

Delegated Decisions by Cabinet Member for Transport

***Thursday, 22 March 2012 at 10.00 am
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 30 March 2012 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
County Solicitor

March 2012

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

Note: Date of next meeting: 25 April 2012

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. Oxford, Divinity Road Area Controlled Parking Zone (Pages 1 - 28)**

Forward Plan Ref: 2011/203

Contact: David Tole, Principal Engineer, Transport & Safety Improvements Tel: (01865) 815942/ Craig Rossington, Principal Transport Planner Tel: (01865 815575)
10.05 am

Report by Deputy Director for Environment & Economy – Highways & Transport
(CMDT4).

- 5. Oxford, Magdalen Road (North) and Magdalen Road (South) Areas Controlled Parking Zones (Pages 29 - 68)**

Forward Plan Ref: 2011/202

Contact: David Tole, Principal Engineer, Traffic & Safety Improvements Tel: (01865) 815942/Craig Rossington, Principal Transport Planner Tel: (01865 815575)
10.35 am

Report by Deputy Director for Environment & Economy – Highways & Transport
(CMDT5).

6. Garsington Lower Farm Bus Stop (Pages 69 - 74)

Forward Plan Ref: 2012/031

Contact: David Taylor, Public Transport Development Manager Tel: (01865) 816519

11.05 am

Report by Deputy Director for Environment & Economy – Highways & Transport
(**CMDT6**).

7. Oxford, Fairfax Avenue/Purcell Road Pedestrian/Cycle Link (Pages 75 - 90)

Forward Plan Ref: 2012/019

Contact: Victoria Butterworth, Assistant Transport Planner Tel: (01865) 810414

11.35 am

Report by Deputy Director for Environment & Economy – Highways & Transport
(**CMDT7**).

8. Rights of Way Improvement Plan Extension (Pages 91 - 98)

Forward Plan Ref: 2012/005

Contact: Paul Harris, Countryside Information & Access Officer Tel: (01865) 810206

11.45 am

Report by Deputy Director for Environment & Economy – Growth & Infrastructure
(**CMDT8**).

9. Exempt Clause

It is RECOMMENDED that the public be excluded for the duration of item 10E since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.

NOTE: The main report relating to item 10E does not itself contain exempt information and is thus available to the public. The exempt information is contained either in an Annex which has been circulated only to members and officers entitled to receive it, or will be reported orally at the meeting.

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

10. Bus Service Subsidies (Pages 99 - 150)

Forward Plan Ref: 2011/209

Contact: John Wood, Assistant Public Transport Officer Tel: (01865) 815802

11.55 am

Report by Deputy Director for Environment & Economy – Highways & Transport
(**CMDT10E**).

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

*Information relating to the financial or business affairs of any particular person
(including the authority holding that information)*

Division(s): Isis, East Oxford

CABINET MEMBER FOR TRANSPORT – 22 MARCH 2012

OXFORD, DIVINITY ROAD AREA CONTROLLED PARKING ZONE

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

Introduction

1. This report sets out the response to the formal consultation on the draft traffic regulation order (TRO) for the proposed controlled parking zone (CPZ) for the Divinity Road area that took place from 26 January until 24 February 2012. A map showing the area covered by the proposals is at Annex 1. Taking the response and other factors into account, the report recommends that the proposals are approved subject to a number of minor modifications.

Policy Context and Background

2. The policy context for a CPZ in the Divinity Road area is contained in the Oxford Area Strategy that forms part of the adopted third Local Transport Plan for Oxfordshire. The area strategy recognises the important role that CPZs can play in managing the overall level of peak hour traffic within the ring road and so helping to tackle congestion in the city.
3. Removing free on street car parking will help discourage people from driving into the area and causing the transport problems that result. Removing car trips from the transport network will help to make travel by sustainable alternatives more attractive and reliable. As well as helping to tackle existing transport problems in the area such as congestion and road safety, the proposed CPZ would help prevent further new development in the area from having a negative impact.
4. A parking survey of the area in 2008 showed that there were 184 non-resident vehicles parked in the area for more than 4 hours (of these 125 were parked for more than 6 hours). Since the parking survey, there has been a significant amount of development close to the Divinity Road area most notably at the Churchill Hospital (the cancer centre) and on the University of Oxford's Old Road Campus (the Old Road Campus Research Building). This can be expected to have increased the parking pressure within the area.
5. More context and background can be found in the previous report to the Transport Decisions Committee on 1 October 2009.

Previous Consultation

6. The plans for the Divinity Road area CPZ were previously formally consulted on in 2009 and the response reported to Transport Decisions Committee on 1 October of that year. The proposals were approved subject to minor modifications, but the Committee decided to defer implementation until a CPZ for the neighbouring Magdalen Road area was approved. Even though plans for a Magdalen Road area CPZ were considered by the Cabinet Member for Transport in March 2010, a decision was made not to approve the CPZ but to re-consult with the scheme split into two zones. However, no further work was carried out due to cuts in Government funding for this type of scheme.
7. Subsequently, developer funding accompanying planning permission granted in September 2011 for the expansion of the University of Oxford's Old Road campus has meant that work on the CPZs could be resumed. Because two years has passed since the last consultation on the Divinity Road plans, further formal consultation is required by law. The history of plans for CPZs in the Divinity and Magdalen Road areas can be found at Annex 2.

Formal Consultation 26 January to 24 February 2012

8. The draft TRO for the Divinity Road area CPZ was advertised from 26 January to 24 February 2012 (along with some minor changes to existing TROs to accommodate the proposed CPZs). The proposals are exactly the same as those advertised in 2009 apart from some minor modifications – listed at Annex 3. A total of 1285 letters were sent to addresses in the area explaining where to find out what was being proposed and how comments and objections could be made. These were accompanied in each case by a plan showing details of the proposed parking layout in the vicinity of the address in question. An example of the letter and parking layout plan can be seen in Background Document D.
9. Background Document D also lists the formal consultees who received details of the proposals. All relevant documentation detailing the proposals, including an online response form, was made available on the county council's eConsult system. The full draft TRO was on deposit at the Central and Cowley Libraries as well as at County Hall. Street notices were placed in every road within the zone and a notice placed in the Oxford Times on 26 January 2012. Copies are in Background Document D.

Response to Divinity Road area CPZ consultation 2012

10. In total, 118 responses to the Divinity Road area CPZ consultation were received from addresses within the Divinity Road area. This represents a 9.2% response rate from the 1285 letters sent out during

the consultation. Fifty-five (47%) supported and 44 (37%) objected. The remaining 19 (16%) did not state clearly whether they supported or objected to the proposals.

11. A further 92 responses to the Divinity Road area CPZ consultation were received from outside of the Divinity Road area. Forty-nine (53%) supported and 43 objected (47%).
12. In addition to responses from individual addresses, a number of stakeholders responded to the consultation. These were the Divinity Road Residents' Association (it also held an open public meeting jointly with the Green Party on 16 February attended by 32 people), the East Oxford Forum of Residents Associations, Oxford City Council, Oxford Brookes University, Oxford Pedestrians Association and Oxford Bus Company. These responses are included in Background Document E along with officer comments where appropriate.

Issues Arising from the Consultation

13. The main recurring objections to the proposals are summarised at Annex 4 – these are very similar to those raised at previous consultation stages.
14. A number of responses received to the consultation did so largely on the basis of detailed design issues (e.g. lengths, locations and types of parking bays), rather than as a result of an overriding concern about the principle of a CPZ. Some of these would be addressed by making minor modifications if the CPZ is approved for implementation. A list of minor modifications that officers agree would improve the scheme are listed at Annex 6. They would need to be subject to local re-consultation.

Relationship with other proposed CPZs in the area

15. In 2009, the CPZ for Divinity Road was approved but its implementation deferred until the proposals for a CPZ in the Magdalen Road area were also approved and implemented. This was to address concerns of some Magdalen Road area residents that implementing a CPZ for just the Divinity Road area would result in cars over-spilling into their uncontrolled streets.
16. It is the view of officers that the ideal situation would be for the Divinity Road area CPZ to go ahead at the same time as both Magdalen Road CPZs. This would have the biggest impact on helping to tackle transport related problems in and around the area. However, if for some reason either or both of the Magdalen Road area CPZs are not agreed, officers believe that there is now good reason to implement a CPZ just for the Divinity Road area.

17. Pressure on parking has almost certainly increased more in the Divinity Road area compared to the Magdalen Road area as a result of new development since 2008. The granting of planning permission in 2011 for further development at the University of Oxford's Old Road Campus will add to this pressure. Officers therefore believe that any problems at the edge of an uncontrolled Magdalen Road area caused by overspill from a Divinity Road area CPZ are outweighed by those that the streets in the Divinity Road area would continue to experience if a CPZ there were not to be introduced.

Equality and Inclusion

18. Apart from minor modifications, the proposals that are the subject of this report are exactly the same as those that were previously considered and approved at the Transport Decisions Committee on 1 October 2009. Equality and inclusion issues were addressed in reporting to that meeting and a comprehensive EqIA was subsequently completed for the proposals alongside those for the Magdalen Road area CPZ when the latter were considered at the Cabinet Member for Transport Decision meeting on 25 March 2010.
19. The county council now completes Service and Community Impact Assessments (SCIA) in cases such as these. The SCIA is at Annex 5.
20. The scheme has potential impacts on individuals with disabilities, including age related disabilities. These relate mainly to footway parking, which is part of the design proposals, and was discussed in detail in the report to the Transport Decisions Committee on 1 October 2009. Disability equality is considered alongside other equality issues in the SCIA. This assessment concludes that there would be a significant net improvement in conditions for disabled people across the proposed zone as a result of the scheme.
21. The assessment shows that there are mitigating factors for possible negative impacts on other equality groups. As these relate to aspects of the permit schemes not specific to this proposed CPZ, but rather in common with CPZs right across Oxford, these should be considered in more detail as part of an SCIA accompanying any wider review of CPZ policy in general when resources are available.

