



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

Thursday, 18 June 2015 at 10.00 am

Committee Rooms 1 and 2, 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 26 June 2015 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

Handwritten signature of Peter G. Clark in black ink, underlined.

Peter G. Clark
County Solicitor

June 2015

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

Note: *Date of next meeting: 23 July 2015*

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 Changes to On-Street Parking Charges and Residents Permit Charges (Pages 1 - 20)

Forward Plan Ref: 2014/200

Contact: Owen Jenkins, Highways, Transport & Waste Service Manager Tel: (01865) 323304

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

The report proposes changes to the cost and extent of charges for on-street parking (pay & display) and residents and other permits within Oxford, Abingdon and Henley.

The Cabinet Member for Environment is RECOMMENDED to agree to:

- (a) increase the charges for on-street parking in the City of Oxford as described in paragraph 17 of the report;***
- (b) increase the charges for on-street parking in Abingdon and Henley as described in paragraphs 21 and 22 of the report;***
- (c) the replacement of Pay & Display machines as described in paragraph 23 and 35 of the report;***
- (d) increase the cost of residents permits in the Oxford area as set out in paragraphs 28 and 30 of the report;***
- (e) increase the costs of visitor and contractors permits in the Oxford area as set out in paragraph 31 of the report;***

- (f) *increase the cost of residents and visitor permits in Abingdon and Henley as set out in paragraph 32 of the report.*

5. Proposed Disabled Persons Parking Places - South Oxfordshire, Vale of White Horse and West Oxfordshire Districts (Pages 21 - 28)

Forward Plan Ref: 2015/009

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

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

The report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places in Luker Avenue, Henley; Pye Street, Faringdon and Weavers Close, Witney.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed new DPPP's as advertised and detailed in this report.

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Division(s):All

CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2015

PROPOSED CHANGES TO ON-STREET PARKING CHARGES AND RESIDENT PERMIT CHARGES

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report proposes changes to the cost and extent of charges for on-street parking (pay & display) and residents and other permits within Oxford, Abingdon and Henley.

Exempt Information

2. There is no exempt information in this report

PUBLIC CAR PARKING

3. The different categories of public parking are long and short stay, regulated and unregulated, free and charged, on and off-street. Parking management policies on maximum duration of stay, charges and enforcement levels can all be used to influence travel demand.
4. The controls, which an authority has available to it, or chooses to use, will depend upon the type of area and its level of ownership of off-street spaces. At one extreme, on-street controls and charging will be minimal where parking densities are low and do not affect highway operations. Elsewhere, in larger centres, parking demands will create on-street pressures and congestion, which may require greater control to satisfy priority demands.
5. Parking demands place pressure on the control and management of spaces through the competition for spaces. This is most evident on-street around major attractors, such as railway stations where commuters and residents compete for limited spaces. In town centres the parking supply must accommodate a range of short and long stay uses, which may result in queues at car parks or excessive circulation in search of spaces.

Off-Street Parking

6. Wherever possible the County Council seeks to influence charging regimes, specifically in the urban areas, to influence demand and balance the needs of commuters or employees (i.e. long stay parking) and the requirements of local businesses and shoppers (i.e. short stay parking) and also to manage congestion within Oxford.

7. County Council supports strategies for town centre car park charges that benefit short stay over long stay parking. This approach encourages shopping and supports economic activity, it also incentivises more sustainable and congestion friendly travel to work.

Privately Operated Public Car Parks

8. In some town centres there are privately operated, public car parks. It is essential to the effectiveness of car park management that the operation and tariff structures of these car parks are compatible with that applying at car parks managed by the District Councils and support the policies of individual Councils in giving preference to short stay parking in town centres.

On-Street Parking

9. The main issue concerning designated areas of regulated parking is how controls are managed, charged and enforced. In many parts of the county there is little or no need for on-street controls apart from selective waiting restrictions applied for safety or capacity reasons. More stringent controls are required in town centres where competition for space is greater.
10. Where competition for spaces occurs, priority is normally given to short stay parking. Longer stay commuter parking is discouraged in town centres as it reduces the opportunity for regular turnover of parking, which is vital to the local economy, especially small independent traders. Subject to the needs of residents being safeguarded, long stay parking is directed towards the periphery of town centres with short stay parking typically conveniently situated for shoppers and visitors.
11. Parking controls are applied selectively in order to address specific local problems. Limited waiting pay and display spaces close to neighbourhood shopping centres provide short stay spaces without the need for more extensive controls. In areas where conflicts are likely to be more widespread, controlled parking zones (CPZ) have been introduced to manage area-wide parking issues.

Objectives of On-Street Parking Control

12. Objectives of on-street parking control are to:
 - remove the danger to other road users caused by obstructive parking;
 - ensure adequate road space is available for the free movement of all road users;
 - maintain the viability of individual or small shopping parades outside of the main retail areas;
 - regulate and control the parking of vehicles, as far as is possible, to such places and times as are convenient to all road users and the needs of the community;
 - ensure a fair distribution of suitable on-street parking space, within competing demands and resources available;

- reduce the need to travel by private car and encourage the use of alternative means;
- minimise the adverse effects of motorised transport on the environment and health;
- improve accessibility, particularly for non-car owners and people with mobility or sensory impairment;
- prioritise parking in off-street car parks;
- enable the safe servicing of industrial and commercial premises;
- reduce personal injury accidents;
- provide a level of enforcement commensurate with the scale of contravention and the finances available.

On-Street Pay & Display in Oxford – Charges

13. The majority of Oxford City centre spaces are focussed around St. Giles and Beaumont Street and these can be considered the 'standard' for measuring the level of charge and maximum length of stay. Broad Street, as the most central on-street parking location, has a shorter maximum length of stay, whereas the streets nearer to the University Parks area allow a longer maximum stay in recognition that they are further from the commercial centre. There are also areas of pay & display parking away from the heart of the city centre (Norham Gardens and part of Walton Street) where charges are lower.
14. Whilst the City Council carry out an annual review of charges for off-street city centre parking (usually resulting in small annual increases), the County Council has traditionally not done so. One reason for this is to try to ensure a reasonable level of user convenience – the City Council car parks have payment machines which give change and take notes, whereas the on-street machines are much older and will only accept coins and cannot give change (see paragraph 23).
15. Pay and display charges in Oxford were last increased in January 2007 and September 2010 – in addition, charges for evening and Sunday parking were reintroduced in August 2011. Annex 1 sets out the charges levied since 2008 at the main City Centre car parks and on-street.
16. The County Council made a surplus of £1,655,387.63 in on-street parking of which £1,155,387.63 was transferred to reserves to fund future park and ride operations and other transport improvements and/or highway works. The remaining £500,000 was used to supplement budgets for general highway operations in Oxford. A further £281,863.89 was drawn down from the parking reserves to fund the County Council's park & ride operations.
17. The table below, and Annex 1, demonstrates the price differentiation between on and off-street parking, which does not influence driver behaviour enough to meet the requirements of the council's parking strategy. The City Council has introduced further increases of their charges of approximately 2% for its suburban off-street parking in April 2015. It is therefore proposed that the 'standard' on-street charges are increased to the following levels:-

