



***Delegated Decisions by Cabinet Member for  
Environment (including Transport)***

***Thursday, 12 June 2014 at 10.30 am (or at the rising of the  
Transport Advisory Panel whichever is later)  
County Hall, New Road, Oxford***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 20 June 2014 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

*Peter G. Clark.*

Peter G. Clark  
County Solicitor

June 2014

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

Note: Date of next meeting: 24 July 2014

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

### 1. **Declarations of Interest**

### 2. **Questions from County Councillors**

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

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

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

### 3. **Petitions and Public Address**

### 4. **Proposed Amendments to Headington Central CPZ** (Pages 1 - 16)

*Forward Plan Ref:* 2014/032

*Contact:* Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE4**).

### 5. **Proposed Disabled Persons Parking Places - West Oxfordshire** (Pages 17 - 24)

*Forward Plan Ref:* 2014/031

*Contact:* Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE5**).

**6. Dissolution of the Oxfordshire Waste Partnership** (Pages 25 - 28)

*Forward Plan Ref:* 2014/062

*Contact:* Tom Flanagan, Service Manager – Planning, Environment & Transport  
Policy Tel: (01865) 815691

Report by Interim Deputy Director for Environment & Economy – Strategy & Infrastructure Planning (**CMDE6**).

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CMDE4

Divisions: Headington & Quarry
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## **CABINET MEMBER FOR ENVIRONMENT– 12 JUNE 2014**

### **PROPOSED AMENDMENTS TO HEADINGTON CENTRAL CPZ**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections to formal consultations on proposals to amend parking restrictions in several streets in central Headington.

#### **Background**

2. The proposals in this report arise out of a request from local councillors to address a number of issues in the roads adjacent to the centre of Headington. The proposals are designed to provide additional short-term parking close to the shopping area, assist the flow of traffic (particularly buses) along Osler Road, improve facilities for cyclists on Kennett Road, and provide additional parking for residents in the vicinity of All Saints Church. The proposals for Osler Road in particular were the subject of informal consultations carried out by councillors.

#### **Formal Consultation**

3. In April 2014 formal consultation took place on the package of proposals, with copies of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice deposited for public inspection at County Hall and Headington Library. At the same time, the Council wrote to local residents and businesses affected by the proposed changes and public notices were displayed at each site and in the Oxford Times (plans of the proposals are at Annex 1).
4. A total of thirteen responses were received. Six of the responses were specifically regarding the proposals for Osler Road, four regarding Kennett Road, two regarding New High Street and one gave the proposals an overall welcome. These are summarised at Annex 2.
5. In response to these comments it is suggested that the proposed change to parking outside Nos. 43/45 Osler Road and the proposed parking bay on New High Street (adjacent to the church) do not proceed.

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

6. The cost of all the proposed work under consultation, including that described in this report, will be met primarily through the Local Sustainable Transport Fund for Headington.

## **RECOMMENDATION**

- 7. The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for the Headington area as advertised and amended as described in this report ie excluding the proposed changes to parking outside 43/45 Osler Road and the proposed parking bay on New High Street adjacent to the church.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

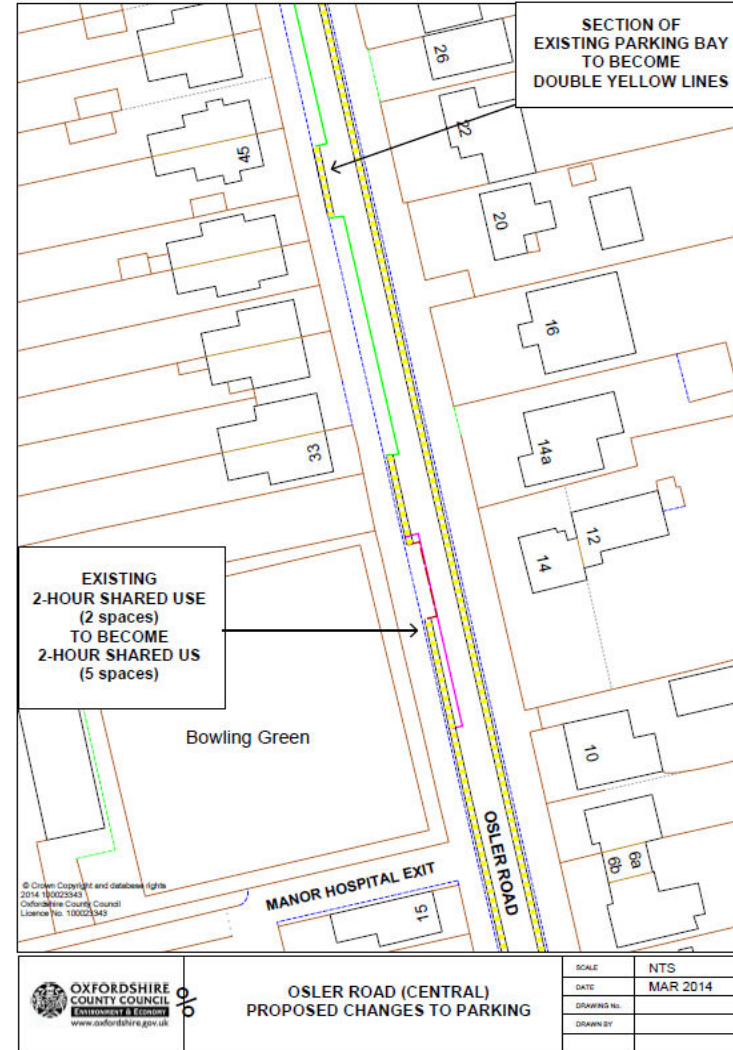
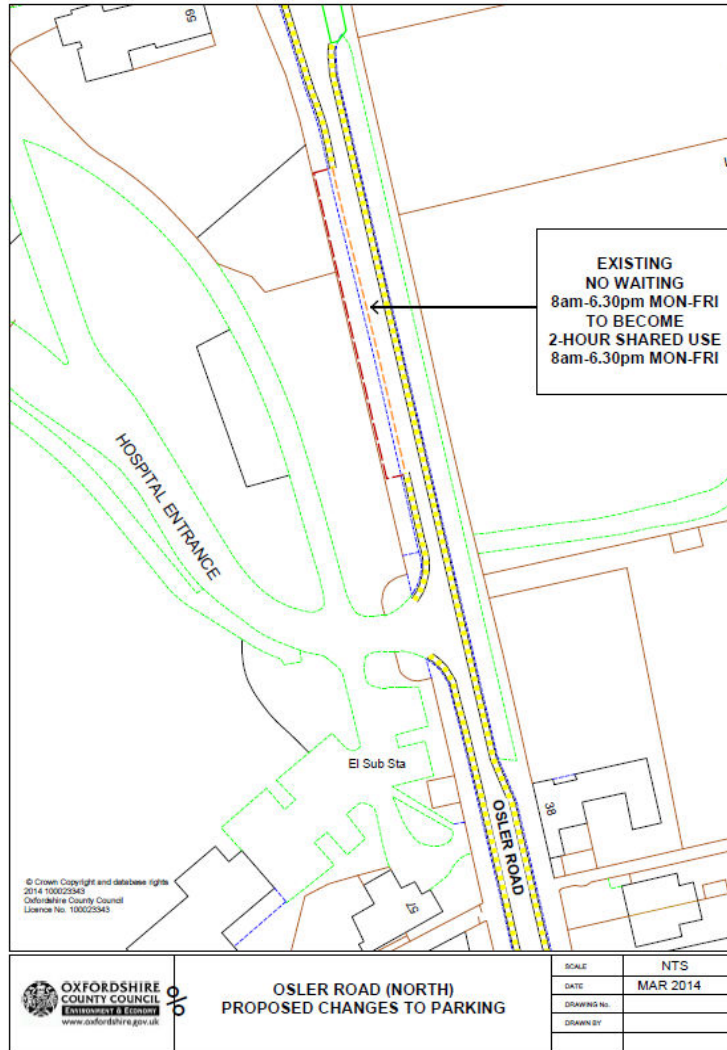
Background papers: Consultation documentation