Environmental Implications

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

How the project supports LTP3 Objectives

23. The proposals support LTP3 objectives as set out in paragraphs 2 and 3.

Financial and Staff Implications

24. It is estimated that the cost of implementing the Divinity Road area CPZ (including this formal consultation) will be £135,000. This will be fully funded from developer funding, the majority of which is from the expansion of the University of Oxford's Old Road campus. This funding is allocated in the county council's capital programme.
25. Final cost estimating, including changes arising from consultation, is yet to be completed so some uncertainty remains about the final scheme costs. Any necessary changes will be managed in line with the corporate capital governance requirements and further approvals will be sought at the appropriate level.
26. A small number of additional civil enforcement officers would be required to enforce the CPZ but the additional revenue cost is expected to be recovered from permit and enforcement income.

Risk management

27. An assessment has been carried out identifying the risks and their mitigation associated with the delivery. The assessment is in background document F. The biggest risks relate to budget, delay and objectives. Factors such as adverse weather (it is not advisable to put down road markings on wet roads) and delays in clearing streets of cars to allow road markings to be put down will potentially add to costs and delays. Greater negative impacts of the scheme once implemented such as more than predicted knock on of commuter cars into uncontrolled streets could mean the full delivery of objectives is not achieved. The assessment sets out the measures that have been and will be put into place to manage these risks.

Conclusions

28. Whilst a number of in principle and detailed concerns about the proposals for a Divinity Road CPZ were received during the consultation, overall the majority of those who responded were in support of the scheme. A number of the detailed objections and concerns received about the scheme can be addressed through minor modifications listed in Annex 6, should the decision be made to approve the draft TROs. These would need to be subject to local consultation with residents and businesses in the immediate vicinity.

29. Apart from minor modifications, the proposals are exactly the same as those that were previously approved on 1 October 2009. Based on the 2008 parking surveys, the CPZ could remove up to 184 non-resident cars from the area covered by the proposals and encourage them to use more sustainable modes of transport to make their journey. The proposals would also relieve pressure on resident parking in what is currently a very heavily parked area. Regulated pavement parking would also significantly improve conditions for pedestrians in the area.
30. The scheme fits closely with the city's transport strategy, will help to tackle problems caused by people driving into the area and support plans for further development.

RECOMMENDATIONS

31. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **authorise the making of the Oxfordshire County Council (Oxford Divinity Road area) (Controlled Parking Zone and Waiting Restrictions) Order 20**;**
 - (b) **authorise the making of the consequential TROs being the Oxfordshire County Council (East Oxford) (Controlled Parking Zone Waiting Restrictions and Traffic Management) (Variation No 6*) Order 20**, the Oxfordshire County Council (Various Streets East Oxford) (Traffic Regulation) (Variation No.9*) Order 20**, the Oxfordshire County Council (Headington West) (Controlled Parking Zone) (Variation No. 12*) Order 20**, and the Oxfordshire County Council (Cowley Road, Oxford) (Traffic Regulation) (Variation No. 1*) Order 20****
 - (c) **authorise officers to reconsult locally on amendments to the scheme, as set out in Annex 6 to this report; and**
 - (d) **authorise the Deputy Director for Environment & Economy (Highways & Transport) in consultation with the Cabinet Member for Transport to carry out further minor amendments to the scheme and the Traffic Regulation Order that may be required when implementing the proposed parking zone**

STEVE HOWELL
Deputy Director
Environment & Economy (Highways & Transport)

- Annexes: Annex 1: Controlled parking zone boundary plan
 Annex 2: History and background to the proposals
 Annex 3: Minor modifications since last consultation
 Annex 4: Summary of main objections with officer response

CMDT4

Annex 5: Equality Impact Assessment (updated)

Annex 6: Recommended Minor amendments

Background papers: Document A: Report of Feasibility Study
Document B: Report of Initial Consultation
Document C: Report of Informal Consultation
Document D: Formal Consultation documents and plans (including consultation letter and list of stakeholders consulted)
Document E: Formal consultation responses and officer comments
Document F: Risk Assessment

Contact Officer: Craig Rossington Tel: 01865 815575
David Tole Tel: 01865 815942

March 2012

A history of the Controlled Parking Zone (CPZ) proposals for the Divinity Road and Magdalen Road ¹ areas

Feasibility - August 2007 to January 2008

A feasibility study of potential additional CPZs within Oxford was undertaken between August 2007 and January 2008. The Divinity Road and Magdalen Road areas were two of six areas identified. The study included site surveys and parking surveys to determine the level of residential and commuter parking, as well as informal consultation with stakeholders and local councillors. Based on the findings of the feasibility study, the then Cabinet Member for Transport decided to proceed with the promotion of the Divinity Road and Magdalen Road area CPZs.

A full report on the study is at background Document A.

Initial Informal Consultation - June and July 2008

Initial informal consultation on plans for CPZs in the Divinity and Magdalen Road areas was carried out between 13 June and 11 July 2008. Most respondents were overall in favour of a CPZ, and, whilst some were reluctantly in favour, they acknowledged the need for a CPZ in their area but resented paying for it and/or were concerned about the 'knock on' effect it might have in surrounding streets. It was also recognized that there was a need to restrict the number of permits due to the high demand relative to available space. Having reviewed the public response to the consultation alongside the county council's five LTP2 priorities, the Cabinet Member for Transport decided to proceed with a preliminary design for the CPZs. Reports on the informal consultation are available here at Background Document B.

Further Informal Consultation – November and December 2008

Based on the results of the initial consultation preliminary design proposals were the subject of informal consultation between 7 November and 8 December 2008.

A consultation pack, showing the parking layout and designation of parking bays in each street, including plans and a questionnaire, was delivered to every property within the proposed zone.

Following a review of the public response the then Cabinet Member for Transport decided to proceed with a detailed design.

Full reports on the informal consultation are available at Background Document C.

¹ Now being advertised as two zones – Magdalen Road (North) and Magdalen Road (South)

Formal Consultation – June and July 2009

Taking into account the comments from the informal consultation, revised plans were drawn up for formal consultation, which took place between 11 June and 9 July 2009. A draft Traffic Regulation Order for each zone was advertised and consultation packs delivered to every property within the proposed zone. Full details of both consultations were reported to the former Transport Decisions Committee on 1 October 2009.

At the committee, it was decided to approve the plans for a CPZ in the Divinity Road area but only implement them when plans for a CPZ in the Magdalen Road area were approved. The committee approved the principle of a CPZ in the Magdalen Road Area subject to the exclusion of the Iffley Fields area from the zone and authorised officers to advertise a new Traffic Regulation Order for the zone on that basis.

Further Formal Consultation for the Magdalen Road Area proposals - November 2009 to January 2010

Following the Transport Decisions Committee on 1 October 2009, a further formal consultation was carried out between 20 November 2009 and 4 January 2010 on the basis of the previous plans for the Magdalen Road area but with the Iffley Fields area removed.

Full details of this consultation were also reported to the Cabinet Member for Transport Decisions Committee on 25 March 2010.

The Cabinet Member for Transport decided not to approve the plans but instead instructed officers to re-advertise the plans but with the same zone area split into two distinct areas – one to cover all the roads north west of but not including Magdalen Road, the other to cover all the roads south east of and including Magdalen Road.

Divinity Road Area Minor amendments included in the Consultation
(Jan-Feb 2012)

1. Bartlemas Close – All proposed 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south east side is amended as 3 hours shared parking bays Mon-Sun 8.00am to 6.30pm.
2. Bartlemas Close – The No Waiting at Any Time on the south east side near No.18 Bartlemas Close for a length of 40 metres is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
3. Bartlemas Road – The Proposed Permit Holders only parking bay on the south east side across the access to 2A Bartlemas Road is amended as No Waiting at Any Time.
4. Cowley Road – The Existing No Waiting at Any Time and No Loading 7.30am -9.30am and 4.00pm -6.30pm on the south west side is corrected on the plan as per onsite marking in front of the Church Hall.
5. Divinity Road – The short length of proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south east side between No. 2 Divinity Road and Co-operative food shop is amended as No Waiting at Any Time
6. Divinity Road – The proposed Permit Holders only parking bay on the north west side in front of No. 147 Divinity Road driveway is amended as No Waiting at Any Time.
7. Hill Top Road - The Permit Holders only parking bay on the north east side in front of No. 59 Hill Top Road is amended as No Waiting at Any Time across both the access to No. 59 Hill Top Road.
8. Hill Top Road – The proposed Permit Holders only parking bay on the north east side in front of No. 26 Hill Top Road is amended as Disabled Persons parking bay.
9. Minster Road – The Disabled persons parking bay on the south west side in front of No. 2 Minster Road is amended as Permit Holders Only parking bay.
10. Manzil Way – All proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6.30pm to 8.00am on the north west side is amended as 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm

11. Manzil Way – All proposed 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6.30pm to 8.00am on the north west side is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
12. Parsons Place – The proposed Permit Holders only parking bay on the west side across the accesses to Nos. 6 & 8 Parsons Place is amended as No Waiting at Any Time.
13. Parsons Place – The proposed Permit Holders only parking bay on the east side is amended to extend near the boundary between Nos. 1 and 3 Parsons.
14. Southfield Road – The Proposed Permit Holders only parking bay on the south east side in front of No. 22 Southfield Road is amended as Disabled persons parking bay.
15. Southfield Road – The proposed No Waiting at Any Time on the north west side in the boundary between Nos. 67 and 69 Southfield Road is removed and the Permit Holders bay is combined.
16. Southfield Park - All proposed Permit Holders only parking bay on both sides is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm and also delete the car club bay on the south east side.
17. Stone Street – The Proposed Permit Holders only parking bay on the east side across the access to No. 5 Stone Street is amended as No Waiting at Any Time.
18. Tawney Street – The Proposed No Waiting at Any Time on the south side across the garage between Nos. 20 and 22 Tawney Street is amended as Permit Holders only parking bay.
19. Tawney Street – The Proposed Permit Holders only parking bay on the north side in front of No.31 Tawney Street is extended to reduce the length of nearby 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am across the access of No. 31A Tawney Street.
20. Warneford Lane - All proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on both sides are amended as 2 hours shared parking bays Mon-Sun 8.00am to 6.30pm
21. Warneford Road – The Proposed No Waiting at Any Time on the south west side across the rear access of No. 74 Divinity Road is amended as Permit Holders only parking bay.

