have not helped achieve a compromise that would satisfy all parties, but the parish council has confirmed its view that they could not abandon this project which began in response to appeals from residents who seriously believe that their lives are at risk, due to obstructions to access. They urge the county council to agree

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

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

Possible amendments to proposals in the light of responses

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

How the Project Supports LTP3 Objectives

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

Financial and Staff Implications

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

RECOMMENDATION

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

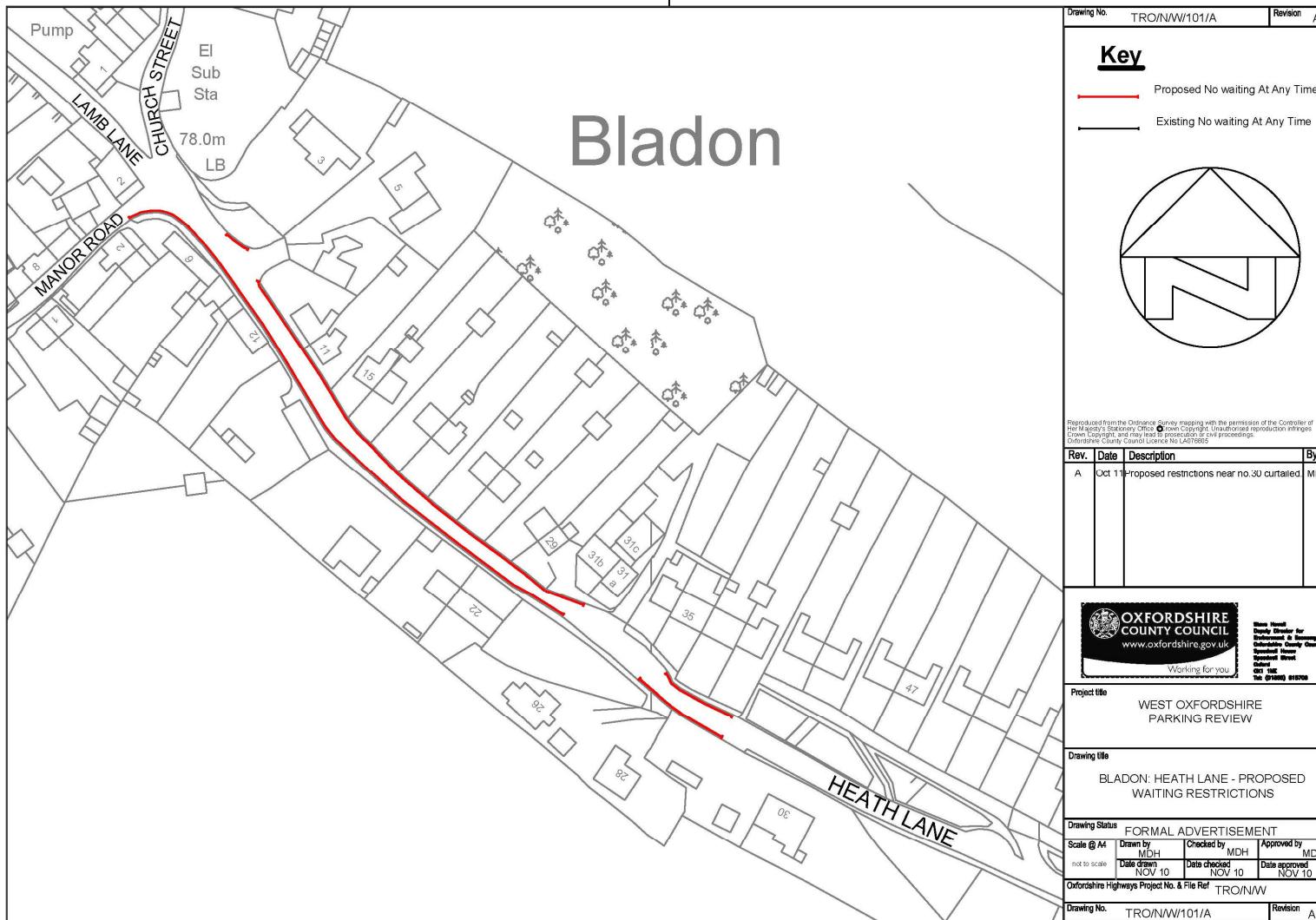
STEVE HOWELL

Deputy Director for Environment & Economy – Highways & Transport

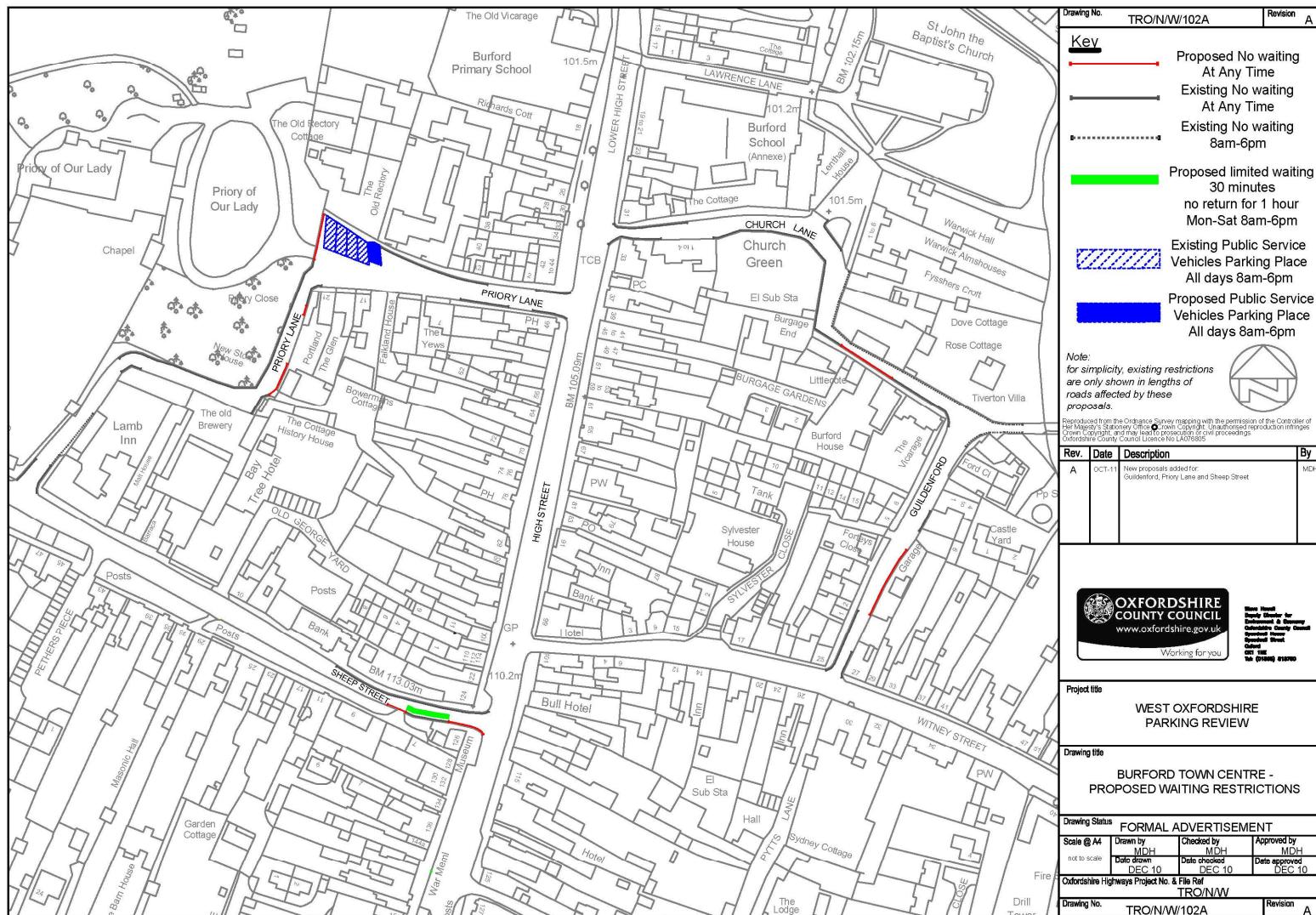
Background papers: Consultation Documentation