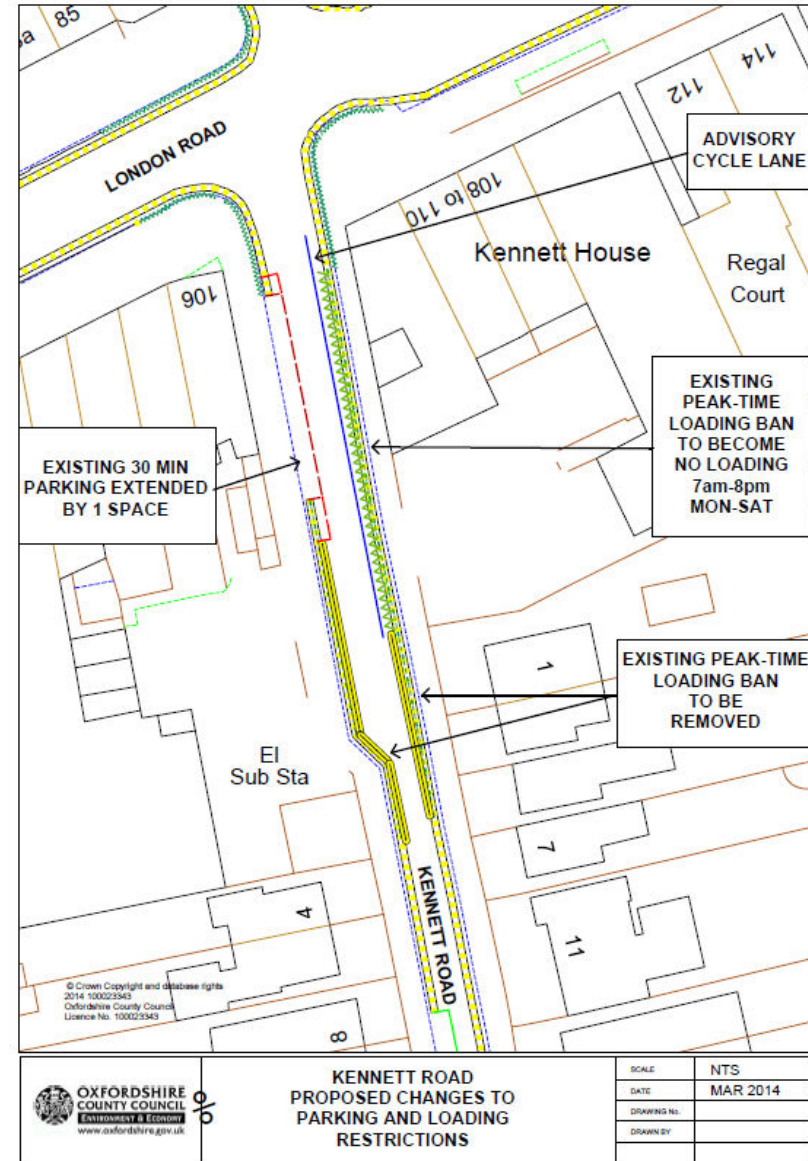
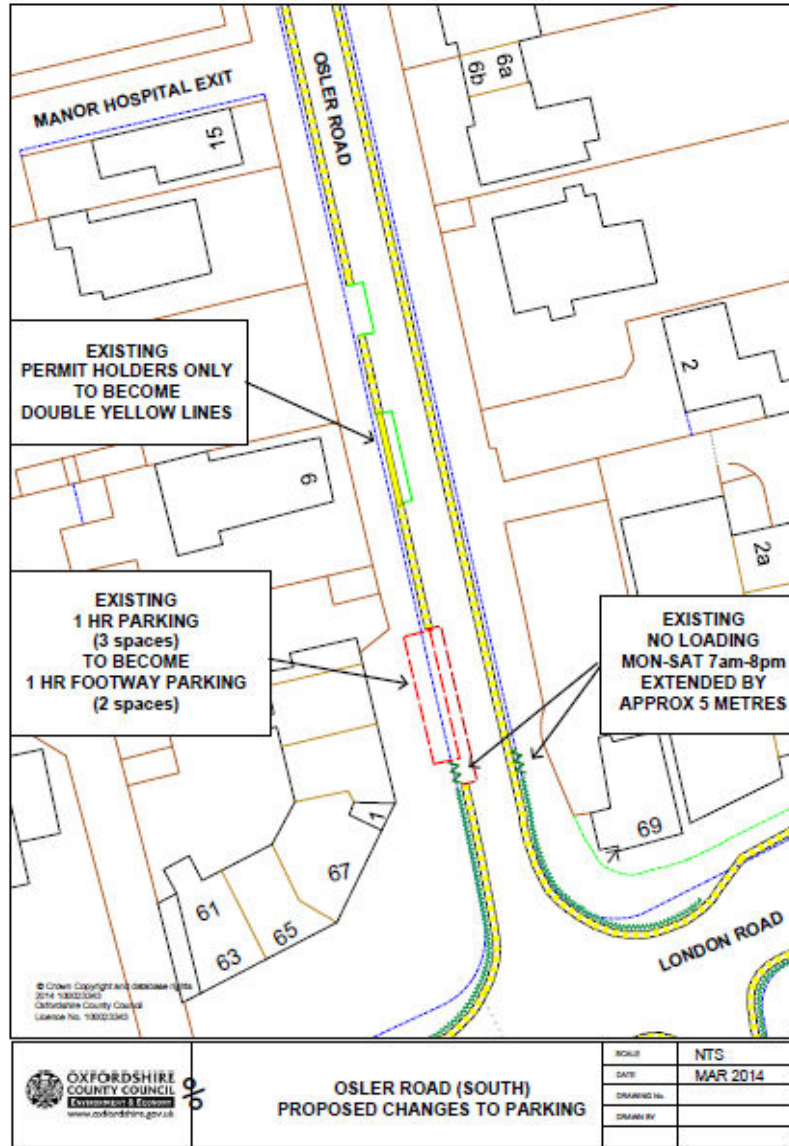
Contact Officers: Jim Daughton 01865 815803