	Existing	Proposed	% increase
Up to ½ hour	£1.00	£1.50	50%
Up to 1 hour	£2.50	£3.00	20%
Up to 2 hours	£4.00	£5.00	25%
Evening	£2.50	£3.00	20%

18. Notices have been erected at the pay & display machines advising users of proposed increases and a public notice was initially advertised within the Oxford Times on 12 February; and again on 21 May (annex 2) detailing the proposals for each specific area. The Council has received no written feedback as a result of these notices.

Pay & Display outside Oxford

19. There are two Oxfordshire County Council operated on-street pay & display facilities outside Oxford in Abingdon and Henley. The charges for those schemes have not increased since their introduction in 1994 and in both instances the schemes have been making a loss for some time. It is Council policy that residents parking schemes should be self-financing and as such it is proposed that charges in these areas should increase.
20. The pay & display charges in Henley are much smaller than the cost of the South Oxfordshire DC car parks which is not in keeping with transport policy. On-street charges are currently £0.30 for 1 hour and £0.40 for maximum of 2 hours stay compared with £0.50 for 1 hour parking, £0.80 for 2 hours and £1.50 for maximum 3 hours stay for parking in Greys Road or Kings Road car parks.
21. To keep in line with prices for off street parking in centre of Henley it is therefore proposed to increase charges to £0.50 for 1 hour parking and £0.80 for a maximum of 2 hours.
22. A similar level of charges is also proposed for Abingdon on-street pay & display, namely £0.50 for 1 hour and £0.80 for 2 hours.

Pay and Display Machines

23. The current stock of pay & display machines are coming to the end of their useful life and do not offer many of the cashless options that customers now expect of such a facility. Royal Mint have also changed some coinage recently to better improve protection against counterfeit currency and are intending to extend this to the one pound coin in the near future. It is becoming increasingly difficult to calibrate existing machines to accept these changes and it is unlikely that they will be able to be adapted to accept the new £1 coin. A programme of replacement over a period of six months, following procurement, is therefore proposed.
24. A detailed business case relating to the proposed replacement programme has been developed, its main points are:

- (a) No more loss of revenue due to machines being unable to accept new coinage.
- (b) Reduction/elimination of complaints related to inadequate machines.
- (c) Ability to pay with new coins and also by credit/debit cards.
- (d) Costs of cash collection reduced.
- (e) Reduced likelihood of theft as machines will hold less cash.
- (f) Improved back office function.
- (g) Increased reliability (out of action time minimised).

Residents Parking permits

- 25. The cost of residents parking permits in the Oxford area was last increased in January 2011. At present permits in most zones for the first and second vehicles at a property cost £50; where applicable, permits for a third vehicle cost £100 and all further permits £150. The current traffic orders allow for an increase in charges every 3 years in line with the Retail Prices Index (RPI) without any consultation. This would have the effect of raising permit charges to approximately £57 for the first and second cars, £114 for third cars and £161 for the remainder.
- 26. In 2013/14 the County Council spent £1,465,370 on parking enforcement of residents parking zones and received an income of £1,371,167, resulting in a deficit of £94,203. The Council issued 9,880 permits in Oxford in the same period.
- 27. It has been Council policy for some time that residents parking zones should be self-financing as they primarily benefit residents to the disbenefit of others within the County.
- 28. The deficit as a reflection of the number of permits issued would suggest each permit should rise by £9.53 to meet this shortfall. However this is skewed by several permits being available at a cheaper price in the area around the Kassam Stadium. It is therefore proposed that permit charges are rounded up to £60 for first and second cars, £120 for third vehicles and £180 for further vehicles, to ensure that costs are fully covered.
- 29. This increase is broadly reflective of similar permit charges in comparable cities, albeit many have instigated different charging mechanisms, as shown in the table below.

City	Permit Charges
Cambridge	£52 - £81 depending on proximity to City Centre
Canterbury	£60 - £138 depending on proximity to City Centre
York	£43.50 - £130 depending on vehicle environmental categorisation.
St Albans	£38.76 - £51 depending on proximity to City Centre but rises to £134.64 - £179.52 for second permits.
Bath	£40 - £100 depending on proximity to City Centre
Brighton	£90 - £120 depending on proximity to City Centre.

30. In the four zones around the Kassam Stadium the permit charge has always been lower to reflect the part-time nature of the restrictions. Initially this was 25% of the standard permit charge but when the charges were raised in January 2011 the cost of these permits only increased by RPI (from £10 to £11). It is considered that these permits should now be increased by an amount to reinstate the discount level to that originally set – this would mean that permits should rise to £15.
31. Similarly, although the charge for visitors and contractor permits only increased by RPI (from £15 to £16) when the charges were raised in January 2011 it is now proposed that these permits be increased to £20 which will reinstate the mathematical relationship with residents permits originally set when charges were first introduced.
32. There are small residents parking schemes in Abingdon and Henley and, as noted above, the charges for those schemes have not increased since their introduction in 1994. It is proposed that these charges now be increased – in Abingdon the cost of permits would rise from £100 to £120; in Henley the current permit cost of £65 would become £80. In both schemes it is proposed that the cost of a visitor permit increases to 50p/day.
33. Notices regarding these proposed increases have been advertised in the Oxford Times, Abingdon Herald and Henley Standard on 29 January 2015 (Annex 3) with full details published on the County Council's Consultation Portal from 5 February 2015. The Council has received no written feedback as a result of these notices.

Financial and Staff Implications

34. The cost of adapting machines to introduce changes to charges for pay & display are approximately £6,500 to be met from in year income from parking. There are no costs associated with implementing changes to charges for permits.
35. The cost of replacement of parking machines is likely to cost in the region of £540,000 and would be funded from the parking reserves.