Contact Officer: Mike Horton Tel: 01865 810504

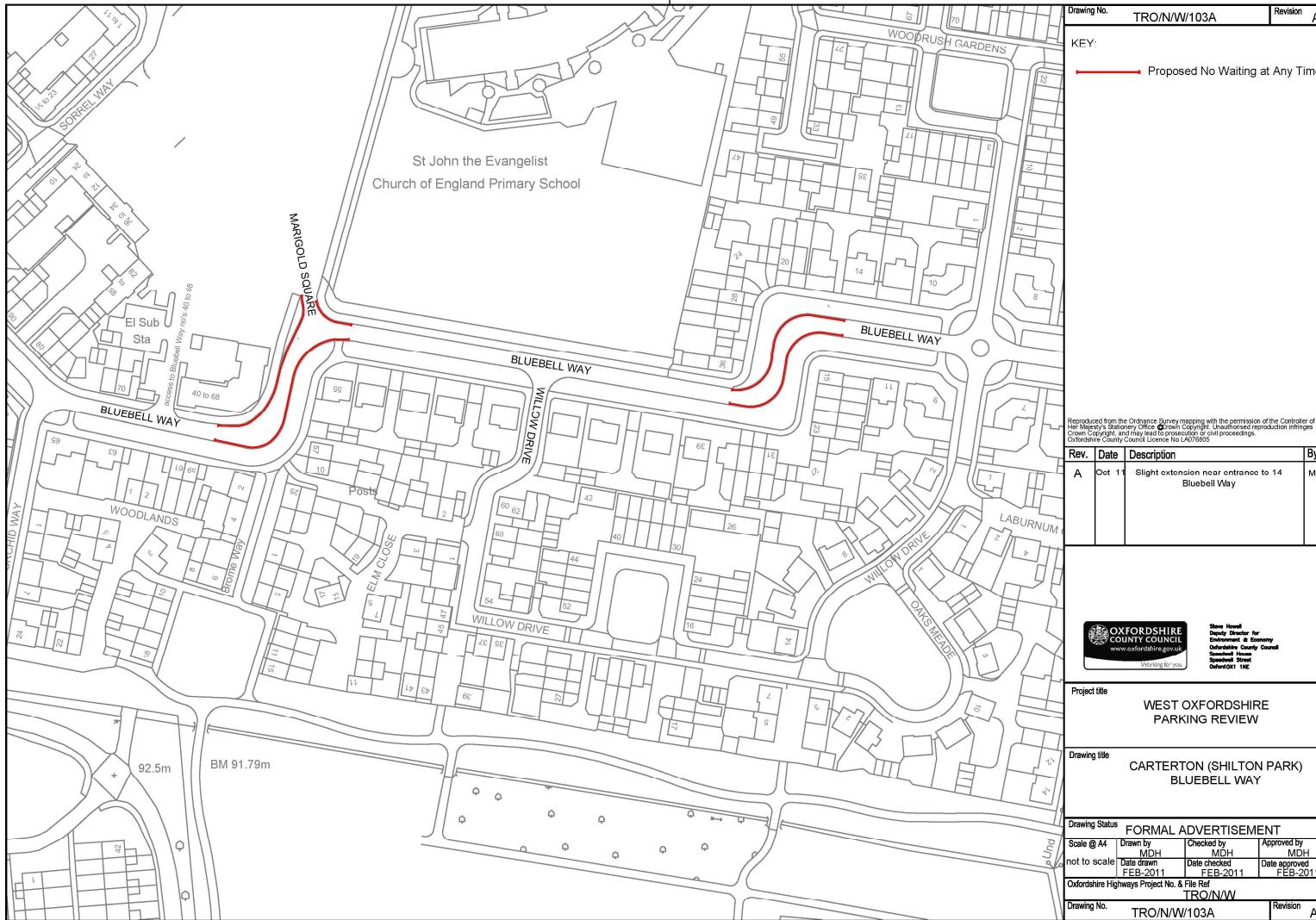
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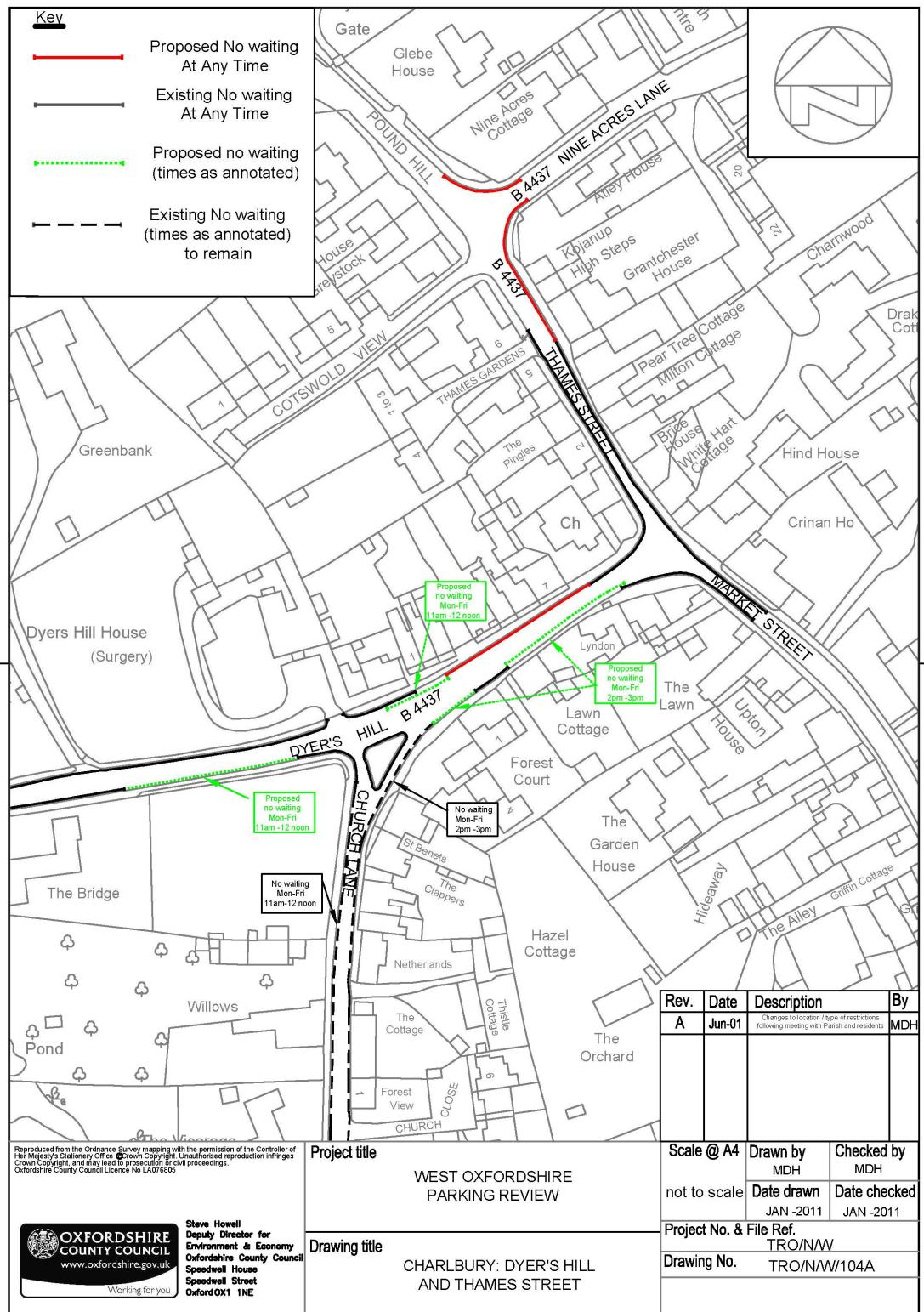