ANNEX4**Common objections to proposal for CPZ in the Divinity Road area**

Objection	Officer response
<p>Objection to paying for permits, some seeing it as an unfair 'tax' on residents.</p> <p>Objection that the CPZ will not tackle the problem of over parking in the evening and overnight – there are just too many resident cars. Some said the scheme would make it harder for them to find somewhere to park.</p>	<p>The permit fees cover CPZ administration and enforcement costs, and are not used to fund other council services. CPZ costs are not paid for by council tax, so there is no double payment. Residents' permits bring benefits for local residents, including protecting their streets from unsafe parking, and reducing pressure on parking spaces in their streets. The permit fee for one car amounts to less than £1 per week.</p> <p>There would not be sufficient space to allocate a specific residential space for each resident's permit, because it would not be efficient use of the space – at any one time, not every resident is at home, and others should be able to use the space. But overall, officers consider that there would be sufficient space for residents because, although the number of spaces will be reduced to prevent unsafe parking, parking by non-residents would be restricted and crucially, for the evening parking issue, the number of resident permits per property would be limited to two. This will manage demand for parking by residents.</p>
<p>Objection that there are too many students living in the area who own cars. Why not stop students from bringing cars into the area?</p> <p>Why should residents have to put up with a CPZ all year round when the student problem is only for part of the year.</p>	<p>Some houses in multiple occupancy (HMOs) have a large number of cars associated with them. These may be occupied by either students or professional people. Universities do not have any power to prevent students in private accommodation from bringing cars to Oxford.</p>

	<p>While we recognise that many students can easily manage without a car in Oxford, there are many circumstances in which they may need a car just as much as any other resident. We do not have any plans to prevent students from obtaining residents' permits, but a limit of two permits per property would mean residents in many student houses (as well as other HMOs) would have to decide amongst themselves who could have the permits, and this would reduce the number of cars parked in the area.</p> <p>The most recent parking survey showed that there are 184 non resident cars parked in the area during the day – for most of the year. The CPZ would remove them straight away – and it needs to be all year round to do that.</p>
<p>Objection to partial pavement parking.</p>	<p>Where we are proposing this it is necessary to ensure emergency access and to help control the encroachment of vehicles on the pavement.</p> <p>If cars were parked on the road on both sides, there would be a high risk of emergency vehicles not being able to pass, because the road space would be too narrow. In some streets that currently do not have pavement parking, this is already the case, and the Fire and Rescue Service have told us they are concerned about the risk.</p> <p>Parking bays would be marked to allow sufficient width on the footway for wheelchairs to pass. Wherever possible a minimum width of 1.2m would be provided with an absolute minimum of 1m at pinch points. Where possible wider pavements would be provided.</p>

	<p>This is an improvement on the current situation in many streets where parking frequently takes up nearly all of the pavement so that people have to walk in the road. Wherever possible, the designs allow for a completely clear pavement on one side of the road and frequent gaps in the parking bays to allow for passing and crossing the road.</p>
<p>Objection to the restricted number of visitors' permits, which are allocated per person over 17. People said that this would be overly restrictive, particularly as the parking restrictions would operate at all times. Some saw this as particularly unfair on single adult households.</p>	<p>The scheme would not work as intended without some restriction on visitor parking in the area. The proposed allocation of visitor permits is consistent with all other Oxford CPZs, but could be seen as more restrictive on residents of this proposed CPZ than some others, due to the fact that the restrictions are proposed to operate at all times and relatively few people have off street parking. Officers consider that visitor permit allocations should be included in any future review of permit arrangements across Oxford.</p> <p>Having said that public transport and cycle routes to the area are excellent so not all visitors will need to arrive by car.</p>

This page is intentionally left blank

Service and community impact assessment (SCIA)

Controlled parking zones for the Magdalen Road (North), Magdalen Road (South) and Divinity Road areas

Purpose

The purpose of this document is to assess the potential impact of proposals for controlled parking zones (CPZ) for the Magdalen Road (North), Magdalen Road (South) and Divinity Road areas in Oxford, with particular reference to groups of people who share protected characteristics.

Section 149 of the Equalities Act 2010 (“the 2010 Act”) imposes a duty on the Council to give due regard to three needs in exercising its functions. This proposal is such a function. The three needs are:

- the need to eliminate any conduct which is prohibited by or under the 2010 Act;
- the need to advance equality of opportunity between persons who
- share any of the protected characteristics listed in section 149(7); and the need to foster good relations between persons who share a relevant protected characteristic and those who do not.

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act.

The need to advance equality of opportunity involves having due regard to the need to:

- remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic,
- take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs other people, and encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low.
- Steps to meet the needs of disabled people which are different from the needs of people who are not disabled include steps to take account of a person’s disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

These protected characteristics are:

- Age (people of different age groups)

- Disability (e.g. physical or sensory impairments, long-term illnesses and conditions, hidden impairments such as a heart condition, frailty, learning disabilities or mental health problems)
- Gender (men/women) and Gender Reassignment
- Ethnicity (including Black, Asian, Minority Ethnic groups, Gypsies & Travellers)
- Religion/belief (different faiths, including people with no religion or belief)
- Sexual orientation
- Marriage/civil partnerships
- Pregnancy & Maternity

Main purpose of the scheme

By removing the availability of commuter parking, the CPZs aim to reduce the number of car trips into the area, contributing to the objective of reducing congestion on major routes into the city. The scheme would also benefit residents by better protecting space for them to park their vehicles, reducing the number of vehicles coming into the area and would benefit all users of the roads in the area by removing potentially unsafe or obstructive parking.

Main features of the scheme

- Parking only within marked bays, backed up by enforcement.
- Bays designated as permit holders only, shared use (residents or time-limited between certain times for others), or time restricted for anyone.
- Some bays marked partially on the pavement where necessary to guarantee emergency access and preserve a reasonable level of parking space.
- Permits available for residents, max two per property, at a charge which is currently £50 each per year.
- Visitor permits available to residents: max 50 24-hr permits per year for each resident over 17. The first 25 of these are free, the next 25 for a charge of (currently) £16 but free for over-70s.
- Permits also available to businesses for max 2 vehicles required for business use.
- Carers' permits available to residents requiring frequent visits by carers for medical reasons.
- Restrictions in operation at all times.

Consultation and stakeholder involvement

Consultation packs were sent to every property within the proposed CPZ area and to a number of organizations. The full list of organizations consulted is available in background document D.

Several previous consultations have been completed on CPZ proposals in the three areas. Throughout the consultation stages, individual responses have been considered in detail and requests from disabled people living in the area

or those representing them have been taken into account wherever possible with modifications made to the design in the immediate vicinity of their properties. Requests for disabled parking bays have been passed to the relevant officer and new disabled bays have been incorporated into the design.

In the consultation, individuals were encouraged to give reasons for any objections or comments they made. This information has enabled officers to consider the impact the scheme would have on various groups of people, and is incorporated in the assessment set out below.

Summary of impacts

Age: The restrictions on visitor permits may negatively affect older people as they are more likely to live in single adult households. However, net improvement for disabled people due to the regulation of pavement parking will also bring benefits for older people where they experience age-related disability.

Disability: Significant net improvement across the area on current conditions for people with disabilities, as a result of regulated parking.

Gender: The restrictions on visitor permits may indirectly affect more women than men due to the likelihood that there are more single adult households headed by or comprised only of women.

Ethnicity: No conclusive differential impact on any racial group.

Religion: No differential impact on any group as a result of their religion.

Sexual orientation: No differential impact on any group as a result of their sexual orientation.

Marriage/civil partnerships: No infringement of human rights.

Pregnancy and maternity: The restrictions on visitor permits may particularly affect parents with young children because they are likely to have a high number of visits from family and friends. However, regulation of parking on pavements will significantly improve conditions for parents with buggies and pushchairs. The removal of commuter parking will make it more likely that residents will be able to park closer to their homes than at present.

Impact on customers

Pavement parking

The scheme consists of lines marking out parking bays, and additional signage. Lines and signs will all accord with relevant regulations. The design includes partial pavement parking in many streets. This means that bays are marked so that vehicles must be parked with two wheels on the kerb.

Enforcement would be carried out against vehicles whose wheels were outside the marked bays. Partial pavement parking has only been proposed where necessary to preserve a reasonable amount of parking for residents (i.e. parking on both sides of the road) whilst providing sufficient clear carriageway width to guarantee emergency access.

The Department for Transport's guidance in 'Inclusive Mobility' advocates a minimum pavement width of 1.5m, in order to allow someone to walk to the side of someone with a wheelchair and for larger wheelchairs to turn. Because of the narrow width of carriageway and pavement in many streets it has not been possible to provide a clear footway width of 1.5m. The general minimum width allowed in the design is 1.2m, dropping to an absolute minimum of 1m at pinch points. 'Inclusive Mobility' provides for a width of 1m at pinch points over a maximum distance of 6m.

There is a risk that the full marked width of clear pavement may be partially obstructed by wing mirrors that have not been folded in, overhanging vegetation, bins or recycling containers. However, with less non-resident parking it will be easier for residents, if they so wish, to remind each other of the need to retract wing mirrors. Overhanging vegetation can be removed by the county council if occupiers fail to cut it back when asked. Bins and recycling containers are generally placed back inside property boundaries by recycling staff once they have been emptied.