June 2014

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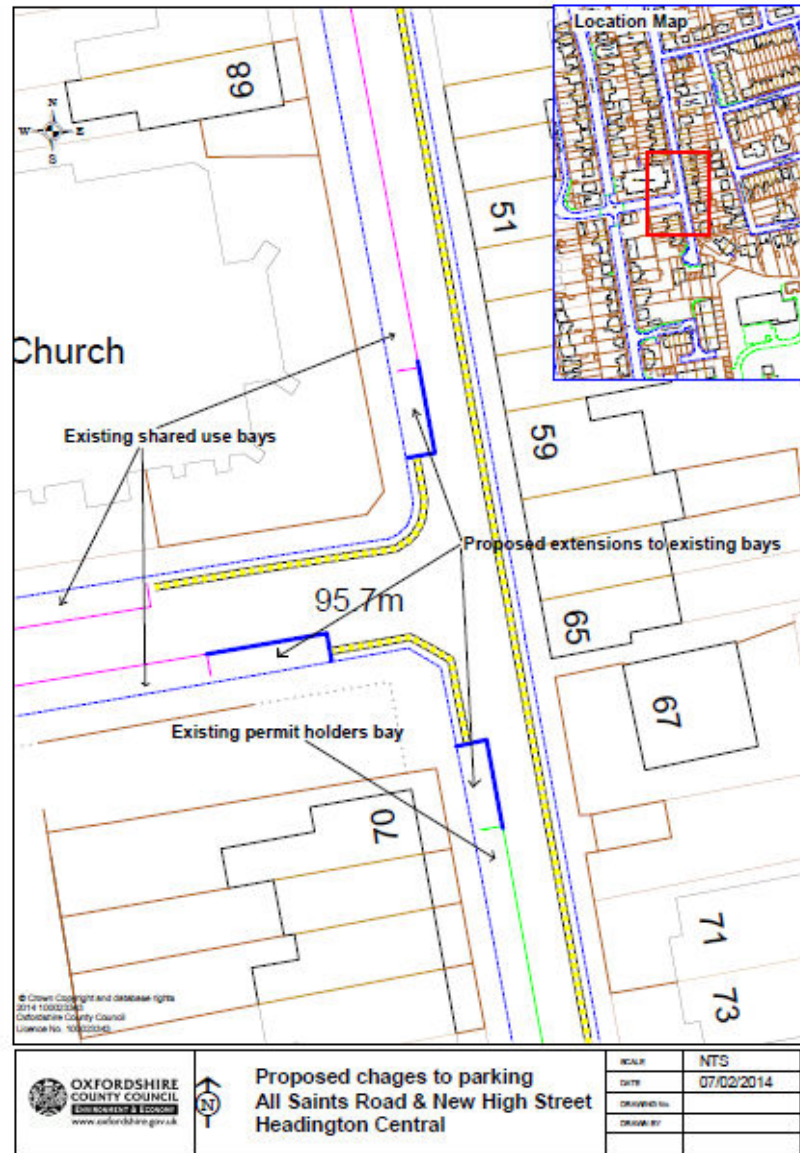
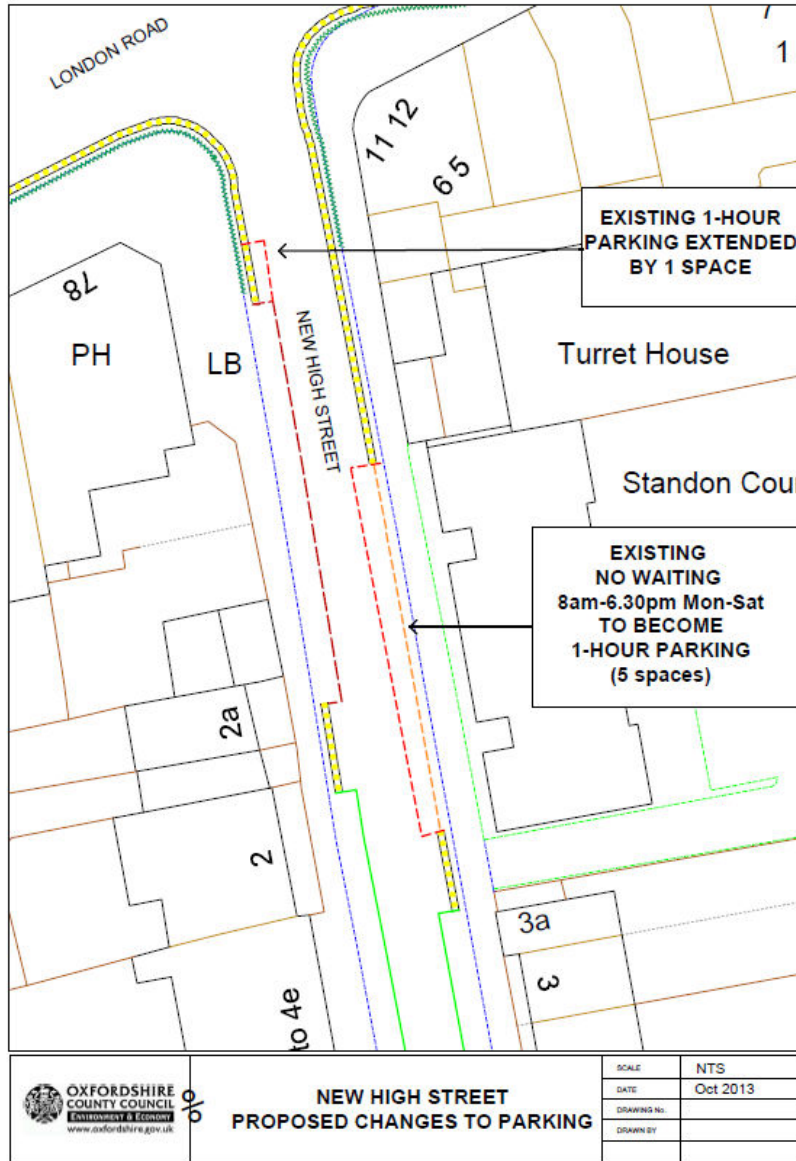
ANNEX 1