Equalities Implications

36. There are no equalities implications affected by the proposals in this report.

RECOMMENDATION

37. **The Cabinet Member for Environment is RECOMMENDED to agree to:**
 - (a) **increase the charges for on-street parking in the City of Oxford as described in paragraph 17 of this report;**
 - (b) **increase the charges for on-street parking in Abingdon and Henley as described in paragraphs 21 and 22 of this report;**

- (c) the replacement of Pay & Display machines as described in paragraph 23 and 35 of this report;**
- (d) increase the cost of residents permits in the Oxford area as set out in paragraphs 28 and 30 of this report;**
- (e) increase the costs of visitor and contractors permits in the Oxford area as set out in paragraph 31 of this report;**
- (f) increase the cost of residents and visitor permits in Abingdon and Henley as set out in paragraph 32 of this report.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: None

Contact Officer: Dariusz Seroczynski

June 2015

ANNEX 1

Charging levels for on-street and off-street parking in Oxford

		2008-09	2009-10	2010-11	2011-2012	2012-13	2013-14	2014-15
Westgate	Up to 1 hour	£2.00	£2.30	£2.30	£2.40	£2.40	£2.50	£2.50
Closed from January 2015	Up to 2 hours	£3.50	£4.00	£4.00	£4.00	£4.00	£4.10	£4.00
	Evening	£2.00	£2.30	£2.30	£2.40	£2.40	£2.50	£3.00
Oxpens	Up to 1 hour							£2.50
	Up to 2 hours							£4.00
	Evening After 8pm							£3.00
Saturday	Up to 1 hour							£3.10
8am to 8pm	Up to 2 hours							£5.20
	Evening After 8pm							£3.00
Worcester Street	Up to 1 hour	£2.50	£3.00	£2.30	£3.10	£3.10	£3.20	£3.30
	Up to 2 hours	£4.50	£5.20	£4.00	£5.20	£5.20	£5.30	£5.50
	Evening	£3.00	£3.00	£2.30	£3.10	£3.10	£3.20	£3.30
Saturday	Up to 1 hour							£4.00
8am to 8pm	Up to 2 hours							£6.70
	Evening							£4.00
City Centre P&D *	Up to ½ hour	n/a	n/a	£1.00 #	£1.00	£1.00	£1.00	£1.00
	Up to 1 hour	£2.00	£2.00	£2.50#	£2.50	£2.50	£2.50	£2.50
	Up to 2 hours	£3.00	£3.00	£4.00#	£4.00	£4.00	£4.00	£4.00
	Evening	free	free	free	£2.50~	£2.50	£2.50	£2.50
Notes	* eg St Giles, Beaumont Street # from September 2010 ~from August 2011							

Annex 2 – Public Notice for Pay & Display Charges

**OXFORDSHIRE COUNTY COUNCIL
VARIATION OF CHARGES TO PAY & DISPLAY
ON STREET PARKING PLACES CENTRAL OXFORD**

Notice is hereby given by the Oxfordshire County Council (“the Council”) pursuant to Section 46A of the Road Traffic Regulation Act 1984 that parking charges at on-street parking places in central Oxford, designated by the Oxfordshire County Council (Oxford Central Area) (Designation and Regulation of Street Parking Places) Order 2002 as amended, and the Oxfordshire County Council (Pay & Display Parking, Oxford City) Order 2002 as amended, will be varied. The revised charges will come into effect on 29 June 2015.

The following table gives details of the Pay and Display parking places where, and the times when, the parking charges will be varied and the increases.

Location of Parking Places	Charging Hours	Current Charges	New Charges
Beaumont Street Two sections of road on the northern side	Monday to Saturday 8.00am - 6.30pm and Sunday 10.00am - 6.30pm	£1.00 up to 30 mins £2.50 up to 1 hour £4.00 up to 2 hours	£1.50 up to 30 mins £3.00 up to 1 hour £5.00 up to 2 hours
	Any day 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
One section on the south side	Any day 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
Broad Street Central area of parking.	Monday to Saturday 8.00am - 06.30pm and Sunday 10.00am – 6.30pm	£1.00 up to 30 mins £2.50 up to 1 hour	£1.50 up to 30 mins £3.00 up to 1 hour
	Any day 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
Three sections on the north side and one on the south side	Any day 6.30pm – 10.00pm	£2.50 for any length of stay	£3.00 for any length of stay
Wellington Square One section of parking on the north side of the square. Three sections of parking on the west side of the square	Monday to Saturday 9.30am - 6.30pm and Sunday 10.00am – 6.30pm	£1.00 up to 30 mins £2.50 up to 1 hour £4.00 up to 2 hours	£1.50 up to 30 mins £3.00 up to 1 hour £5.00 up to 2 hours
	Any day 6.30pm – 10.00pm	£2.50 for any length of stay	

		stay	£3.00 for any length of stay
<u>Blackhall Road</u> Four sections of road on the eastern side, north of Museum Road.	<p>Monday to Saturday 8.00am -6.30pm and Sunday 10.00am – 6.30pm</p> <p>Any day 6.30pm – 10.00pm</p>		
<u>Cromwell Street</u> One section of road on the eastern side, south of Speedwell Street.			
<u>King Edward Street</u> One section of road on the western side, north of Bear Lane			
<u>Longwall Street</u> One section of road on the eastern side, north of High Street.			
<u>Merton Street</u> One section of road on the southern side, east of Magpie Lane.			
<u>Museum Road</u> One section of road on the northern side, east of Blackhall Road.			
<u>Parks Road</u> Three sections of road on the eastern side, north of Holywell Street.			
<u>St Giles</u> Five sections of road on the western side. Two sections of road on the eastern side.			
<u>Woodstock Road</u> Western side, four sections south of Observatory Street.			
<u>Mansfield Road</u> Five sections of road on the western side, north of Savile Road. Seven sections of road on the eastern side, north of Jowett Walk.	<p>Monday to Saturday 8.00am - 6.30pm</p> <p>Monday to Saturday 6.30pm – 10.00pm</p> <p>Sunday 10.00am -10.00pm</p>	<p>£1.00 up to 30 mins £2.50 up to 1 hour £4.00 up to 3 hours</p> <p>£2.50 for any length of stay</p> <p>£2.50 for any length of stay</p>	<p>£1.50 up to 30 mins £3.00 up to 1 hour £5.00 up to 3 hours</p> <p>£3.00 for any length of stay</p> <p>£3.00 for any length of stay</p>
<u>Keble Road</u> One section of road on the northern side, east of Banbury Road. One section of road on the southern side, east of Blackhall Road.			
<u>Savile Road</u> Two sections of road on the northern side, west of Mansfield Road. Two sections of road on the southern side west of Mansfield Road.			