The restricted pavement width may have a higher negative impact on people with disabilities or age-related walking difficulties. Because women tend to live longer than men and are more likely to suffer from age-related disability it could also be the case that there is more of a potential negative impact on women than on men.

Activities that would be difficult under the design where there is partial pavement parking include:

- Passing someone in a wheelchair on the pavement, or two wheelchair users passing.
- Walking side by side with someone in a wheelchair or using a walking frame.
- Turning through 90 degrees or more in a wheelchair.
- Wheelchair users exiting or entering a narrow gateway alongside a car parked partially on the pavement.

These difficulties are mitigated as far as possible within the design by the provision of frequent passing places or other gaps in the parking, to protect accesses and fire hydrants, and provide clear sight lines around junctions. Where specifically requested, parking has been removed to keep the area around an individual gateway clear to assist disabled access. Disabled parking bays have in some cases been kept on the road rather than partly on the pavement, to assist users. Problems in the future for individuals accessing gateways could, when brought to the county council's attention, be eased through amendments to the design, subject to local consultation.

Unregulated pavement parking currently occurs in the vast majority of streets where regulated pavement parking is now proposed. Vehicles are frequently parked so as to prevent access along the pavement for those pushing buggies or wheelchairs. The design would therefore improve conditions for disabled people in the following ways:

- Nowhere would marked clear pavement widths drop below 1m and generally the minimum would be 1.2m. With good enforcement, this means wheelchair users would be able to get around the area whereas currently their path is frequently blocked and they are forced into the road.
- Where possible, parking on the footway is only proposed for one side of the road. Where parking currently occurs on the pavement on both sides of the road, this is a significant improvement.
- Removal of parking from around junctions, where the kerb is usually dropped, will create more and better opportunities for crossing the road.

<i>Risks</i>	<i>Mitigation</i>
Disability - Pavement parking reduces available pavement width and makes it harder for people with disabilities to use the pavements	Unregulated pavement parking occurs in the vast majority of streets where regulated pavement parking is proposed. Regulated pavement parking will improve conditions significantly by creating an enforceable limit (the edge of the marked bay) on pavement parking. In many cases this means there will be considerably more space for pedestrians than there is currently.
Pregnancy and maternity - Pavement parking reduces available pavement width and makes it harder for people with buggies or pushchairs to use the pavements	

Taking all these factors into account, officers believe that there would be a significant net positive impact from the scheme’s pavement parking design for disabled people including those with age-related disability. The pavement parking design is not considered to have any differential positive or negative effects on people sharing any of the other protected characteristics.

Designation of parking bays and position of yellow line restrictions

The parking bays have been designated as permit holders’ only, shared use, short term, or car club according to various practical considerations and local demand. Double yellow line restrictions have been placed where necessary for reasons of safety and access. As parking is currently unrestricted, this

means that some residents would no longer be able to park directly outside their house and may have to walk a little further to get to and from their cars.

It has sometimes been possible to accommodate particular requests for changes within the design.

Disabled drivers holding a blue badge benefit from the following mitigations:

- Non-residents may park in permit holder only bays or unrestricted in time restricted bays
- Residents may apply for a Disabled Persons Parking Place (several new requests have been accommodated as part of the design but future requests will also be considered)

Loading (including dropping off passengers) is allowed within permit holder only bays and on double yellow lines where safe to do so.

The removal of commuter parking will make it more likely that residents will be able to park closer to their homes than at present.

While it has not been possible to please everybody, the distribution of parking bay designations is not considered to have a potentially more positive or negative impact on any particular group.

Restriction on residents' permits

Residents would be entitled to permits: one each up to a maximum of two per property. This may create more difficulties for households with more than two adults, as well as residents in shared housing, where more than two people want to keep cars. However, the evidence from the consultations suggests that those likely to experience difficulties are relatively few in number, and that generally people recognize the need to limit demand for parking due to the constrained space available. A restriction per property is considered by officers to be a fair and practicable way of rationing the available space, and would not disproportionately affect people according to any of the equality groups.

Disabled residents with blue badges benefit from being able to park without a permit in residents' bays, so there is no negative impact on disabled people.

The removal of commuter parking will make it more likely that residents including disabled residents will be able to park closer to their homes than at present.

Officers do not consider that there is any clear potential negative impact on any particular group as a result of the restriction on residents' permits.

Restriction on visitor permits

The restricted number of visitor permits available would present difficulties for some people, especially those with family members or partners who visit regularly by car, or those with childcare providers who come to their houses by car. While there is some shared use or short term parking space in almost every street it may be hard to find a space nearby, particularly in the evenings.

Unlike the restriction on resident permits, which most people seem to accept, a recurring theme in the consultations has been dissatisfaction with restrictions on visitor permits.

In line with other Oxford CPZs, the allowance of visitor permits is per adult rather than per property. While this means that multi adult households and shared housing benefits from more visitor permits (in contrast to their disadvantage in terms of resident permits), it also means that single adult households are disadvantaged in terms of the ease with which they can receive car-borne visitors. Groups particularly affected may be single parent households relying on help with childcare and older single adult households. Non-car owners, who may be more reliant on car-borne visitors, do not qualify for any more visitor permits than do car owners. The majority of single parent households are headed by women and the majority of elderly single people are women, so there is potentially a greater negative impact on women than on men.

It should be noted that people requiring regular visits from carers or home helps for medical reasons (e.g. disabled or elderly frail) can apply for a carers' permit, which they keep and can give to any of their carers for the duration of the visit. Thus there is not considered to be any negative impact on disabled residents. Disabled people with blue badges visiting the area would be exempt from restrictions.

<i>Risks</i>	<i>Mitigation</i>
<p>Gender: The restrictions on visitor permits may indirectly affect more women than men due to the likelihood that there are more single adult households headed by or comprised only of women.</p>	<p>The area is very well served by public transport</p> <p>Shared use bays (which visitors can use without a visitor permit) have been provided throughout the zones and provide two and three hours parking spaces between 8 am and 6.30 pm seven days a week</p>
<p>Pregnancy and maternity: The restrictions on visitor permits may particularly affect parents with young children because they are likely to have a high number of visits from family and friends.</p>	<p>The area is very well served by public transport</p> <p>Shared use bays (which visitors can use without a visitor permit) have been provided throughout the zones and provide two and three hours spaces between 8 am and 6.30 pm seven days a week</p>
<p>Age: Older people may have more car-borne visitors and therefore be more affected by the restriction on visitors permits, particularly since older people are more likely to live alone or in a couple rather than in a household with several adults.</p>	<p>The area is very well served by public transport</p> <p>Shared use bays (which visitors can use without a visitor permit) have been provided throughout the zones and provide two and three hours spaces between 8 am and 6.30 pm seven days a week</p>

The restrictions on visitor permits could have a slightly more negative impact on people according to gender, age, pregnancy and maternity.

However, the area is well served by public transport, including buses late into the evenings, so in most cases visitors have alternative means of travel. There is also a provision for additional visitor permits to be issued in exceptional circumstances at the county council's discretion.

The restriction on visitor permits is not considered to have any differential positive or negative effects on people sharing any of the other protected characteristics.

This page is intentionally left blank

**Divinity Road Area Minor amendments recommended after the
Consultation (Jan-Feb 2012)**

1. Bartlemas Road - Amend Permit Holders only parking bay on the south east side across the access of Nos. 20 and 22 Bartlemas Road to No Waiting at Any Time
2. Divinity Road – Amend the No Waiting at Any Time on the north west side across the driveway of No.111 Divinity Road to white access protection marking inside a Permit Holders only parking bay
3. Divinity Road – Review the No Waiting at Any Time on the north west side in front of Nos. 73 and 75 Divinity Road to change it to a Permit Holders only parking bay
4. Divinity Road – Review the No Waiting at Any Time on the south east side in front of Nos. 60 and 62 Divinity Road to change it to a Permit Holders only parking bay
5. Divinity Road – Review the Permit Holders only parking bay on the north west side near the junction of Cowley Road to change it to No Waiting at Any Time up to No.1a Divinity Road
6. Divinity Road - Review No Waiting at Any Time on the south east side at the junction of Divinity Road and Stone Street in front of Nos. 126-144 Divinity Road to provide Permit Holders only parking bay (to provide 3 extra spaces south-west of (and opposite to) Stone Street)
7. Divinity Road - Review No Waiting at Any Time on the north west side in front of Nos.117 -119 Divinity Road to provide Permit Holders only parking bay
8. Hill Top Road – Provide Permit Holders only parking bay on the north east side in front of No. 43 Hill Top Road which was missed in the plan.
9. Hill Top Road – Review the No Waiting at Any Time on the south west side in front of No. 12 Hill Top Road to provide Permit Holders only parking bay
10. Minster Road – Amend the No Waiting at any time on both sides of the cul-de-sac of Minster Road to Permit Holders only parking bay keeping the fire hydrant location clear
11. Southfield Road – Review the starting point of Permit Holders only parking bay on the north west side in front of No. 65 Southfield Road to move about 2 metres north.

12. Southfield Road – Review the No Waiting at Any Time on the north west side in front of Nos. 71 to 75 Southfield Road to provide Permit Holders only parking bay
13. Southfield Road – Review No Waiting at Any Time on the north west side in front of 109-117 Southfield Road near the chicane to provide permit Holders only parking bay (amounting to 1 extra space outside no. 109 and 1 outside no. 110).
14. Southfield Road – Amend the plan to show 61 Southfield Road
15. Tawney Street – Provide No Waiting at Any Time on the south side between the dropped kerb of No.22 Tawney Street and the dropped kerb to the garage near the lamp column.
16. Warneford Road - Amend No Waiting at Any Time on the south west side across the driveway of No.20 Warneford Road to white access protection marking inside a Permit Holders Parking bay.