CMDE4



## RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Resident, Osler Road	There is a proposed change to the parking outside my property (45 Osler Road) to a double yellow line from 'existing permit holders' only. We initially spoke to Oxfordshire Council about making the change to double yellow lines, but we have changed our views. I wonder whether it is possible to keep the parking as existing permit holders only.	In the light of this, the proposals will be amended so that the current arrangements are retained.
Headington Heritage	<p>Notes that any additional parking at the northern end of Osler Road will also be of benefit to residents of The Croft</p> <p>The proposed conversion of the layby north of the hospital entrance to allow residents to park is very welcome and necessary, but it is located in the Old Headington Conservation Area and will impact on the view of the wall (Headington's Leitmotif) therefore steps must be taken to add landscaping such as trees, potted plants and flowerbeds to enhance and preserve the conservation area. Signage must be as unobtrusive as possible. Concerned about the security of vehicles parked in the layby as this area has extremely poor natural surveillance with no properties overlooking and only infrequent traffic in the evenings. Suggests there should be some limit placed on weekend parking for non-residents (eg maximum stay of 1 day).</p> <p>The addition of three extra places at the bowling green will increase an already very long stretch of single carriageway, where drivers at either end can only just see each other –</p>	<p>Agreed.</p> <p>The provision of landscaping could be considered in the future if funding allows.</p> <p>The amount of signing will be the same as existing, although the actual signs will be slightly larger.</p> <p>The proposals do not alter the current position regarding weekend parking</p> <p>It is acknowledged that the extra parking in this central section of Osler Road may make it more difficult for vehicles to pass, but the additional parking is intended to compensate for the reduction in spaces closer to the London Road</p>

	<p>adding three more places will make this even worse. Consideration should be given to designing this One Way (North) except buses and residents, which would also improve road safety on the Osler Road/London Road junction.</p>	<p>junction which is more sensitive to the effects of congestion. The suggestion of a one-way with exemptions would be very difficult to enforce</p>
<p>Resident, Osler Road</p>	<p>1. Parking north of JR hospital entrance. A good idea. This increases parking which is needed for residents (on occasion). My only suggestion would be to allow parking all day. This would encourage parking here instead of in residents spaces outside their houses.</p> <p>2. Outside no. 45. The parking here is fine and does not need altering.</p> <p>3. Outside the bowling green. The idea of extending the shared use from 2 to 5 spaces should allow for still more spaces (as many as possible). The reasons are as in item 1 above. Parking all day should be allowed. Before the parking restrictions were introduced parking outside the bowling green and outside the hospital caused the least inconvenience to residents (it worked). As the restrictions supervised by yourselves are legally supposed to favour residents this would discharge your duties.</p> <p>4. Outside no 9. I presume this is to allow the flat conversion. Allowing this would cause the flat residents to cause a traffic hazard in accessing their properties. Particularly to pedestrians and cyclists.</p> <p>5. Footway parking. This area is a hazardous mess for everybody concerned and your proposals will not improve it.</p>	<p>Noted.</p> <p>In the light of the response from the resident who requested the change (see above), this change will not now proceed.</p> <p>The proposed extension of the bay from 2 to 5 spaces is intended to balance the need for parking with the need to allow free movement of traffic, including buses.</p> <p>Agreed.</p> <p>The intention of allowing up to 2 vehicles to park partly on the footway for short stays (rather than the current 3 spaces fully on the carriageway) is to retain some places for visitors to local businesses to park but to avoid excessive delays caused by drivers manoeuvring into the middle space.</p>

	<p>You could consider banning parking here and allowing free parking outside the bowling club to compensate. The lake caused by previous improvements, the degradation to the pavement and the abuse of the route by the bus companies coupled with the narrow carriageway are problems. Allowing parking on the footpath will cause additional hazards to pedestrians (particularly the disabled). Crossing the road here is not easy (as I have witnessed).</p>	
<p>Resident, Osler Road</p>	<p>Parking in Osler Road is often a problem as people who have permits in the HE zone (which covers a very wide area) often park here as non-residents. They then go off to work in the hospital, or for their appointments or nearby shops, resulting in insufficient parking for Osler Road residents. I really do feel it is about time Osler Road had its own parking zone to eliminate this problem. Our road suffers greatly by its proximity to the John Radcliffe Hospital.</p> <p>We had a gas leak in the road recently, the second in six weeks which I believe may well be caused by the weight of heavy traffic eg numerous buses. I am not convinced the structure of our road is able to support this level of traffic.</p>	<p>The issue of the size of the HE zone would be a matter for a zone-wide review, which is beyond the scope of this consultation. Making the spaces north of the hospital entrance available during the day may ease the situation in other parts of Osler Road</p> <p>Osler Road is shortly to be reconstructed which should make it better able to cope with the traffic it now carries</p>
<p>Resident of Osler Road</p>	<p>I appreciate all the changes suggested and would like to add one more suggestion to improve the traffic flow on this road. There is a permit holders' parking space for a single vehicle outside house no. 11. When a car is parked in this space it causes three major difficulties:</p> <ol style="list-style-type: none"> <li>1. It blocks the view to see the oncoming traffic from London Road when we try to get out of our driving way. Therefore, it is a source a major risk.</li> </ol>	

	<p>2. When we manoeuvre the car it causes delay and a long queue in rush hours on both sides of the road.</p> <p>3. Even at ordinary situation it causes a delay in traffic as there is not enough space for 2 cars to pass and one car has to stop to give way for the oncoming car. This causes traffic congestion at the end of the road and even in London Road when the buses try to turn into Osler Road.</p> <p>From my experience and observation, changing this parking space to double yellow lines, the congestion at this junction of the road and even on the London Road will be reduced dramatically. I noticed that you propose to change the existing permit holders only space outside No 9 to double yellow lines and the existing 1 hour parking at the beginning of Osler Road to 1 hour footway parking to ease the traffic. By leaving the permit holders' parking space for one car only outside house number 11 your plan will not produce the desired effect you are intending to bring to the traffic flow in this area of the road. By removing it I am sure you will see a big impact your plan will bring in the area.</p>	<p>It is accepted that removing this single bay would improve traffic flow however it does provide a useful facility for permit holders in this part of the road.</p> <p>The overall approach has been to try to balance the need for parking with the need to allow free movement of traffic, including buses</p>
<p>Residents, Osler Road</p>	<p>I am writing to express our opposition to these plans as they currently stand and to draw your attention to certain inconsistencies or lack of clarity within them.</p> <p>The most important point is the observation that all of the 'new' parking spaces are dual purpose 'Shared Use' — that is both 'Permit Holders' and 'Public 2 hour'. While the overall capacity for daytime parking is being increased, by roughly ten spaces (by the hospital entrance) there is also a loss of three current parking places — all Permit Holders Only — and their</p>	<p>With the withdrawal of the proposed change outside Nos 43/45 (see below) the only loss of Permit Holders Only parking is the bay outside the</p>