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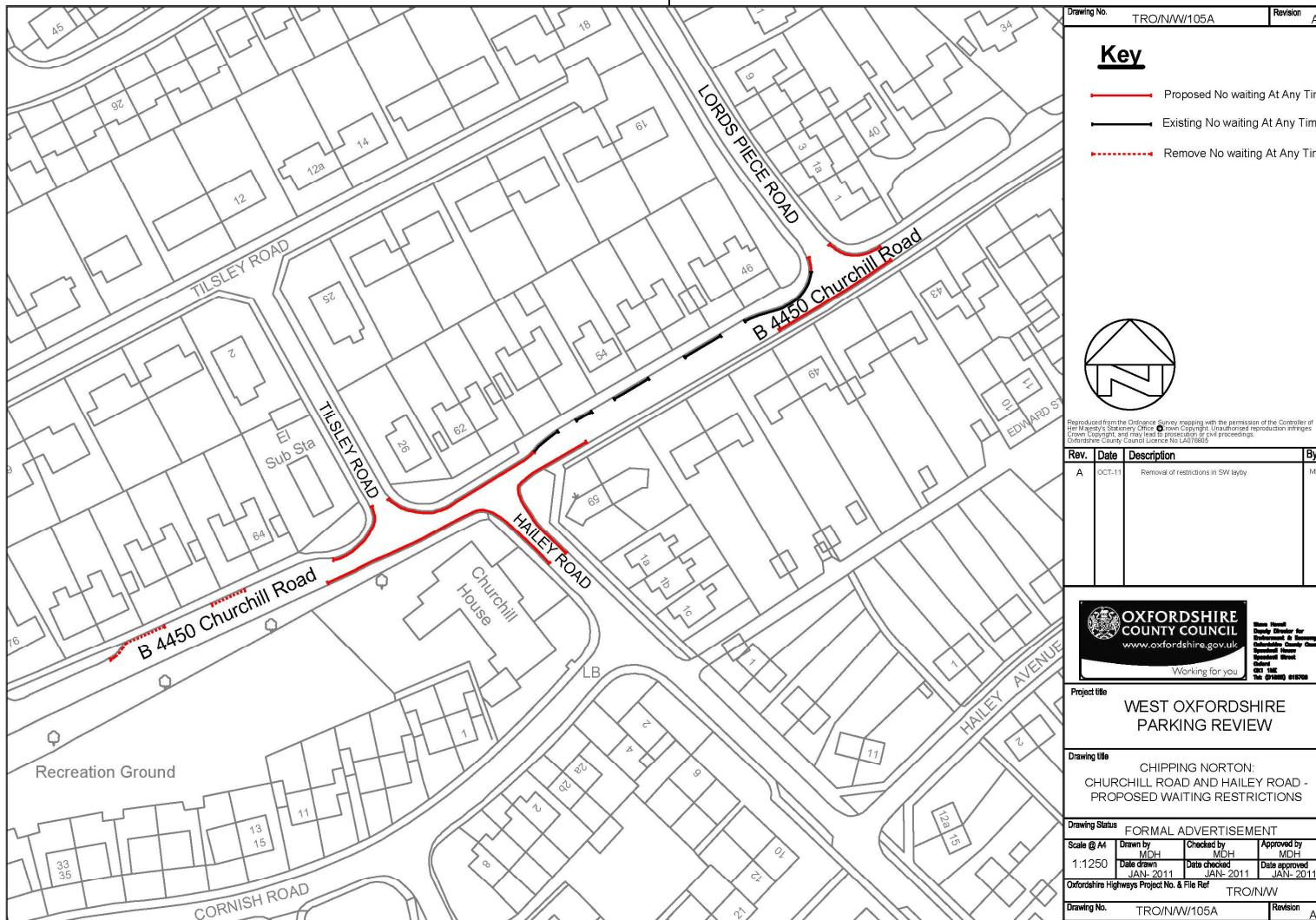