<p>Great Clarendon Street One section of parking on the south-eastern side, southwest of Walton Street. One section of parking on the north western side, south west of Walton Street.</p>	<p>Monday to Saturday 8.00am - 6.30pm</p>	<p>£1.00 up to 30 mins £2.00 up to 1 hour £3.00 up to 2 hours</p>	<p>£1.50 up to 30 mins £2.50 up to 1 hour £4.00 up to 2 hours</p>
<p>Walton Street One section of parking on the south western side north west of Walton Crescent. Five sections of parking on the north eastern side, south east of Observatory Street</p>	<p>Monday to Saturday 6.30pm – 10.00pm</p> <p>Sunday 10.00am – 10.00pm</p>	<p>£2.00 for any length of stay</p> <p>£2.00 for any length of stay</p>	<p>£2.50 for any length of stay</p> <p>£2.50 for any length of stay</p>
<p>Norham Gardens Three sections of parking on the north /north western side. Four sections of parking on the southern side</p>	<p>Monday to Saturday 8.00am - 6.30pm</p> <p>Monday to Saturday 6.30pm – 10.00pm</p> <p>Sunday 10.00am – 10.00pm</p>	<p>£1.00 up to 30 mins £2.00 up to 1 hour £3.00 up to 3 hours</p> <p>£2.00 for any length of stay</p> <p>£2.00 for any length of stay</p>	<p>£1.50 up to 30 mins £2.50 up to 1 hour £4.00 up to 3 hours</p> <p>£2.50 for any length of stay</p> <p>£2.50 for any length of stay</p>
<p>Benson Place One section of road on the southern side, east of Fyfield Road. Two sections of road on the eastern side, south of Norham Road.</p>			
<p>Bradmore Road Two sections of road on the eastern side, north of Norham Gardens. Three sections of road on the western side, north of Norham Gardens.</p>			
<p>Crick Road Three sections of road on the southern side, east of Bradmore Road. One section of road on the northern side, east of Bradmore Road.</p>	<p>Monday to Friday 8.00am - 6.30pm and Saturday 8.00am – 1.00pm</p>	<p>£1.00 up to 30 mins £2.00 up to 1 hour £3.00 up to 3 hours</p>	<p>£1.50 up to 30 mins £2.50 up to 1 hour £4.00 up to 3 hours</p>
<p>Fyfield Road Two sections of road on the eastern side, north of Norham Gardens.</p>			
<p>Norham Road Two sections of road on the northern side, east of Banbury Road. One section of road on the southern side, east of Banbury Road. One section of road on the southern side, east of Fyfield Road.</p>			

<p>Hythe Bridge Street One section of road on the northern side</p>	<p>Monday to Sunday 6.30pm – 10.00pm</p>	<p>£2.50 for any length of stay</p>	<p>£3.00 for any length of stay</p>
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The general effect of these changes is that:

- 1) The pay and display parking charges in central Oxford of £1.00 for up to 30 minutes will be increased to £1.50 for up to 30 minutes
 - 2) The pay and display parking charges in central Oxford of £2.00 for up to 1 hour will be increased to £2.50 for up to 1 hour
 - 3) The pay and display parking charges in central Oxford of £2.50 for up to 1 hour will be increased to £3.00 for up to 1 hour
 - 4) The pay and display parking charges in central Oxford of £3.00 for up to 2 hours will be increased to £4.00 for up to 2 hours
 - 5) The pay and display parking charges in central Oxford of £4.00 for up to 2 hours will be increased to £5.00 for up to 2 hours
 - 6) The pay and display parking charges in central Oxford of £3.00 for up to 3 hours will be increased to £4.00 for up to 3 hours
 - 7) The pay and display parking charges in central Oxford of £4.00 for up to 3 hours will be increased to £5.00 for up to 3 hours
 - 8) The pay and display parking charges in central Oxford of £2.00 for evenings or Sundays will be increased to £2.50 for evenings or Sundays
 - 9) The pay and display parking charges in central Oxford of £2.50 for evenings or Sundays will be increased to £3.00 for evenings or Sundays
- Non pay and display parking will not be affected.

Traffic Regulation Team (Ref:DMT) for the Director for Environment and Economy,
Oxfordshire County Council, Speedwell House, Speedwell Street, Oxford OX1 1NE

Annex 3 - Public Notice for Residents Permits

ROAD TRAFFIC REGULATION ACT 1984
(1) OXFORDSHIRE COUNTY COUNCIL (CITY OF OXFORD AND NORTH HINKSEY) (VARIATION OF CHARGES FOR PERMITS) ORDER 20**
(2) OXFORDSHIRE COUNTY COUNCIL (ABINGDON) (DESIGNATION AND REGULATION OF STREET PARKING PLACES) (AMENDMENT No.8*) ORDER 20**
(3) OXFORDSHIRE COUNTY COUNCIL (VARIOUS ROADS-SOUTH OXFORDSHIRE) (PROHIBITION AND RESTRICTION OF WAITING AND PERMITTED PARKING) (VARIATION No.9*) ORDER 20**

NOTICE IS HEREBY GIVEN that Oxfordshire County Council proposes to make the above orders under Sections 45 and 46 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 and all other enabling powers.

The effect of (1) the Oxford and North Hinksey Order will to be to vary the orders listed in the schedule to this Notice being all the controlled parking zone orders for Oxford and North Hinksey to the following effect:

1. All Residents Permits currently costing £50 per annum index linked will be increased to £60 per annum index linked
2. All Residents Permits currently costing £100 per annum index linked will be increased to £120 per annum index linked
3. All Residents Permits currently costing £150 per annum index linked will be increased to £180 per annum index linked
4. All Residents Permits currently costing £11 per annum index linked will be increased to £15 per annum index linked. This applies to the Orders numbered 24 – 27 in the Schedule to this notice (“the Kassam Stadium Orders”)
5. All Visitors Permits currently costing £16 index linked for a block of 25 (second allocation) will be increased to £20 index linked. The initial block of 25 will remain free of charge as will all Visitors Permits for zones covered by the Kassam Stadium Orders.
6. The charge for additional discretionary Visitors Permits will be increased from £0.60 index linked to £0.80 index linked per permit with no charge for discretionary permits to those aged 70 or above
7. Contractors permits currently costing £16 index linked will be increased to £20 index linked.

These charges will include inflationary increases from April 2010 and the index linking mechanism in all the Orders will be revised and simplified with a new base date of April 2015. Inflationary increases will not take place more frequently than once every three years and no inflationary increase may be made before April 2018.

Orders (2) & (3) will similarly be subject of increased charges as follows:

The Oxfordshire County Council (Abingdon) (Designation and Regulation of Street Parking Places) Order 1984 (as amended)

All Residents Permits currently costing £100 per annum will be increased to £120.

The visitor charge is to be increased from 40p to 50p

The Oxfordshire County Council (Various Roads-South Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) Order 2008 (as amended)
All Residents Permits currently costing £65 per annum will be increased to £80.
The visitor charge is to be increased from 30p to 50p.