	<p>replacement with three additional 'Shared Use' spaces outside the bowling green. The consequence of this is the net loss to the residents of three 'Permit Holders' spaces in return for a gain of thirteen 'Shared Use' spaces. The effect of this will be to convert Osier Road into a public car park, convenient for visitors to the hospital, surgery and shoppers for London Road (which has recently seen several new supermarkets open) and free of charge (unlike other public car parks in the vicinity). So we can confidently expect all of these places to be occupied most of the time during working hours by passing trade. Outside weekday business hours parking is not a problem because the hospital places are currently available at those times. The only benefit to residents of the additional ten places is during weekday business hours. This is unacceptable and we oppose this change unless at least three of the new parking spaces are designated as 'Permit Holders Only' to make up the loss to residents and ensure available parking for permit holders.</p> <p>The second point is a detail relating to the removal of the parking bay in front of 43/45 Osier Road and its replacement with double yellow lines. Unfortunately there is no parking bay in front of 43/45. Instead there is a drive way leading to the garage of number 45. There is currently a single parking bay in front of 41/43 and another in front of 45/47. Both of these bays, though designated as single use, are sometimes large enough to fit two vehicles (where both are small). We presume that your plan is to remove one or both of these single vehicle parking bays in order to create a stretch of clear road from 41 to 47 allowing longer vehicles to pass; cars already can do so in the spaces.</p> <p>The only purpose of such a change is for the convenience of the</p>	<p>development site at No 9 – a change required specifically by the planning consent for this site. The new dwellings on this site will be excluded from permit eligibility which will reduce the demand for spaces in this part of the road.</p> <p>Shared Use spaces do provide flexibility – whilst they can be used by those visiting adjacent businesses and services, they can also be used by people visiting residents of the street for short periods without the need to use the limited supplies of Visitor Permits.</p> <p>In the light of the response from the resident who requested the change (see above), this change will not now proceed.</p> <p>It was never intended to remove any more parking than was shown on the consultation plans.</p> <p>The overall approach has been to try to balance the need for parking with the need to allow free movement of traffic, including buses.</p>
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	<p>public buses and to allow you to increase the bus traffic passing along Osier Road. Our view is that buses should never have been permitted to pass along Osier Road. It is quite unsuitable for bus traffic being too narrow and with restricted entrances. The buses blight our lives as residents. They are a nuisance and a constant source of noise and vibration. It is unreasonable to impose further changes on resident parking to accommodate them when they should not be here in the first place. We oppose this change on principle.</p> <p>It seems to us that the main purpose behind these changes is to increase the convenience and access for the public buses that have been forced on the residents of Osier Road, and to create additional public parking to satisfy the supermarkets. We would like to register our strong opposition to these proposals as they stand, and our continued objection to the fact that buses were allowed down Osier Road in the first place.</p>	<p>The use of Osier Road by bus services has for some time (and continues to be) a key part of the strategy to improve sustainable transport access to the JR Hospital.</p>
<p>Dentist Practice, Kennett Road</p>	<p>As the owner/principle dentist of Kennett Road Dental Practice (1 Kennett Road) to express my serious concerns and objection to the proposed changes to parking restrictions outside my premises on Kennett Road. I greatly fear that the removal of the peak time loading ban outside my premises will severely hinder access to my practice for a number of vulnerable groups. The parking forecourt outside my premises is frequently used by disabled and elderly patients when attending my practice for treatment. I also feel that if a van/hgv is parked in front of my premises it will cause considerable obstruction to parents with pushchairs and the other patients mentioned above attempting to gain access to the practice.</p> <p>The other concern I have is for the safety and wellbeing of my</p>	<p>The current loading restriction does not apply between 9.30am and 4.30pm (Monday to Saturday), thus leaving the majority of the business day without any restriction.</p> <p>If a vehicle is parked on the road/footway in such a way that it causes an obstruction, this is a matter for the Police.</p> <p>Access for emergency vehicles will be no worse as a result of these proposals.</p>



	<p>patients for which I am ultimately responsible as I feel this change will make it very difficult for emergency response vehicles to access the building quickly if a patient was to collapse or feel unwell.</p>	
<p>Brookes University</p>	<p>We currently lease Kennett House which is accessed from Kennett Road and feel that the restriction for no loading 7am - 8pm Monday to Saturday will have a serious and significant impact on our operational requirements for the future building.</p> <p>It will have a critical impact on the business of the property. Whilst deliveries are not frequent they are critically important and several of our suppliers will not deliver in these circumstances. We would like you to review the Traffic Regulation Order in the light of operational business needs.</p>	<p>The opportunity to load and unload will continue to be available in adjacent parts of the street.</p>
<p>Residents of Kennett Road</p>	<p>I have no objection to the extended space at the top of the road. However, would like some more information on the existing peak-time loading ban to be removed near Iceland and Sainsbury's. Can you please explain what this will mean? We have problems already with the level of noise made by deliveries early morning 7 days a week by Sainsbury's and Iceland sometimes as early as 5.45am. We are woken every morning by this noise and have already complained to our local councillor. It has got much worse since Sainsbury's have arrived as we never heard any noise from Peacocks. It seems a bit inconsiderate to allow so many supermarkets in such a concentrated area of Headington (Tesco arriving soon) without much thought for the residents of the area and delivery logistics. It would be great if you could clarify what removal of existing peak time loading ban will mean.</p>	<p>The loading ban will have no effect on loading for Sainsbury's as this takes place in the early morning, before the current restriction applies.</p> <p>The servicing arrangements for the supermarket are matters for Oxford City Council.</p>

<p>Branch Manager HSBC Bank London Road</p>	<p>I refer to your proposed changes to the parking restrictions - Kennett Road Headington and would comment as follows:</p> <p>a) This is to be welcomed.</p> <p>b) There is already a cycle lane marked on the East side of the road from the junction with London Road.</p> <p>c) The Existing Loading Ban 7am to 8pm Mon to Sat is regularly abused on the east side of the road with no evidence of enforcement, in particular by deliveries to Boots every weekday morning at around 8-45 am when the van parks across the cycle lane and partly on the pavement. Can we be assured that the revised parking restrictions are going to be enforced?</p>	<p>Noted.</p> <p>The proposed new restrictions should keep the cycle lane free from vehicles during the day.</p> <p>The enforcement contractor will be briefed accordingly.</p>
<p>Resident, New High Street</p>	<p>As a resident prior to the implementation of parking permits for which we were originally promised we would not have to pay for, I have no confidence in any measures now made.</p> <p>I do object to the proposed extra spaces at the London Road end of New High Street. This will encourage further traffic to travel down our road as they have either parked there or the continual flow of traffic looking for a space. I suspect these short term parkers will possibly do a U turn at the top of the road rather than follow the one way system to exit New High Street, causing a hazard to all road users. It will also encourage others who can't park on the designated spaces to park close to the junction also causing an obstruction, as they already do now with no respect for others.</p> <p>Why, when there is a perfectly good car park next to Waitrose, don't you allow a couple of hours free parking there for people</p>	<p>The space to U-turn in the road will be reduced as the proposed parking bays will have the effect of narrowing the road.</p> <p>The charging policy in the off-street car parks in Headington is a matter for Oxford City Council</p>