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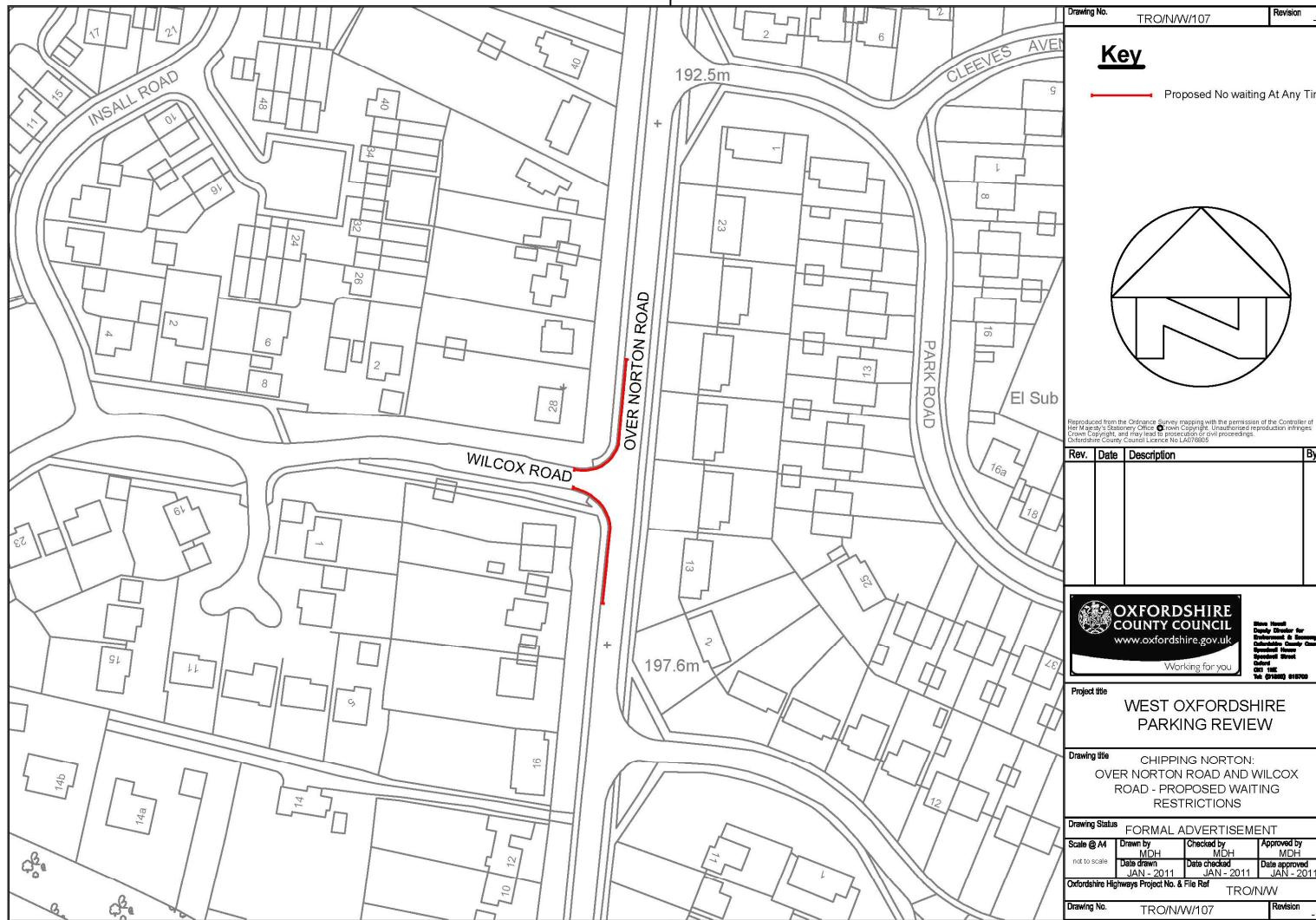