Documents giving more detailed particulars of the Order are available at <http://myconsultations.oxfordshire.gov.uk/inovem/consult.ti/system/calendar> and for public inspection at County Hall, New Road, **Oxford** OX1 1ND from 9 am to 4 pm Monday to Friday; at **Oxford Library***, Westgate, OX1 1DJ from 9 am to 7 pm Monday to Thursday and from 9 am to 5.30pm on Friday & Saturday; **Cowley Library***, Temple Road, Oxford OX4 2EZ from 9.15 am to 5.30 pm Monday & Friday, 9.15 am to 7 pm Tuesday & Wednesday and 9 am to 4.30 pm Saturday; **Headington Library***, Bury Knowle Park, North Place, Headington OX3 9HY from 9.15am to 1 pm Monday & Wednesday; 9.15am to 7 pm Tuesday & Thursday; 9.15am to 6 pm Friday; and 9.15am to 4.40pm Saturday; **Old Marston Library***, Mortimer Hall, Oxford Road, Oxford OX3 0PH from 2pm to 5pm Tuesday, 5.30pm to 7pm Thursday, 10am to 12pm & 2pm to 5pm Friday, and 9.30am to 12.30pm Saturday; and **Summertown Library***, South Parade, OX2 7JN from 9.30am to 5.30pm Monday & Friday, Tuesday & Thursday 9.30am to 7pm, Saturday 9am – 4.30pm; **Abingdon Library**, The Charter, OX14 3LY from 9am to 7pm Monday, Tuesday, Wednesday and Friday; 9am to 1pm Thursday and 9am to 4.30pm Saturday; and **Henley Library**, Ravenscroft Road, RG9 2DH from 9am to 8pm Mondays to Fridays, and 9am to 4.30pm Saturday; Tuesday & Thursday 9am to 5.30pm, Wednesday 9am to 1pm.

*(*these locations have existing orders on CD).*

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. DMT/permits) at the address given below no later than 27th February 2015. 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.

SCHEDULE

The following are Oxfordshire County Council orders:

1. (Central Area, Oxford) (Controlled Parking Zone and Waiting Restrictions) Order 2011 as amended
2. (East Oxford) (Controlled Parking Zone Waiting Restriction and Traffic Management) Order 2010 as amended
3. (Headington Central) (Controlled Parking Zone and Various Restrictions) Order 2005 as amended
4. (Girdlestone Road) (Controlled Parking Zone and Waiting Restrictions) Order 2006 as amended
5. (Headington North East) (Controlled Parking Zone and Waiting Restrictions) Order 2006 as amended
6. (Headington Quarry) (Controlled Parking Zone and Waiting Restrictions) Order 2006 as amended
7. The City of Oxford (Headington West) (Controlled Parking Zone) Order 2000 as amended
8. The City of Oxford (Jericho) (Parking Places and Controlled Parking Zone) Order 2000 as amended

9. (The Lakes Headington) (Controlled Parking Zone and Waiting Restrictions Order 2007 as amended
10. (Marston South) (Controlled Parking Zone and Waiting Restrictions) Order 2007 as amended
11. The City Of Oxford (Norham Manor) (Controlled Parking Zone) Order 1999 as amended
12. (North Oxford) (Controlled Parking Zone and Various Restrictions) Order 2004 as amended
13. (North Summertown) (Controlled Parking Zone and Waiting Restrictions) Order 2007 as amended
14. (Northway Headington) (Parking Zone and Waiting Restrictions) Order 2007 as amended
15. (South Oxford) (Controlled Parking Zone and Waiting Restrictions) Order 2009 as amended
16. (Summertown) (Controlled Parking Zone and Waiting Restrictions) Order 2004 as amended
17. (Walton Manor Oxford) (Parking Places and Traffic Management) (Consolidation) Order 2003 as amended
18. (West Oxford and Osney Mead) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 2009 as amended
19. (Oxford) (Cuttleslowe & Five Mile Drive Area) (Controlled Parking Zone and Waiting Restrictions) Order 2014
20. (Oxford, Magdalen Road (North) Area) (Controlled Parking Zone and Waiting Restrictions) Order 2012
21. (Oxford - Divinity Road Area) (Controlled Parking Zone and Waiting Restrictions) Order 2012 as amended
22. (North Hinksey (Botley) - Elms Road) (Controlled Parking Zone and Waiting Restrictions) Order 2013
23. The City of Oxford (The Waterside) (Controlled Parking Zone) Order 2001 as amended
24. (Blackbird Leys West) (Controlled Parking Zone) (Oxford) Order 2005 as amended
25. (Brake Hill) (Oxford) (Controlled Parking Zone) Order 2005 as amended
26. (Frys Hill) (Oxford) (Controlled Parking Zone) Order 2005 as amended
27. (Minchery Farm) (Oxford) (Controlled Parking Zone) Order 2005 as amended

Traffic Regulation Team (Ref.DMT) for the Director for Environment and Economy, Oxfordshire County Council, Speedwell House, Speedwell Street, Oxford OX1 1NE.

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Initial Resource Allocation Request (Stage 0a)

Project/Programme Name:	Replacement of Pay & Display payment machines on street
Total Estimated Capital Cost:	£540K
Funding gap proposed to be met from corporate capital resources:	
Priority Category:	TBC
Sponsoring Director:	Mark Kemp
Divisions Affected:	Oxford, Abingdon & Henley

Sign-off & Approval

In preparing this report input must be obtained from the following:

Responsible Owner	Name	Date
Service Manager / Client / Project Sponsor (Report Author)	Helen Crozier	03/02/15
Transport or Property Delivery Team		
Service Finance Business Partner or Senior Financial Adviser		
Capital Finance Team		
Other Contributors as applicable (e.g. developer funding, asset strategy)		

Final approval as per the Financial Procedure Rules must be obtained from:

Approval Level	Name	Date
Through the annual budget setting process unless otherwise agreed as appropriate with the Capital Finance Team	Director	February

1 Description & Objectives of the Proposal / Desired Outcomes & Business Benefits

The replacement of all Pay and Display payment machines on-street to ensure that all new coinage will be accepted in the future.

The pay & display machines were first installed in 1994 at which time they had been purchased 2nd hand from a London Authority.

It has come to a stage where the Parkeon DG4 machines are at the end of life and spares are being very difficult to locate. Parkeon have informed us that they cannot ensure spare parts will be available.