Minor amendments recommended by county council officers

17. Divinity Road – Extend Permit Holders Parking bay outside No.101 (Valentines court) by 1 car length.
18. Divinity Road – Amend short length of Permit Holders Parking bay outside Nos.180/182 to No Waiting At Any Time due to constricted width near the build out.
19. Southfield Road - Amend short length of Permit Holders Parking bay outside No.78 to No Waiting At Any Time due to constricted width near the build out.

Division(s): Isis, East Oxford

CABINET MEMBER FOR TRANSPORT – 22 MARCH 2012

OXFORD, MAGDALEN ROAD (NORTH) AND MAGDALEN ROAD (SOUTH) AREAS CONTROLLED PARKING ZONES

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

Introduction

1. This report sets out the response to the formal consultation on the draft traffic regulation orders (TRO) for the proposed controlled parking zones (CPZ) for the Magdalen Road (North) and Magdalen Road (South) areas that took place from 26 January until 24 February 2012. Maps showing the areas covered by the proposals are at Annex 1. Taking the response and other factors into account, the report recommends that the proposals are approved subject to a number of minor modifications.

Policy Context and Background

2. The policy context for the CPZs being considered in this report is contained in the Oxford Area Strategy that forms part of the adopted third Local Transport Plan for Oxfordshire. The area strategy recognises the important role that CPZs can play in managing the overall level of peak hour traffic within the ring road and so helping to tackle congestion in the city.
3. Removing free on street car parking will help discourage people from driving into the area and causing the transport problems that result. Removing car trips from the transport network will help to make travel by sustainable alternatives more attractive and reliable. As well as helping to tackle existing transport problems in the area such as congestion and road safety, the proposed CPZ would help prevent further new development in the area from having a negative impact.
4. A parking survey of the two areas in 2008 showed that there were 279 non-resident vehicles parked for more than 4 hours – 199 in the Magdalen Road (North) area and 80 in the Magdalen Road (South) area. Of the total of 279 cars parked for more than 4 hours, 187 were parked for more than 6 hours.
5. More context and background can be found in the previous reports to the Transport Decisions Committee on 1 October 2009 and the Cabinet Member for Transport meeting on 25 March 2010.

Previous Consultation

6. The CPZ proposals for the Magdalen Road (North) and Magdalen Road (South) areas together are the same (apart from minor modifications) as those that were last advertised as the Magdalen Road zone during December 2009 and January 2010. On 25 March 2010, the County Council's Cabinet Member for Transport decided not to approve the plans for the whole Magdalen Road area CPZ (although it was decided that the Iffley Fields area would be removed) but instead instructed officers to re-advertise the plans split into two distinct areas. However, no further work was carried out due to cuts in Government funding.
7. Subsequently, developer funding accompanying planning permission granted in September 2011 for the expansion of the University of Oxford's Old Road campus has meant that work on the CPZs could be resumed. The full history of plans for CPZs in the Magdalen and Divinity Road areas can be found at Annex 2.

Formal Consultation 26 January to 24 February 2012

8. The draft TROs for the two Magdalen Road area CPZs were advertised from 26 January to 24 February 2012 (along with some minor changes to existing TROs to accommodate the proposed CPZs). Apart from some minor modifications (listed at Annex 3) the proposals are exactly the same as those advertised during December 2009 and January 2010. A total of 2176 letters were sent to addresses in the area explaining where to find out what was being proposed and how comments and objections could be made. These were accompanied in each case by a plan showing details of the proposed parking layout in the vicinity of the address in question. An example of the letter and parking layout plan can be seen in Background Document D.
9. Background Document D also lists the formal consultees who received details of the proposals. All relevant documentation detailing the proposals, including an online response form, was made available on the county council's eConsult system. The full draft TRO was on deposit at the Central and Cowley Libraries as well as at County Hall. Street notices were placed in every road within the zone and a notice placed in the Oxford Times on 26 January 2012. Copies are in Background Document D.

Response to Magdalen Road (North) area CPZ consultation 2012

10. In total, 159 responses to the Magdalen Road (North) area CPZ consultation were received from addresses within the Magdalen Road (North) area. This represents a 15% response rate from the 1055 letters sent out during the consultation. One hundred and sixteen

(73%) supported and 31 (19%) objected. The remaining 12 (8%) did not state clearly whether they supported or objected to the proposals.

11. A further 71 responses to the Magdalen Road (North) area CPZ consultation were received from outside of the Magdalen Road (North) area. Sixteen (23%) supported and 55 objected (77%).

Response to Magdalen Road (South) area CPZ consultation 2012

12. In total, 120 responses to the Magdalen Road (South) area CPZ consultation were received from addresses within the Magdalen Road (South) area. This represents a 10.6% response rate from the 1121 letters sent out during the consultation. Nineteen (16%) supported and 94 (78%) objected. The remaining 7 (6%) did not state clearly whether they supported or objected to the proposals.
13. A further 75 responses to the Magdalen Road (South) area CPZ consultation were received from outside of the Magdalen Road (South) area. Forty-one (55%) supported and 34 objected (45%).
14. In addition to responses from individual addresses, a number of stakeholders and local councillors responded to the two consultations. These were the East Oxford Forum of Residents' Associations, Oxford City Council, Oxford Brookes University, Oxford Pedestrians' Association and Oxford Bus Company. These are included in Background Document E along with officer comments where appropriate.
15. During the consultation, the relevant local county and city councillors organised meetings for local residents in each of the areas to allow open discussion and comment on the proposals. The notes of these meetings (taken by councillors in each case) are included in Background Document E. A meeting was also held of the Magdalen Road Traders and Residents' Association to discuss the plans. The notes from that meeting are also in Background Document E.
16. A 52 signature petition was received from the Mahasidda Buddhist group in the Magdalen Road (South) area objecting to the proposals. The petition was given the title "No to Magdalen Road CPZ".

Issues Arising from the Consultation

17. The main recurring objections to the proposals are summarised in Annex 4 – these are very similar to those raised at earlier consultation stages.
18. A number of responses received to the consultation did so largely on the basis of detailed design issues (e.g. lengths, locations and types of parking bays), rather than as a result of an overriding concern about

the principle of a CPZ. Some of these would be addressed by making minor modifications if the CPZ is approved for implementation. These minor modifications would need to be subject to local re-consultation.

Differences in levels of support between the two CPZ proposals

19. As set out in paragraphs 10 and 11, levels of support for a CPZ in the Magdalen Road (North) area are still high. Given this high level of support and the very large number of non-resident cars that park in the area, there is an extremely strong case for implementing the Magdalen Road (North) area CPZ.
20. Whilst levels of support for the Magdalen Road (South) CPZ are significantly less than for the Magdalen Road (North) CPZ, it is the view of officers that both zones should be introduced. The views of local residents and businesses are of course very important in helping to determine the suitability of the proposals, but decisions on schemes must also be influenced by other factors such as financial and technical constraints and how the proposals help to deliver the transport strategy for Oxford.
21. Paragraph 4 explains how there were many fewer non-resident cars parked in the Magdalen Road (South) area compared to the Magdalen Road (North) area when surveys were last carried out in 2008. Whilst the removal of the 80 non-resident cars found to be parked in the Magdalen Road (South) area might not carry with it as strong a justification for introducing a CPZ as the 199 cars in the Magdalen Road (North) area, officers still believe there is a compelling case for implementing both CPZs.
22. On its own, discouraging 80 commuter cars from parking from the Magdalen Road (South) area would bring a benefit to the highway network, supporting the wider strategy for transport in the city in tackling peak hour congestion, encouraging more people to travel by alternative more sustainable modes. However, introducing the Magdalen Road (South) area CPZ takes on much more significance when the implications of not introducing it (but whilst the Magdalen Road (North) area CPZ is) are considered.
23. Given the immediate proximity of the Magdalen Road North area, at least some of the non-resident cars that currently park there will simply relocate to the Magdalen Road (South) area. That would result in the Magdalen Road (North) CPZ not being as effective as it could be in contributing to the wider transport strategy.
24. Furthermore, whilst overall, there would probably be sufficient capacity in the Magdalen Road (South) area to accommodate the relocated cars, most of the displacement would take place near the boundary, causing over parking problems in what are narrow streets, with restricted footway widths, and little protected off street parking for

residents. Magdalen Road businesses may find that the more convenient parking for their customers is taken up by commuters.

25. Additional pressure may be caused by some Magdalen Road (North) residents near the southern edge of the zone choosing not to pay for a permit and parking instead in the most convenient and nearest uncontrolled streets. This already happens to a certain extent in some of the streets in the Magdalen Road (North) proposed zone where they are close to the edge of the existing East Oxford CPZ.
26. Some consultation responses suggest that implementing both Magdalen Road area CPZs would result in an unsatisfactory relocation of commuter cars into the uncontrolled streets south-east of the Magdalen Road (South) area CPZ e.g. Ridgefield Road, Cricket Road. Whilst some relocation is possible, this is unlikely to be on the same scale as cars moving from the Magdalen Road (North) area to the Magdalen Road (South) area. This is due mainly to the extra walking distance it would add to people's journeys.
27. Officers also believe that the streets in question south-east of the Magdalen Road (South) area would be less negatively affected by some additional cars parked there, as a good number of residents have protected off-street parking, and the streets are wider and less heavily parked at the moment. The boundary of the CPZ has to be drawn somewhere and there is not sufficient funding for controls to be extended any further for the time being.

Equality and Inclusion

28. Apart from minor modifications and the splitting of the Magdalen Road area CPZ into two separate zones, the proposals that are the subject of this report are exactly the same as those that were previously considered at the Cabinet Member for Transport Decisions meeting on 25 March 2010. Equality and inclusion issues were addressed in reporting to that meeting and a comprehensive EqIA was completed for the proposals.
29. The county council now completes Service and Community Impact Assessments (SCIA) in cases such as these. This is at Annex 5.
30. The scheme has potential impacts on individuals with disabilities, including age related disabilities. These relate mainly to footway parking, which is part of the design proposals, and were discussed in detail in the report to the Transport Decisions Committee on 1 October 2009 when the first formal consultation on the CPZ proposals for the Magdalen Road area was considered. Disability equality is considered alongside other equality issues in the SCIA. This assessment concludes that there would be a significant net improvement in conditions for disabled people across the proposed zone as a result of

the scheme (this conclusion is just as relevant even though the proposals have been split geographically into two).