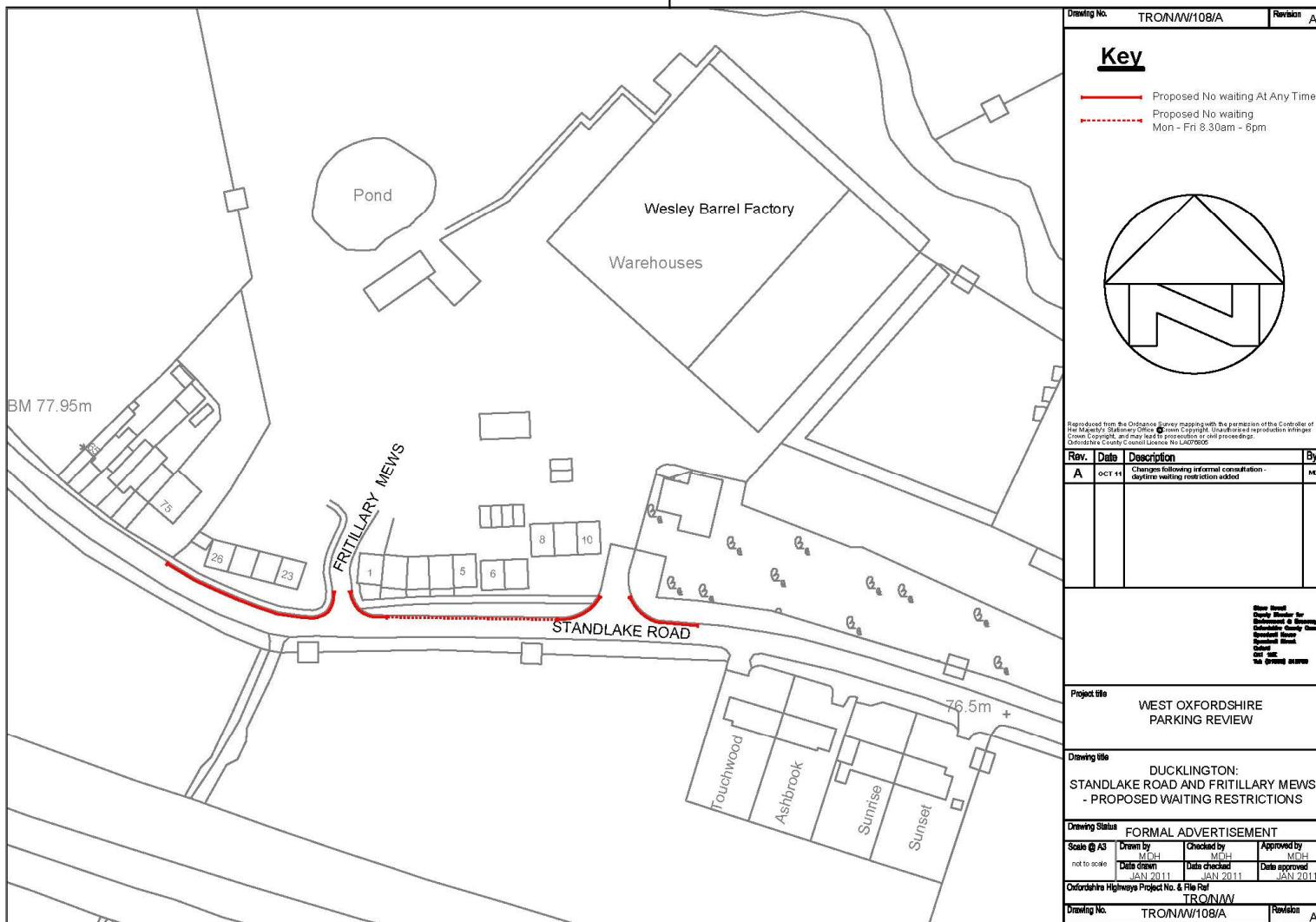
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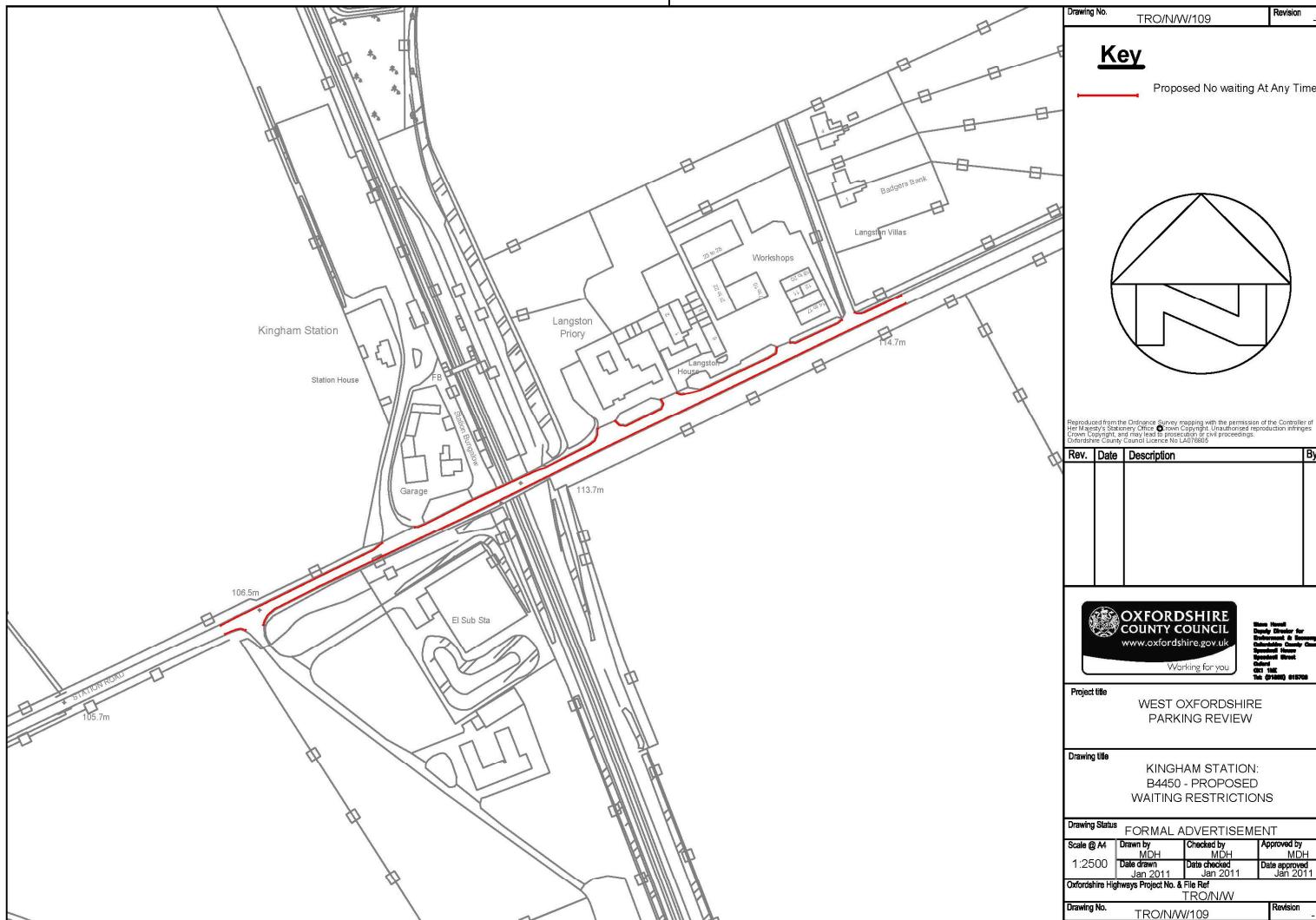