Over the years the Royal Mint have changed the properties of coinage such as 5p and 10p and in 2017 a new £1.00 coin will come into circulation and the machines will be unable to accept such coinage. We have problems with the machines accepting the new 5p and 10p coins and this is being widely reported by our customers. Validators within the machines have been adjusted to their maximum tolerance to deal with all coinage.

New machines will enhance the customers' ability to pay with the new coinage and also to pay by credit/debit card for their convenience which in turn will lower the costs of cash collection/counting and the machines will be less vulnerable to breakings as they will hold less cash.

The new machines also support a back office function which allows us to interrogate and to write various reports which and to ensure up to the minute knowledge of any failures and allows an engineer to be dispatched to ensure their continued operation.

2 Options for Delivery of the Proposal

Capital expenditure (On-Street Account)

3 Estimated Costs & Proposed Funding Plan

The estimated cost of replacing all pay & display machines is £540,000.

107 pay & display machines in Oxford, Abingdon and Henley @ £5,000 per machine (including installation costs).

4 Project Delivery Timetable

Over a maximum six month period including the tender process.

Activity	Start Date	Finish Date	Milestone/decision point & scheduled technical gateways
Option Appraisals			Approval of stage 0b BC

CMDE4

Feasibility and Preliminary Design			+ 2 months
Detailed Design and Procurement			+ 4 months
Construction			+ 6 months

5 Risks, Constraints, Dependencies & Exclusions

Loss of revenue due to the machines unable to accept new coinage.

Customer perception and dissatisfaction of not being able to pay to park

6 Communication & Consultation

No consultation required. All forthcoming changes will be communicated to the public through on-street notices and the erection of new pay & display machines during implementation.

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CMDE5

Divisions: Henley-on-Thames,
Faringdon, Witney South and Central

CABINET MEMBER FOR ENVIRONMENT– 15 JUNE 2015

PROPOSED DISABLED PERSONS PARKING PLACES SOUTH OXFORDSHIRE, VALE OF WHITE HORSE AND WEST OXFORDSHIRE DISTRICTS

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 new Disabled Persons' Parking Places (DPPP) at various locations in South Oxfordshire, The Vale, and West Oxfordshire.

Background

2. New DPPPs requested in Luker Avenue, Henley; Pye Street, Faringdon and Weavers Close, Witney are shown in Annexes 1 – 3. Requested by disabled people resident in the above roads the 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 delegated authority to avoid unnecessary delays to applicants. The table below details the proposals.

<u>South Oxfordshire</u>	<u>Vale of White Horse</u>
	Ashbury , Pound Piece – new bay near No 14
Berinsfield , Colville Road – new bay near No 66	Marcham , Duffield Place - extension of existing bay in lay-by outside No 6 to accommodate 2 cars
Didcot , Cockcroft Road – two new bays in car park; formalisation of existing bay outside 47 Lydalls Road	Wootton , Amey Crescent – new bay outside No 8
Sonning Common , Ashford Avenue – new bay near No 20	Eynsham , Green's Road – new bay outside No 9 ²
Wallingford , Radnor Road – formalisation of existing bay outside No 19; South View – new bay in adjacent car park ¹	
Warborough, new bay in St Lawrence Close outside flats 1 to 15.	
<u>West Oxfordshire</u>	
Bampton , Colville Close – new bays outside No's 6 & 15	
Cassington , Bell Lane – new bay outside No 6	

¹ advertised but is not proceeding and an alternative location is being sought which will be re-advertised (the applicant is aware)

CMDE5

² advertised but is not proceeding as the applicant can no longer drive so the DPPP is not required

Proposed removal of existing Disabled Persons Parking Places

<u>South Oxfordshire</u> Thame, Berkeley Road – removal of bay outside No 20	Henley – removal of bays outside Nos.17 and 25/27 Gainsborough Hill
<u>West Oxfordshire</u>	Witney – removal of bay in Weavers Close, outside No 2 in the lay-by

Formal Consultation

3. Oxfordshire County Council sent a copy of the draft Traffic Regulation Orders, 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 22 April 2015. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall, the South and Vale, and West Oxfordshire District Council Offices. They were also deposited at local libraries and are 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 as appropriate and in the Oxford Times.
4. One objection has been received to the proposal in Luker Avenue, Henley; one objection in respect of the proposal in Pye Street, Faringdon and finally one objection in respect of Weavers Close, Witney. These are summarised in Annex 4 together with an officer response. Local County Councillors have indicated their support for the proposals in Faringdon and Henley.
5. Having carefully considered the points made by the objectors, and recognising that in locations where parking is congested the disabled are at a greater disadvantage, it is suggested that the proposals proceed as advertised.

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 new DPPPs as advertised and detailed in this report.**

CMDE5

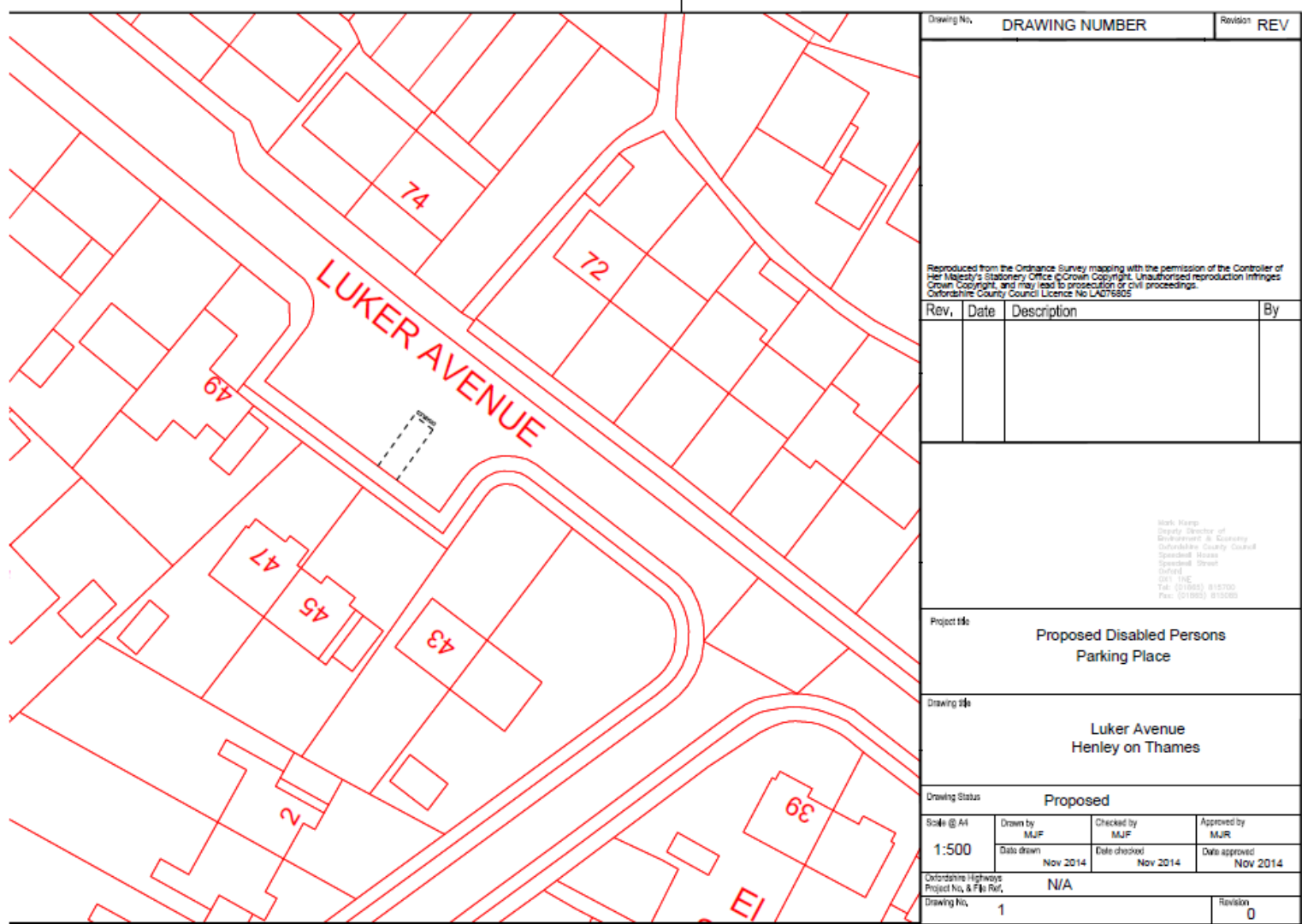
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