31. The assessment shows that there are mitigating factors for possible negative impacts on other equality groups. As these relate to aspects of the permit schemes not specific to this proposed CPZ but rather in common with CPZs right across Oxford, these should be considered in more detail as part of an SCIA accompanying any wider review of CPZ policy in general when resources are available.

Environmental Implications

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

How the project supports LTP3 Objectives

33. The proposals support LTP3 objectives as set out in paragraphs 2 and 3.

Financial and Staff Implications

34. It is estimated that the cost of implementing both Magdalen Road area CPZs (including this formal consultation) will be £156,000. This will be fully funded from developer funding, the majority of which is from the expansion of the University of Oxford's Old Road campus. This funding is allocated in the county council's capital programme.
35. Final cost estimating, including changes arising from consultation, is yet to be completed so some uncertainty remains about the final scheme costs. Any necessary changes will be managed in line with the corporate capital governance requirements and further approvals will be sought at the appropriate level.
36. A small number of additional civil enforcement officers would be required to enforce the CPZ but the additional revenue cost is expected to be recovered from permit and enforcement income.

Risk management

37. An assessment has been carried out identifying the risks and their mitigation associated with the delivery. The assessment is in background document F. The biggest risks relate to budget, delay and objectives. Factors such as adverse weather (it is not advisable to put down road markings on wet roads) and delays in clearing streets of

cars to allow road markings to be put down will potentially add to costs and delays. Greater negative impacts of the scheme once implemented such as more than predicted knock on of commuter cars into uncontrolled streets could mean the full delivery of objectives is not achieved. The assessment sets out the measures that have been and will be put into place to manage these risks.

Conclusions

38. A number of in principle and detailed concerns about the proposals for CPZs in the Magdalen Road area of East Oxford were received during the consultation, the majority of those being received from people living in the Magdalen Road (South) area. There were, though, a significant number of people who responded supporting the schemes. A number of the detailed objections and concerns received about the scheme can be addressed through minor modifications listed in Annex 6, should the decision be made to approve the draft TROs. These would need to be subject to local consultation with residents and businesses in the immediate vicinity.
39. Despite opposition to the proposals from the Magdalen Road (South) area, officers believe that there is strong justification for introducing both CPZs. They would remove up to 279 non-resident cars from the area and encourage them to use more sustainable modes of transport for their journeys. The proposals would also relieve pressure on resident parking in what is currently a very heavily parked area. Regulated pavement parking would also significantly improve conditions for pedestrians in the area.
40. Conditions in the streets to the south-east of the Magdalen Road (South) CPZ, if both CPZs were introduced, would be monitored to identify any minor remedial action that is needed to minimise the impact of any cars that overspill to those streets e.g. double yellow lines around corners and at junctions, white access protection lines across driveways and other vehicular accesses.
41. The schemes fit closely with the transport policy strategy, will help to tackle transport problems caused by people driving into the area and support plans for further development.

RECOMMENDATIONS

42. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **authorise the making of the Oxfordshire County Council (Oxford Magdalen Road (North) area) (Controlled Parking Zone and Waiting Restrictions) Order 20**;**

- (b) **authorise the making of the Oxfordshire County Council (Oxford Magdalen Road (South) area) (Controlled Parking Zone and Waiting Restrictions) Order 20**;**
- (c) **authorise the making of the consequential TROs being the Oxfordshire County Council (East Oxford) (Controlled Parking Zone Waiting Restrictions and Traffic Management) (Variation No 6*) Order 20**, the Oxfordshire County Council (Various Streets East Oxford) (Traffic Regulation) (Variation No.9*) Order 20**, the Oxfordshire County Council (Headington West) (Controlled Parking Zone) (Variation No. 12*) Order 20**, and the Oxfordshire County Council (Cowley Road, Oxford) (Traffic Regulation) (Variation No. 1*) Order 20****
- (d) **authorise officers to reconsult locally on amendments to the schemes, as set out in Annex 6 to this report; and**
- (e) **authorise the Deputy Director of Environment & Economy (Highways & Transport) in consultation with the Cabinet Member for Transport to carry out further minor amendments to the schemes and the Traffic Regulation Orders that may be required when implementing the proposed parking zones**

STEVE HOWELL

Deputy Director for Environment & Economy (Highways & Transport)

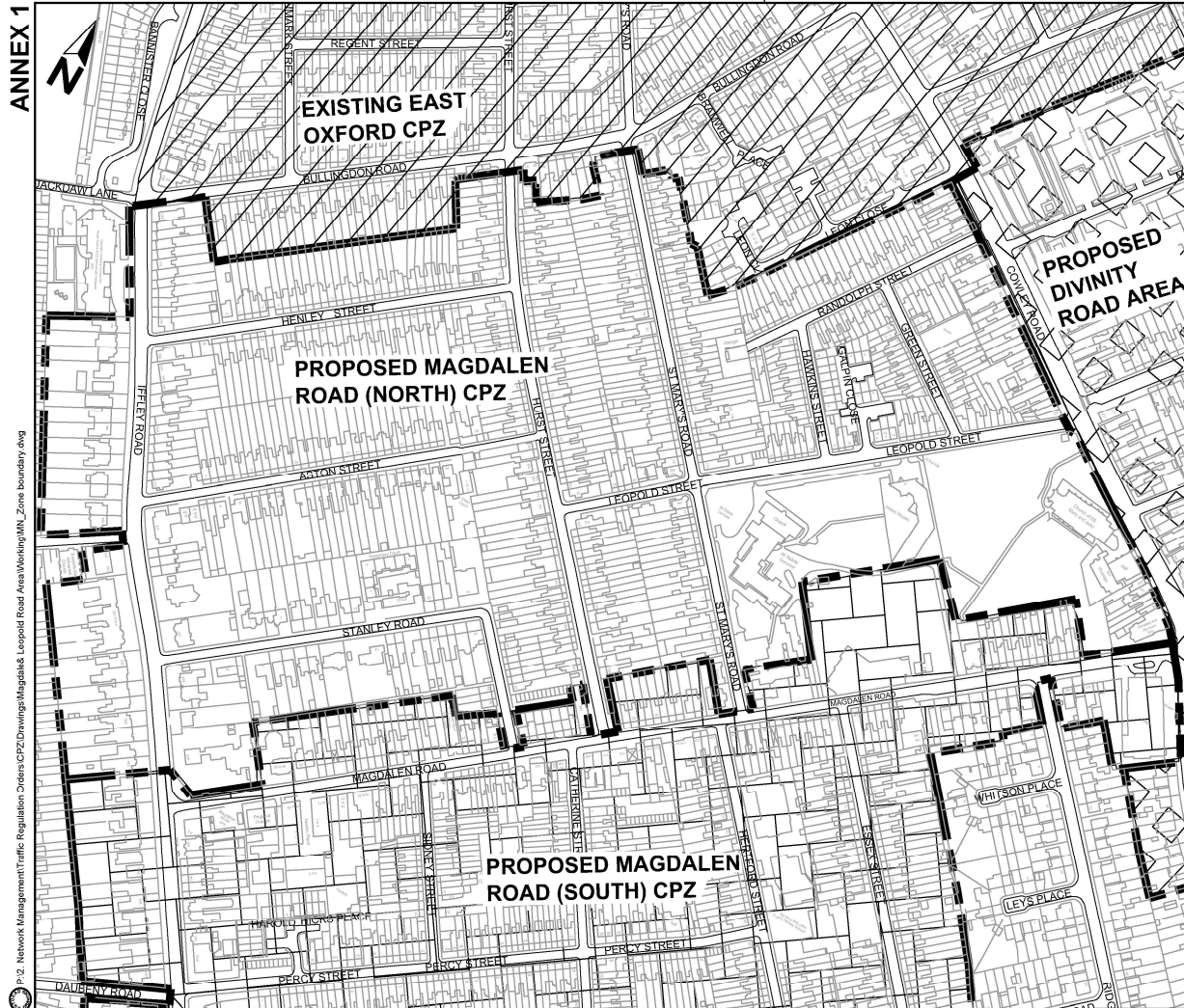
Annexes: Annex 1: Controlled parking zone boundary plan
 Annex 2: History and background to the proposals
 Annex 3: Minor modifications since last consultation
 Annex 4: Summary of main objections with officer response
 Annex 5: Equality Impact Assessment (updated)
 Annex 6: Recommended Minor amendments

Background papers: Document A: Report of Feasibility Study
 Document B: Report of Initial Consultation
 Document C: Report of Informal Consultation
 Document D: Formal Consultation documents and plans (including consultation letter and list of stakeholders consulted)
 Document E: Formal consultation responses and officer comments
 Document F: Risk Assessment

Contact Officer: Craig Rossington Tel: 01865 815575
 David Tole Tel: 01865 815942