	<p>who just want a brief stop?</p> <p>The existing parking restrictions on Kennet Road already cause an obstruction and again a further space will not help this. Again I object to this, and don't think anyone should be encouraged to park there. It should be access only for supplies to the shops and possibly the lanes as a left and right turn exit only. Again less danger for pedestrians who often don't have a clear view due to parked cars on both sides of the street, illegally or otherwise.</p>	<p>The changes in Kennett Road will ease these concerns as the proposed loading restriction will prevent off-peak loading and parking by blue badge holders.</p>
<p>Resident, New High Street</p>	<p>Regarding the proposed changes to parking restrictions in New High St and All Saints Road, I would suggest a change to the location of an additional space which you have proposed be located outside the church, marked opposite 59 on the map. This part of the road is used to pull in by vehicles travelling up New High Street from All Saints Road and is a necessary area to be kept clear to enable vehicles to safely pull in whilst traffic is travelling down the street. I would suggest that this space be added outside the Church on All Saints Road which still allows room for all vehicles to turn the corners safely and for vehicles to travel up the narrow section of New High Street safely.</p> <p>I would also like to stress that this additional parking is needed by the residents of New High Street who qualify for parking permits and should not be used to allow the residents of the new build flats parking permits when this has previously been a condition of the build that they would not be eligible for permits.</p>	<p>In the light of these comments, it is proposed that this additional bay does not proceed and that at the next opportunity the suggestion of extending the bay on All Saints Road is progressed (subject to consultation).</p> <p>Noted. It is confirmed that the residents of the new properties are not eligible for permits.</p>
<p>Business, London Road</p>	<p>As a local business we are happy that there might be more parking for shoppers in the immediate area.</p>	<p>Noted.</p>



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Divisions: Charlbury & Wychwood
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## **CABINET MEMBER FOR ENVIRONMENT– 12 JUNE 2014**

### **PROPOSED DISABLED PERSONS PARKING PLACES WEST OXFORDSHIRE DISTRICT**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections received as a result of a formal consultation on proposals to introduce two new Disabled Persons' Parking Places (DPPP) in Charlbury, West Oxfordshire District.

#### **Background**

2. The report considers the proposed provision of a new DPPP in Brown's Lane to assist disabled shoppers in the adjacent supermarket, as shown at Annex 1 and a new DPPP in Market Street to assist disabled customers of the nearby Pharmacy, as shown at Annex 2. Both proposals have been requested by the Town Council on behalf of disabled users of the Pharmacy and the supermarket. This report considers the outcome of a formal consultation held on the proposals; other proposals advertised at the same time were unopposed and have therefore been dealt with under my delegated authority to avoid unnecessary delays to applicants.

#### **Formal Consultation**

3. Oxfordshire County Council sent a copy of the draft Traffic Regulation Order, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed parking place changes to formal consultees on 14 April 2014. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall and West Oxfordshire District Council offices. They were also deposited at Charlbury Library and are also available for inspection in the Members' Resource Centre. At the same time the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site and in the Oxford Times.
4. Two objections have been received in respect of the proposal in Market Street and four objections have been received in respect of the proposal in Browns Lane. Finally, one letter of support has been received for both proposals. These are summarised at Annex 3.
5. In response, the proposed DPPP in Market Street is justified as it will provide a clear place for disabled people to park when visiting the

## CMDE5

pharmacy rather than relying on the double yellow lines being free of other vehicles which are loading or parked illegally. The DPPP in Browns Lane will likewise provide convenient parking for disabled shoppers; the concerns about the loss of parking for residents is noted – this could be somewhat relieved by removing the DPPP in Playing Close which will be the subject of formal consultation at the next available opportunity.

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

6. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose.

### **RECOMMENDATION**

12. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed DPPP changes as set out in this report.**

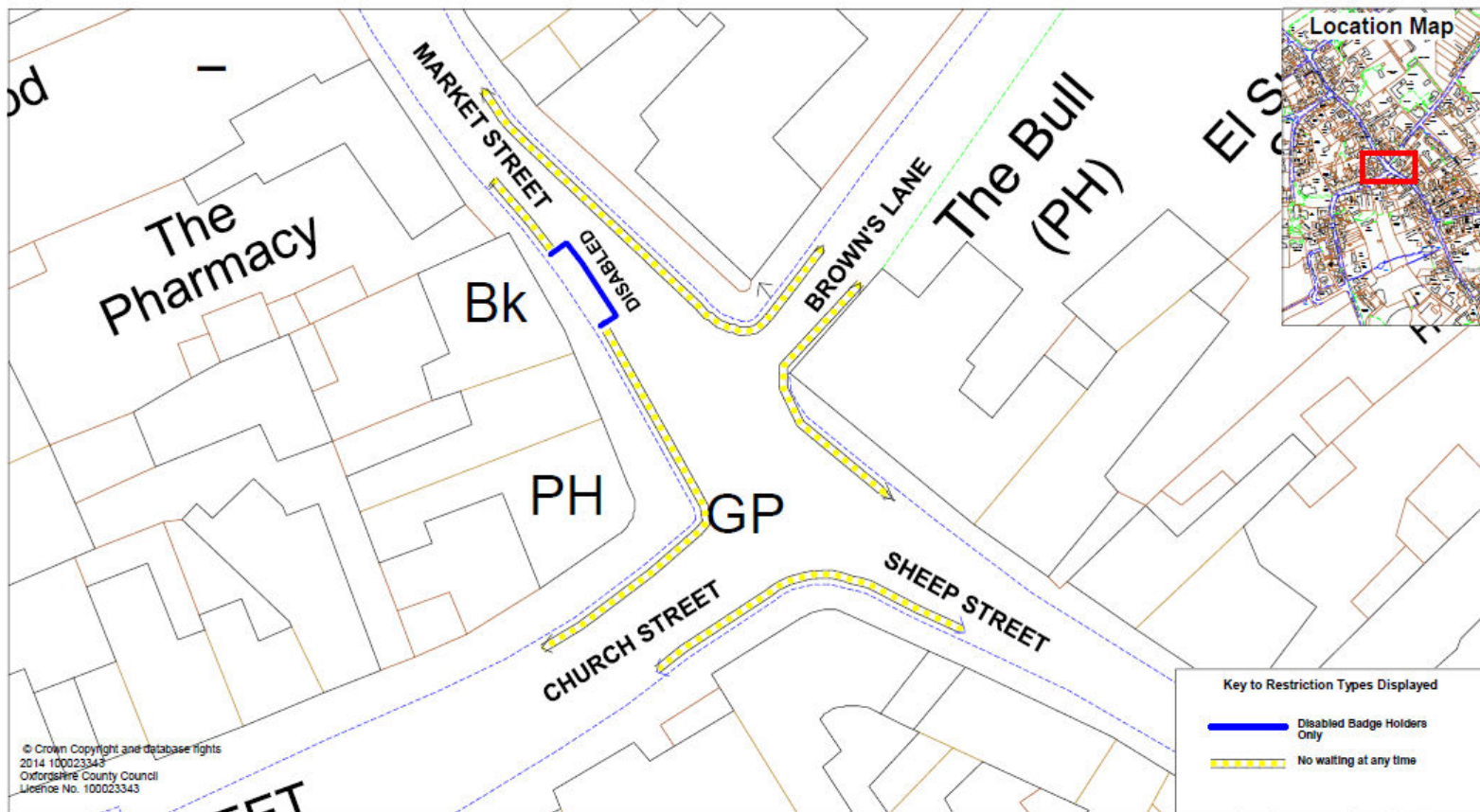
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