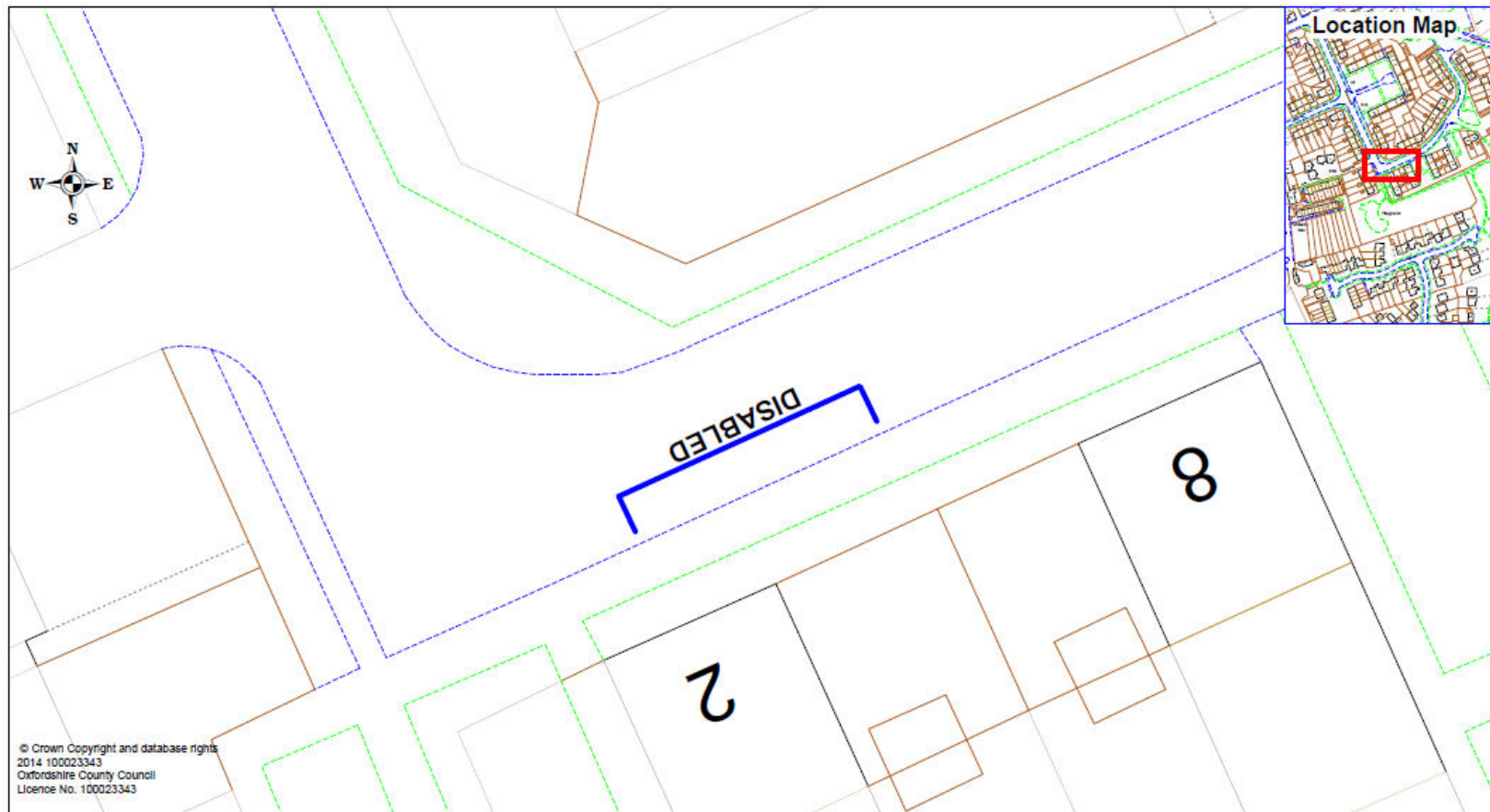
Background papers: Consultation documentation