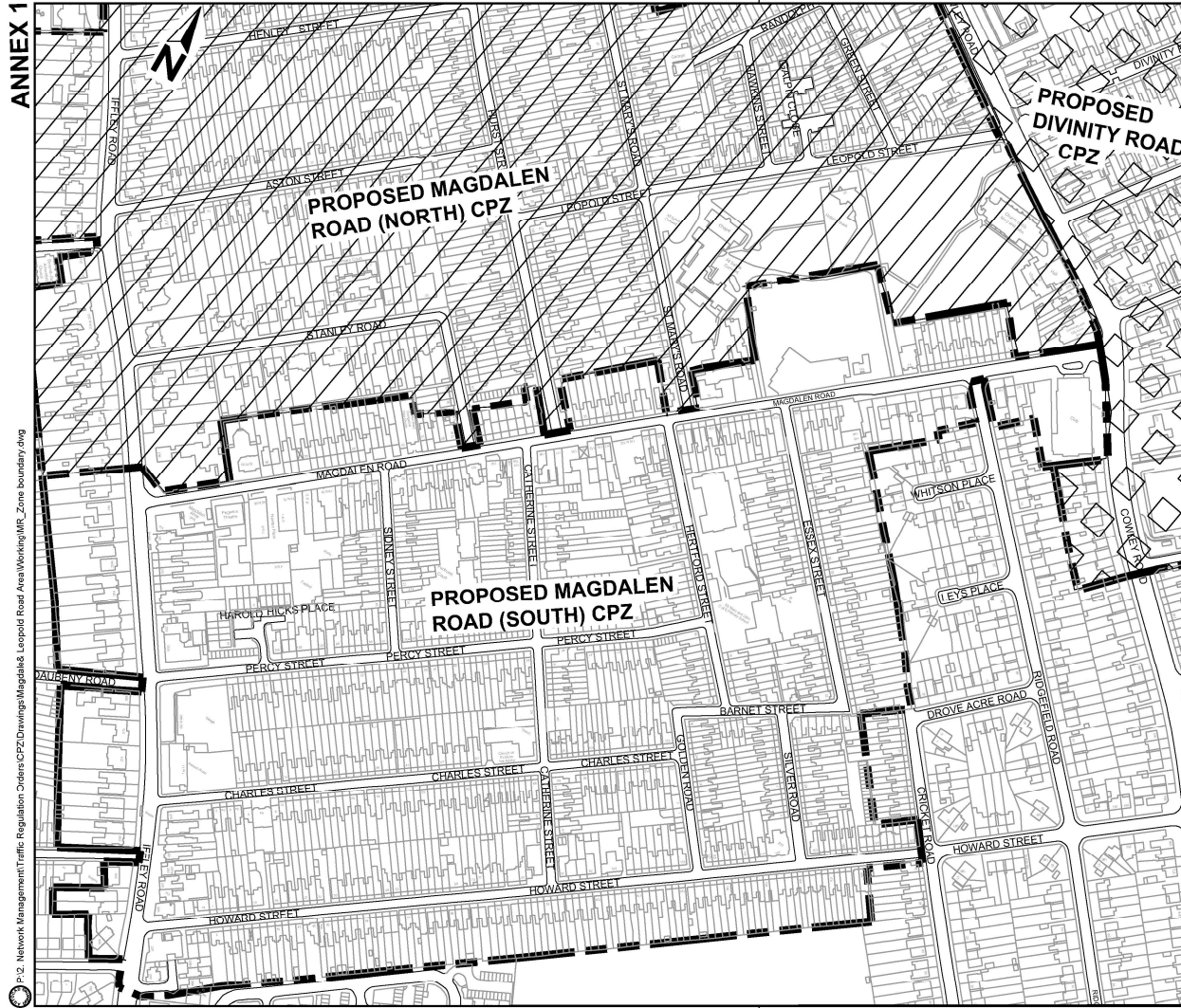
March 2012

ANNEX 1



Drawing No.	A3_MN_BOUNDARY	Revision	0
<p>Key</p> <ul style="list-style-type: none"> Proposed Magdalen Road (North) CPZ Existing East Oxford CPZ Proposed Divinity Road CPZ Proposed Magdalen Road (South) CPZ 			
<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. The Ordnance Survey Licence No. 100029051</p>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
<p>OXFORDSHIRE COUNTY COUNCIL Steve Howell Deputy Director of Environment & Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 449777</p>			
<p>Project title</p> <p style="text-align: center;">Proposed Magdalen Road (North) Area Controlled Parking Zone</p>			
<p>Drawing title</p> <p style="text-align: center;">Proposed Zone Boundary</p>			
<p>Drawing Status</p> <p style="text-align: center;">For Information</p>			
Scale @ A3	Drawn by	Checked by	Approved by
NTS	VS	MDH	DMT
Date drawn	Date checked	Date approved	
08.12.2011	23.12.2011	23.12.2011	
<p>Oxfordshire Project No. & File Ref</p>			
Drawing No.	A3_MN_BOUNDARY	Revision	0

ANNEX 1



Drawing No.	A3_MR_BOUNDARY	Revision	0														
<p>Key</p> <ul style="list-style-type: none"> Proposed Magdalen Road (South) CPZ Proposed Magdalen Road (North) CPZ Proposed Divinity Road CPZ 																	
<p>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076806</p>																	
Rev.	Date	Purpose of revision	Drawn Checked Approved														
<p> Steve Howell Deputy Director of Environment & Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1JH Tel: (01865) 615700 Fax: (01865) 643977</p>																	
<p>Project title Proposed Magdalen Road (South) Area Controlled Parking Zone</p>																	
<p>Drawing title Proposed Zone Boundary</p>																	
<p>Drawing Status For Information</p> <table border="1"> <tr> <td>Scale @ A3</td> <td>Drawn by</td> <td>VS</td> <td>Checked by</td> <td>MDH</td> <td>Approved by</td> <td>DMT</td> </tr> <tr> <td>NTS</td> <td>Date drawn</td> <td>08.12.2011</td> <td>Date checked</td> <td>23.12.2011</td> <td>Date approved</td> <td>23.12.2011</td> </tr> </table> <p>Oxfordshire Project No. & File Ref</p>				Scale @ A3	Drawn by	VS	Checked by	MDH	Approved by	DMT	NTS	Date drawn	08.12.2011	Date checked	23.12.2011	Date approved	23.12.2011
Scale @ A3	Drawn by	VS	Checked by	MDH	Approved by	DMT											
NTS	Date drawn	08.12.2011	Date checked	23.12.2011	Date approved	23.12.2011											
Drawing No.	A3_MR_BOUNDARY	Revision	0														

A history of the Controlled Parking Zone (CPZ) proposals for the Divinity Road and Magdalen Road ¹ areas

Feasibility - August 2007 to January 2008

A feasibility study of potential additional CPZs within Oxford was undertaken between August 2007 and January 2008. The Divinity Road and Magdalen Road areas were two of six areas identified. The study included site surveys and parking surveys to determine the level of residential and commuter parking, as well as informal consultation with stakeholders and local councillors. Based on the findings of the feasibility study, the then Cabinet Member for Transport decided to proceed with the promotion of the Divinity Road and Magdalen Road area CPZs.

A full report on the study is at background Document A.

Initial Informal Consultation - June and July 2008

Initial informal consultation on plans for CPZs in the Divinity and Magdalen Road areas was carried out between 13 June and 11 July 2008. Most respondents were overall in favour of a CPZ, and, whilst some were reluctantly in favour, they acknowledged the need for a CPZ in their area but resented paying for it and/or were concerned about the 'knock on' effect it might have in surrounding streets. It was also recognized that there was a need to restrict the number of permits due to the high demand relative to available space. Having reviewed the public response to the consultation alongside the county council's five LTP2 priorities, the Cabinet Member for Transport decided to proceed with a preliminary design for the CPZs. Reports on the informal consultation are available here at Background Document B.

Further Informal Consultation – November and December 2008

Based on the results of the initial consultation preliminary design proposals were the subject of informal consultation between 7 November and 8 December 2008.

A consultation pack, showing the parking layout and designation of parking bays in each street, including plans and a questionnaire, was delivered to every property within the proposed zone.

Following a review of the public response the then Cabinet Member for Transport decided to proceed with a detailed design.

Full reports on the informal consultation are available at Background Document C.

¹ Now being advertised as two zones – Magdalen Road (North) and Magdalen Road (South)

Formal Consultation – June and July 2009

Taking into account the comments from the informal consultation, revised plans were drawn up for formal consultation, which took place between 11 June and 9 July 2009. A draft Traffic Regulation Order for each zone was advertised and consultation packs delivered to every property within the proposed zone. Full details of both consultations were reported to the former Transport Decisions Committee on 1 October 2009.

At the committee, it was decided to approve the plans for a CPZ in the Divinity Road area but only implement them when plans for a CPZ in the Magdalen Road area were approved. The committee approved the principle of a CPZ in the Magdalen Road Area subject to the exclusion of the Iffley Fields area from the zone and authorised officers to advertise a new Traffic Regulation Order for the zone on that basis.

Further Formal Consultation for the Magdalen Road Area proposals - November 2009 to January 2010

Following the Transport Decisions Committee on 1 October 2009, a further formal consultation was carried out between 20 November 2009 and 4 January 2010 on the basis of the previous plans for the Magdalen Road area but with the Iffley Fields area removed.

Full details of this consultation were also reported to the Cabinet Member for Transport Decisions Committee on 25 March 2010.

The Cabinet Member for Transport decided not to approve the plans but instead instructed officers to re-advertise the plans but with the same zone area split into two distinct areas – one to cover all the roads north west of but not including Magdalen Road, the other to cover all the roads south east of and including Magdalen Road.