June 2014



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COUNTY COUNCIL**  
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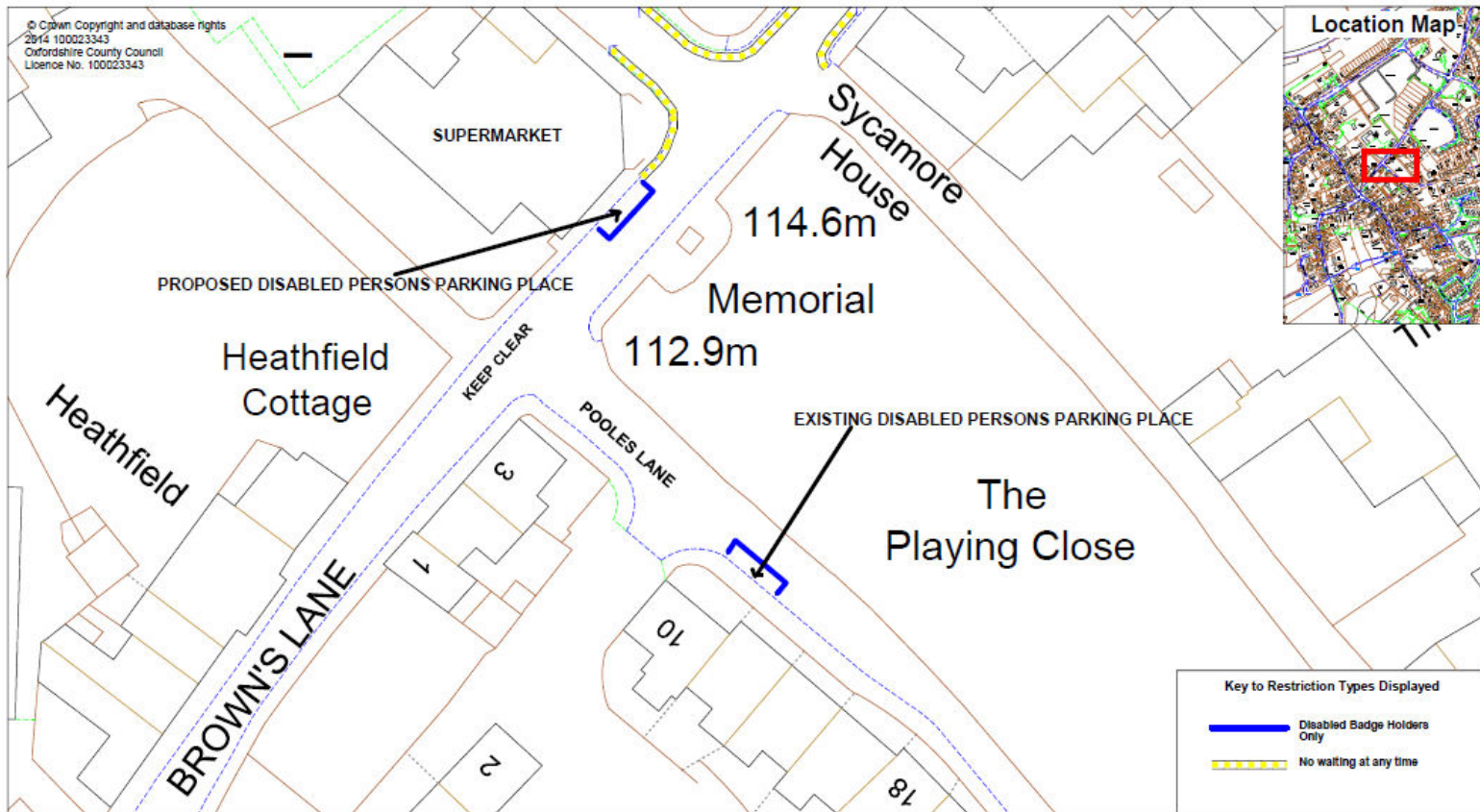
**Proposed DPPP  
Market Street, Charlbury**

SCALE	NTS
DATE	28/05/2014
DRAWING No.	
DRAWN BY	

CMDE5

ANNEX 2

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 <b>OXFORDSHIRE COUNTY COUNCIL</b> ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk	Proposed DPPP Brown's Lane, Charlbury	SCALE	NTS
		DATE	28/05/2014
		DRAWING No.	
		DRAWN BY	



## RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
A business in Market Street	Concerned about large vehicles negotiating the junction with Brown's Lane and Church Street. The proposed DPPP would be in front of their shop window and parked vehicles would obscure it. Believes there is more space in Church Street for a DPPP although accepts it would be further away.	Market Street is reasonably wide in the immediate locality and the proposed DPPP would be away from the junction and so wouldn't be a problem for large vehicles. Vehicles park here currently and obscure the window, especially to visit the Pharmacy. Church Street is too far away for disabled badge holders to walk.
Resident, Market Street	Believes the proposed DPPP would be outside the Pharmacy and would take away parking space for residents. Parking is difficult here because of rail commuters wanting to avoid the station car park charges. Building work and scaffolding have reduced the available parking space. Cars often park on the double yellow lines. Believes the proposed DPPP will take away more available parking space and will be underused. Would like additional parking space by removing sections of double yellows.	The proposed DPPP would be outside the Estate Agent which is near to the Pharmacy replacing a section of double yellow lines. No current parking would be lost. Some of the double yellows could be reduced but this would be considered as a separate exercise.
Resident, Brown's Lane	Strongly objects as proposal will prevent residents parking. Due to supermarket's long opening hours there is constant demand for parking. Room for 4 cars outside supermarket but the DPPP would take 2 away. Town Council have sent residents a parking survey concerning difficulties parking in the town centre. Yet this DPPP proposal initiated by the Town Council will make parking even worse. Existing DPPP in Poole's Lane also initiated by	Parking pressure evident here. Existing disabled bays in car park are too far away for the more seriously disabled users of the supermarket; the proposed location is intended to address that. The District Council are happy to remove some bays in the car park if this proposal goes ahead which will provide additional space. The Disabled bay in

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	Town Council and is rarely used. Has conducted own survey and results show a parking problem exists – wants OCC to find measures to solve this problem similar to Dyers Hill restrictions.	Playing Close may not be needed and could be removed, subject to consultation. Dyers Hill restrictions not suitable for centre of Charlbury. They do not differentiate between residents and commuters vehicles. Resident Permit schemes are not currently available in West Oxfordshire.
Resident, Brown's Lane	Objects to the proposal as parking pressure exists and is added to by shoppers and rail commuter parking. The supermarket has extensive opening hours so situation no better in evenings and early morning. Disabled bay in Poole's Lane (Playing Close) never used and should be removed. A single vehicle bay proposal would be more acceptable. Wants help for local residents to park.	As above.
Resident, Brown's Lane	Resident's difficulties in parking are caused by shoppers and rail commuters. Some shoppers still prefer to park in Brown's Lane above the car park. The disabled bay in the Playing Close is rarely used. Drivers park on the yellow lines near the supermarket and cause a hazard. Disabled users of the proposed bay would be (" <i>more</i> ") at risk of accident. Wants help for local residents to park.	As above.
Resident, Brown's Lane	No off-street parking here so difficult to park and proposed disabled bay would make things worse. Village Hall might be built in the Spendlove Centre area which would also affect parking.	As above.
Resident, The Green	Supports the proposal in Brown's Lane as a badge holder, as disabled bays in the car park are too far away and under-used. Most badge holders park on double yellow lines which obstructs passing traffic and proposal would resolve this. The proposal near the Pharmacy would solve the problem of badge holders	Noted.