Contact Officers: Owen Jenkins 01865 323304



June 2015

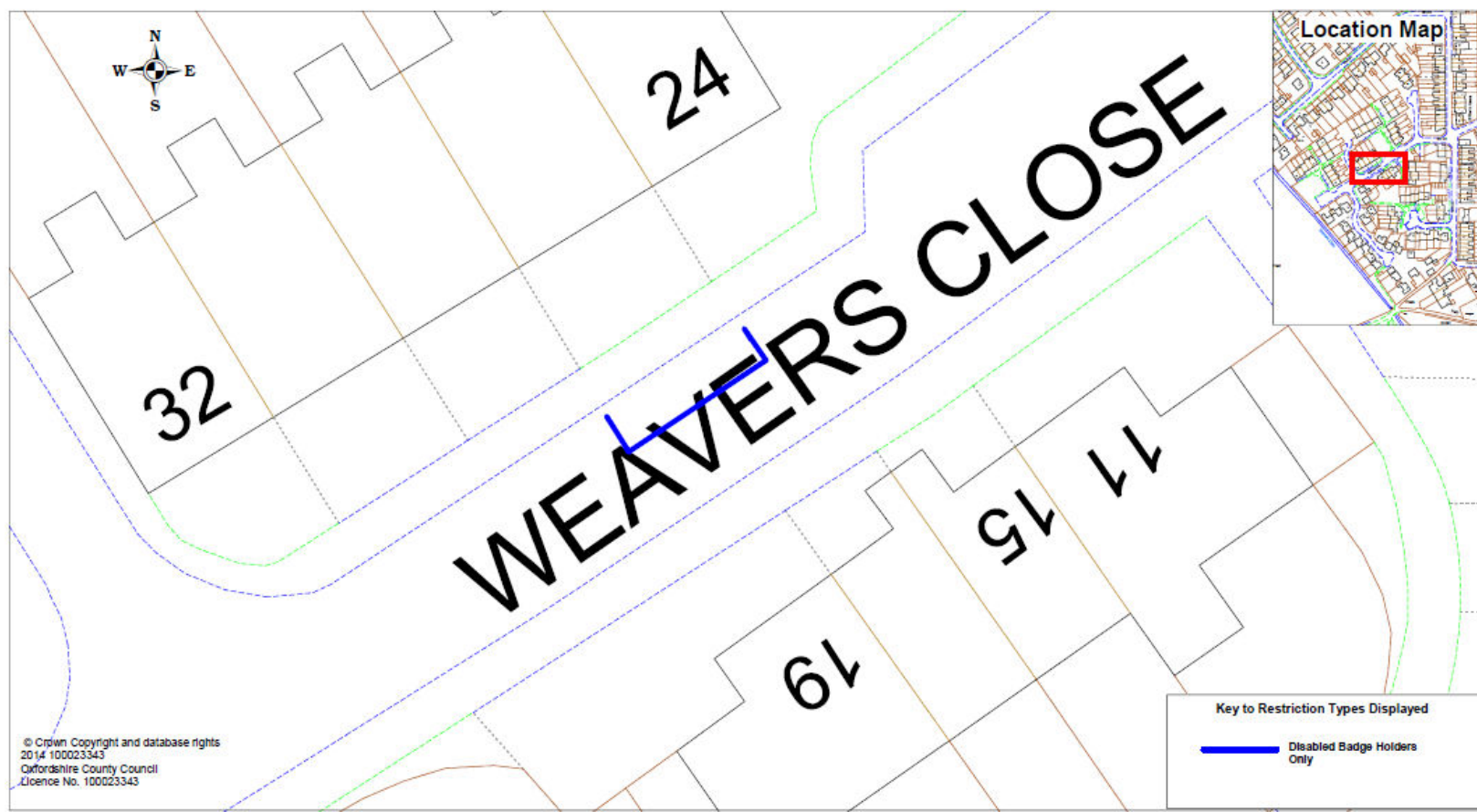


Drawing No.		DRAWING NUMBER		Revision		REV	
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Rev.	Date	Description				By	
<p>Mark Young Deputy Director of Development & Quality Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 815800</p>							
Project title		Proposed Disabled Persons Parking Place					
Drawing title		Luker Avenue Henley on Thames					
Drawing Status		Proposed					
Scale @ A1	Drawn by	Checked by		Approved by			
1:500	MJF	MJF		MJR			
	Date drawn	Date checked		Date approved			
	Nov 2014	Nov 2014		Nov 2014			
Oxfordshire Highways Project No. & File Ref.		N/A					
Drawing No.		1				Revision	
						0	



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 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	 <p>Proposed DPPP in Pye Street, Faringdon</p>	SCALE	NTS
		DATE	14/01/2014
		DRAWING No.	
		DRAWN BY	



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Proposed DPPP
Weavers Close, Witney

SCALE	NTS
DATE	13/11/2014
DRAWING No.	
DRAWN BY	

RESPONSES TO CONSULTATION

Proposed DPPP in Luker Avenue, Henley		
RESPONDENT	COMMENT	RESPONSE
Resident, Luker Avenue	Suggests DPPP should be sited opposite the applicant's home and on the road – not in the lay-by. Parking is difficult in the lay-by especially when a neighbour has many visitors.	The residents fronting on to the lay-by have drives. The position of proposed bay is to prevent the applicant having to cross the road and is the safest location. The properties directly opposite the applicant's gate do not have off-street parking so a DPPP here would inconvenience the residents. The respondent has a long drive which can accommodate a number of cars; it is intended that if the proposed DPPP is approved, an appropriate marking will be installed at the same time to protect this drive.
Proposed double DPPP in Pye Street, Faringdon, for two disabled drivers resident in the road		
RESPONDENT	COMMENT	RESPONSE
Resident, Pye Street	Doesn't drive but afraid that an ambulance or fire engine couldn't get along the road. Pye Street is heavily parked most times of day and especially in the evening. There are already two DPPPs further up the road, and resident doesn't think two more are needed.	The road is wide at this point and there would be approximately 4 metres of road space left for the emergency services, delivery, and waste vehicles to pass. The Emergency Services and The Vale & South District waste management team are all happy with the proposal. The road is heavily parked and that does disadvantage disabled drivers more. There is currently only one DPPP in Pye Street.
Proposed DPPP in Weavers Close, Witney		
RESPONDENT	COMMENT	RESPONSE
Resident, Weavers Close	He believes the DPPP would cause a permanent obstacle to larger vehicles and thinks the nearby lay-by is far more suitable as a location and easily accessed by the applicant being 3 to 4 metres away from the proposed location. The DPPP could also be located in the designated car	There would be over 3 metres free road left for large vehicles to pass and the Emergency Services are happy with the proposal. The existing bay in the lay-by (which is being removed) is approximately 30 metres away from the applicants' front door, so is unsuitable. If the bay were moved to the near end of the lay-by it would be approximately 10 metres away and the applicant

	<p>park to the rear of the properties which is just as close for the applicant. He also believes the DPPP at the other end of the lay-by could also be accessed by the applicant who regularly walks this far. This would be cheaper for the Council instead of removing it (which is currently proposed), in the current financial climate.</p>	<p>needs a DPPP outside her front door because of her and her daughter's disability. The car park at the back of the properties is owned by Cottsway Housing Association so OCC has no jurisdiction there. The applicant and her disabled daughter would find it difficult to walk from their back door, down the garden path, and along the alleyway to the parking area (over 30 metres distance).</p>
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