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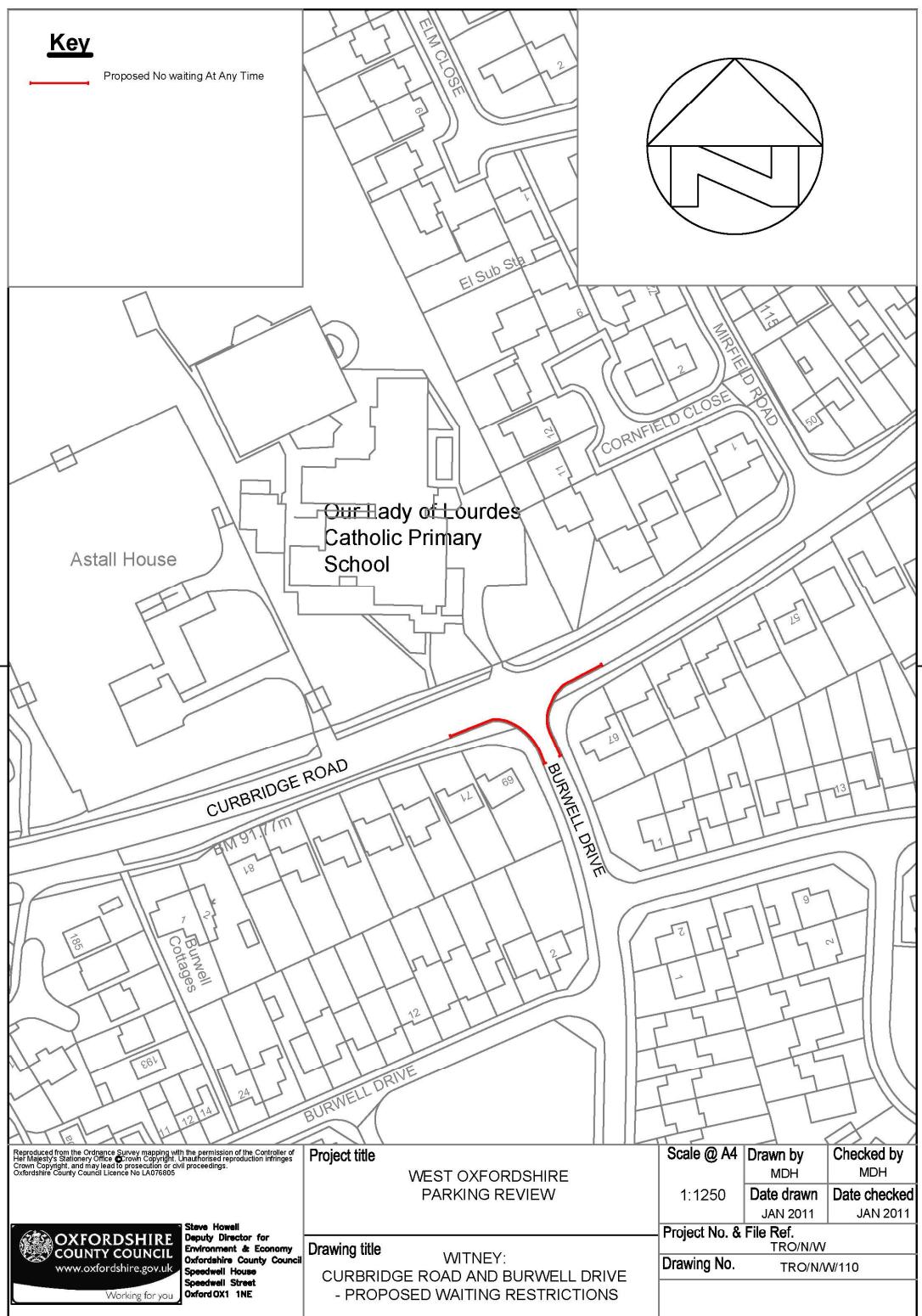