CMDE5

	having to park on double yellow lines to visit and give them better priority.	
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Division(s): ALL

## **CABINET MEMBER FOR ENVIRONMENT – 12 JUNE 2014**

### **DISSOLUTION OF THE OXFORDSHIRE WASTE PARTNERSHIP**

**Report by Interim Deputy Director for Environment & Economy – Strategy & Infrastructure Planning**

#### **Introduction**

1. Oxfordshire Waste Partnership (OWP) is made up of the County and District Councils of Oxfordshire. OWP became a statutory joint committee in April 2007, with powers to develop and implement a sustainable waste management strategy for Oxfordshire. A Joint Municipal Waste Management Strategy (JMWMS) was developed and adopted in 2007 and reviewed in 2013. Oxfordshire Councils worked together through OWP to manage and improve waste management within the county by implementing the JMWMS.

#### **Background**

2. On 4 April 2014 OWP voted to dissolve itself as soon as possible in accordance with Clause 25.1 of the Joint Committee Agreement. It was recognised that the partnership had worked well and delivered impressive results with recycling rates across the country having improved from 30 to 60% over a 5 year period, but that coordination could continue in an informal way and that there was no longer a need for a formally constituted partnership.

#### **Exempt Information**

3. None

#### **Corporate Policies**

4. The dissolution of the partnership will mean there are no longer any formal commitments to the strategic policies within the Oxfordshire Joint Municipal Waste Management Strategy (JMWMS), however it is anticipated that all local authorities will continue to support them. The policies within the JMWMS will no longer be annually refreshed and no replacement will be prepared in 2017 when the next 5 year review point is reached.

#### **Financial Implications**

5. The dissolution of OWP will save OCC around £125,000 in contributions each year.

The financial liabilities for 2014/15 as presented to OWP in April 2014 are set out in Annex 1. It is anticipated that the OWP reserve will cover the costs and a small underspend may be due to partners. The underspend and any unallocated New Initiatives Funding (NIF) will be distributed back to partners in the proportion set out in the partnership contribution.

6. The partnership has a contractual liability though a one year contract extension offered to Groundwork South. This is currently held by Oxfordshire County Council on behalf of OWP, and OCC have agreed to take on the management of this contract until the contract ends in April 2015. Future contract payments under this agreement are included within Annex 1.
7. The Partnership also has a contract for advertising on Heart Radio. This ends in summer 2014 and management will again be taken over by OCC.

### **Staffing Implications**

8. OWP currently employs two full time members of staff though Cherwell District Council which acts as the employing authority for OWP. Following the decision of the OWP on 4 April they have been issued with notice of redundancy. Redundancy payments are included within Annex 1. All partner authorities have committed to offering assistance in finding alternative employment.

### **Risks**

9. There is a risk that dissolving the partnership will result in the councils acting unilaterally. To mitigate this coordinated working will continue informally. Officer working groups will continue to meet on a regular basis and councillors are recommended to meet at least twice a year to jointly consider matters related to waste, energy and the natural environment.
10. There is also a risk that a reduction in communications will result in increased waste arisings and reduced recycling rates, resulting in higher waste disposal costs for the County Council. Coordinated working will help to ensure campaigns are well publicised however it may be necessary to review budget in this area in the future if recycling rates drop.

### **Future working arrangements**

11. To mitigate both of these risks it was agreed that informal partnership working will be maintained with councilors meeting at least twice a year. The remit and terms of reference for this group are currently being developed and will include commitments on waste taken from the joint strategy. Officer groups will be maintained and meet at a suitable frequency reporting to a senior officer group who will meet quarterly.

## **RECOMMENDATION**

12. **The Cabinet Member is RECOMMENDED to support:**
- (a) **the dissolution of the Oxfordshire Waste Partnership in line with the termination date notified by the Host Authority;**
  - (b) **the proposed informal coordinated working arrangements to progress work between the County Council as Waste Disposal Authority and the Districts/City Councils as Waste Collection Authorities.**

PETER LERNER

Interim Director of Environment & Economy (Strategy & Infrastructure Planning)

Background papers: Nil

Contact Officers: Tom Flanagan, Service Manager – Localities, Policies and Programmes (Tel: 01865 815691) and Rachel Burns, Waste Strategy Officer (Tel: 01865 328782)

May 2014

**Annex 1: OWP Financial Liabilities for 14/15**  
(as presented at the OWP meeting on 4 April 2014)

**OWP financial liabilities for 2014/15 (assuming Partnership dissolution in April 2014)**

<u>Item</u>	<u>2014/15 Liability</u>	<u>2014/15 budget</u>	<u>Difference</u>	<u>Notes</u>
Salaries (and on-costs)	£41,943	£103,006	-£61,063	Notice period and redundancy costs for OWP Coordinator and Communications Officer. Notice period includes NI and pension contributions.
Training and support costs	£96	£2,720	-£2,624	Training courses booked for April 2014
OWP Employing Authority costs	£867	£3,502	-£2,635	One quarter of annual budget allocation for close down costs incurred April-Jun 2014
OWP Host Authority admin costs	£525	£2,123	-£1,597	One quarter of annual budget allocation for close down costs incurred April-Jun 2014
OWP Accounting Authority costs	£525	£2,123	-£1,597	One quarter of annual budget allocation for close down costs incurred April-Jun 2014
OWP Auditing Authority costs	£3,091	£3,122	-£31	2013/14 internal and external audits.
<b>Sub-total Core Budget</b>	<b>£47,047</b>	<b>£116,595</b>	<b>-£69,548</b>	
<b>Development Budget</b>				
Environmental Education	£60,964	£60,964	£0	OWP agreed on 17th Jan 2014 to offer a one year contract extension to Groundwork, who have accepted.
Home composting	£0	£11,100	-£11,100	
Communications Plan	£4,194	£70,000	-£65,806	Monthly payment to Global Radio for "Limited Edition" ad package. Annual subscription ends June 2014.
Keep Britain Tidy - countywide membership	£0	£0	£0	
<b>Sub-total Development Budget</b>	<b>£65,158</b>	<b>£142,064</b>	<b>-£76,906</b>	
<b>Total Expenditure</b>	<b>£112,205</b>	<b>£258,659</b>	<b>-£146,454</b>	
Reserve carried forward from 2012/13	£74,072			
Anticipated 2013/14 outturn to be added to reserve	£39,702			
Total budget required (with full use of existing reserves)	<b>-£1,569</b>			
Partner Council contributions required				
OCC	-£784.45			
Districts	-£156.89			per district