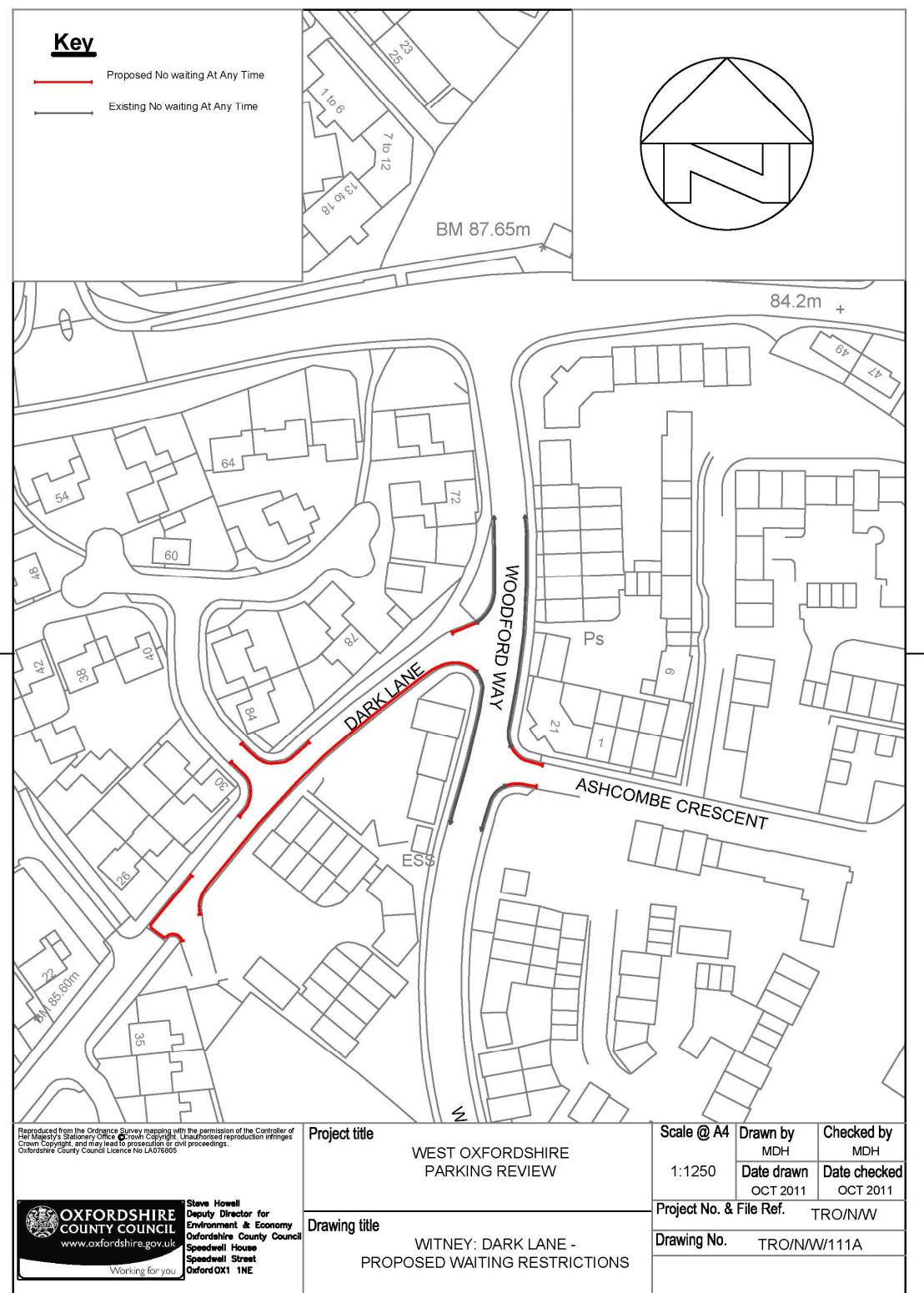
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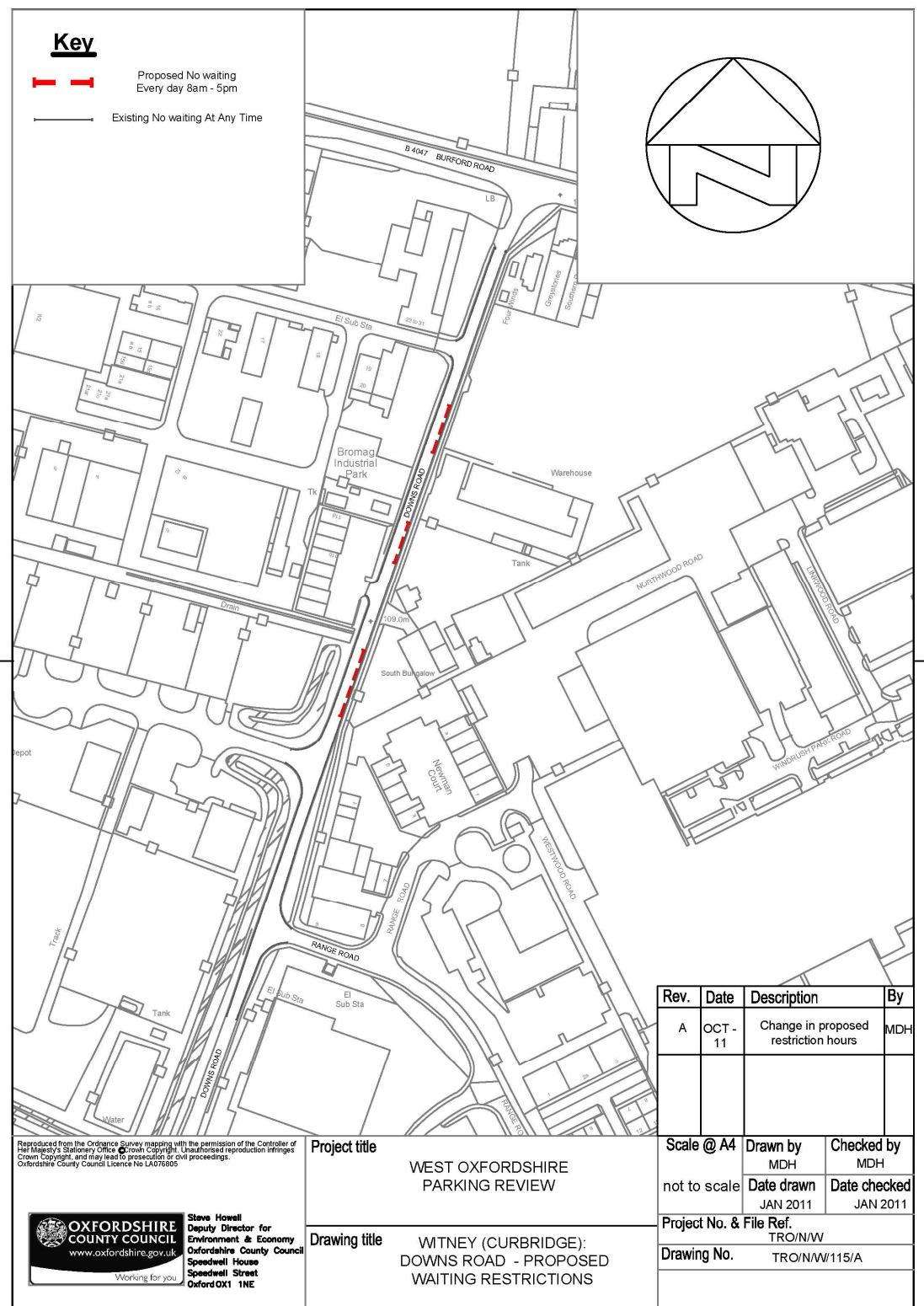


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