**Magdalen Road (North) area Minor amendments included in the
Consultation (Jan-Feb 2012) from Formal Consultation
recommendations**

1. Aston Street – The proposed No Waiting at Any time on the south east side in front of No.18 Aston Street is amended as Permit Holders only parking bay.
2. Aston Street – The proposed Permit Holders only parking bay on the south east side between the properties of No. 20 and 22 Aston street is amended as No Waiting at Any time.
3. Green Street - The Proposed Permit Holders only parking bay on the north east side in front of Nos. 9 and 10 Green Street is amended as No Waiting at Any Time.
4. Henley Street – The proposed Permit Holders only parking bay on the south east side across the garages between properties No. 51 and 52 Henley Street is amended as No Waiting at Any Time.
5. Henley Street – The proposed No Waiting at Any Time on the north west side in front of No.1A Henley Street is amended as Permit holders only parking bay.
6. Hurst Street – The disabled persons parking bay on the south west side is moved from frontage of No.42 to No.38 Hurst Street and the permit holders only parking bay is extended to the end of disabled persons parking bay.
7. Hurst Street – The proposed No Waiting at Any Time on the north east side near the frontage of Nos. 38 and 40 Hurst Street is amended as Permit Holders only parking bay.
8. Hurst Street – The proposed No Waiting at Any Time on the south west side near the frontage of Nos. 38 and 40 Hurst Street is amended as the disabled persons parking bay by moving it north west and by extending permit holders only parking bay on the south west side.
9. Hurst Street – The Disabled persons parking bay on the south west side in front of No. 84 Hurst Street is amended as Permit Holders Only parking bay.
10. Hurst Street – The Disabled persons parking bay on the south west side in front of No. 136 Hurst Street is amended as Permit Holders only parking bay.

11. Hurst Street – The Proposed Permit Holders only parking bay on the south west side in front of No. 104 Hurst Street is amended as No Waiting at Any Time.
12. Hurst Street – The proposed 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south west side near the junction of Magdalen road is amended as 2 hours parking bay Mon-Sat 8.00am to 6.30pm.
13. Hurst Street – The proposed permit holders only parking bay on the north east side near the junction of Magdalen road is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am.
14. Iffley Road – The proposed No Waiting at Any time on the north east side in front of No. 227 Iffley Road is amended as 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am.
15. Iffley Road – The proposed 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north east side in front of No. 233 to 239 Iffley Road is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
16. Stanley Road – The short section of proposed No Waiting at Any Time on the north west side between Nos. 3 and 5 Stanley Road and also on the north east side between Nos. 58 and 61 Stanley Road is amended as Permit Holders only parking bay.
17. Stanley Road – The proposed parking layout has been amended on the North west side between Nos. 9 and 29 Stanley Road with No Waiting at Any Time and Permit Holders only parking bay.
18. Stanley Road – The proposed No Waiting at Any Time on the south east side in front of No.12 Stanley Road is amended as Permit Holders only parking bay.
19. Stanley Road – The proposed Permit Holders only parking bay on the north east side near the junction with Magdalen Road is shortened to about 5 metres to provide No Waiting at Any Time.
20. Stanley Road – The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south west side is divided across the garage near No. 34 Stanley Road to provide No Waiting at Any Time
21. St.Mary's Road - The proposed No Waiting at Any Time in front of No. 57 St.Mary's Road on both sides is amended as Permit Holders only Parking bay on the south west side and 2 hours shared parking bay

Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north east side.

22. St.Mary's Road - The proposed No Waiting at Any Time on both sides in between Nos. 40 and 41 St.Mary's Road is amended as Permit Holders only parking bay.

Magdalen Road (South) Area Minor amendments included in the Consultation (Jan-Feb 2012) from Formal Consultation recommendations

1. Barnet Street – The proposed Permit Holders only parking bay on the south east side between the junctions of Golden Road and Silver Road is amended on both ends.
2. Catherine Street – The proposed Permit Holders only parking bay on the south west side near the junction of Percy Street across the side access of No. 71 Percy Street is amended as No Waiting at Any Time.
3. Catherine Street – The proposed Permit Holders Only parking bay on the south west side across the side access of No. 54 Percy Street (near No.36 Catherine Street) is amended as No Waiting at Any Time.
4. Catherine Street - The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south west side across the side access of Church of St. Alban the Martyr is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
5. Catherine Street - The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am and Car Club bay on the south west side near the junction of Howard Street is amended as No Waiting 8.00am-6.30pm, Mon-Fri by moving the car club bay 10 metres north west.
6. Catherine Street - The proposed No Waiting at Any Time on the north east side near No.45 Catherine Street is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
7. Charles Street - The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north west side in front of Church of St. Alban the Martyr is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
8. Essex Street - The No Waiting at Any Time between the 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north east side near the junction of Magdalen Road is amended as the proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am.

9. Essex Street - The proposed No Waiting at Any Time on the south west side on the back entrance of SS Mary and John Primary School Street is amended as No Waiting 8.00am-6.30pm, Mon-Fri for a distance of 25 metres north west.
10. Golden Road – The proposed No Waiting at Any Time on the south west side at the junction of Barnet Street is amended as Permit Holders only parking bay.
11. Hertford Street - The proposed No Waiting at Any Time on the south west side opposite to the property Nos. 40 to 44 Hertford Street is amended as No Waiting 8.00am-6.30pm, Mon-Fri for a distance of 13 metres.
12. Hertford Street - The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south west side near the junction of Magdalen Road is amended as No Waiting at Any Time.
13. Hertford Street - The proposed No Waiting at Any Time on the north east side opposite to the property Nos. 40 to 44 Hertford Street is amended as No Waiting 8.00am-6.30pm, Mon-Fri for a distance of 13 metres.
14. Howard Street - The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south east side near the junction of Iffley Road is extended north east to 7 metres.
15. Iffley Road – The proposed 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north east side in front of Nos. 249 to 263 Iffley Road is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
16. Iffley Road – The proposed 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north east side in front of Nos. 285 and 287 Iffley Road is amended as 2 hours parking bay Mon-Sat 8.00am to 6.30pm.
17. Iffley Road – The proposed No Waiting at Any Time on both sides of Iffley Road (access to 299, 299b and 299c) is extended to the cul-de-sac.
18. Magdalen Road – The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north west side near the junction of Iffley Road is amended as No Waiting at Any Time.

19. Magdalen Road – The proposed No Waiting at Any Time on the south east side in front of 66 to 68 Magdalen Road is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
20. Magdalen Road – The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south east side in front of Nos. 70 to 72 Magdalen Road and also in front of Nos. 81 to 86 Magdalen Road is amended as 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
21. Magdalen Road – The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south east side in front of Nos. 89 to 98 Magdalen Road and also in front of Nos. 116 to 124 Magdalen Road is amended as 2 hours parking bay Mon-Sat 8.00am to 6.30pm.
22. Magdalen Road – The proposed No Waiting at Any Time on the north west side opposite to Essex Street junction is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am for a distance of 5 metres.
23. Magdalen Road – The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south east side in front of Nos. 138 to 144 Magdalen Road and also in front of Nos. 155 and 157 Magdalen Road is amended as 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
24. Magdalen Road – The proposed Permit Holders Only parking bay on the south east side in front of Nos. 147 to 154 Magdalen Road is amended as 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
25. Percy Street - The proposed 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north west side near the junction of Iffley Road is amended as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm.
26. Percy Street - The proposed Permit Holders only parking bay on the north west side in front of No.97 Percy Street is amended as Disabled persons parking bay partially on the pavement.
27. Percy Street - The proposed Permit Holders only parking bay on the north west side in front of Nos.75 to 77 Percy Street is amended as No Waiting at Any Time.
28. Percy Street - The proposed 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north west side in front of MM Studios (Old Church Hall) and No.60 Percy Street is amended as The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am and No Waiting at Any Time in between.

29. Percy Street - The proposed 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south east side near the junction of Hertford Street is amended as The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am.
30. Percy Street – The proposed No Waiting at Any Time on the south east side near the junction of Hertford Street is amended as the proposed 2 hours parking bay Mon-Sat 8.00am to 6.30pm.
31. Percy Street - The proposed Permit Holders only parking bay on the south east side across the driveway near No. 46 Percy Street is amended as No Waiting at Any Time.
32. Sidney Street - The proposed 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north east side near the junction of Magdalen Road is amended as 2 hours parking bay Mon-Sat 8.00am to 6.30pm and also extended by 7 metres north west.
33. Sidney Street - The proposed No Waiting at Any Time on the south west side in front of No.12 Sidney Street is amended as Permit Holders only parking bay

Most common objections to proposal for CPZ in the Magdalen Road (North) area

Objection	Officer response
<p>Objection to paying for permits, some seeing it as an unfair 'tax' on residents, and some relating this to the fact that they would not be guaranteed a parking space.</p> <p>Objection that the CPZ will not tackle the problem of over parking in the evening and overnight – there are just too many resident cars. Some said the scheme would make it harder for them to find somewhere to park.</p>	<p>The permit fees cover CPZ administration and enforcement costs, and are not used to fund other council services. CPZ costs are not paid for by council tax, so there is no double payment. Residents' permits bring benefits for local residents, including protecting their streets from unsafe parking, and reducing pressure on parking spaces in their streets. The permit fee for one car amounts to less than £1 per week.</p> <p>There would not be sufficient space to allocate a specific residential space for each resident's permit, because it would not be efficient use of the space – at any one time, not every resident is at home, and others should be able to use the space. But overall, officers consider that there would be sufficient space for residents because, although the number of spaces will be reduced to prevent unsafe parking, parking by non-residents would be restricted and crucially, for the evening parking issue, the number of resident permits per property would be limited to two. This will manage demand for parking by residents.</p>
<p>Objection that there are too many students living in the area who own cars. Why not stop students from bringing cars into the area?</p> <p>Why should residents have to put up with a CPZ all year round when the student problem is only for part of the year.</p>	<p>Some houses in multiple occupancy (HMOs) have a large number of cars associated with them. These may be occupied by either students or professional people. Universities do not have any power to prevent students in private accommodation from bringing cars to Oxford.</p> <p>While we recognise that many students can easily manage</p>

	<p>without a car in Oxford, there are many circumstances in which they may need a car just as much as any other resident. We do not have any plans to prevent students from obtaining residents' permits, but a limit of two permits per property would mean residents in many student houses (as well as other HMOs) would have to decide amongst themselves who could have the permits, and this would reduce the number of cars parked in the area.</p> <p>The most recent parking survey showed that there are 199 non resident cars parked in the area during the day – for most of the year. The CPZ would remove them straight away – and it needs to be all year round to do that.</p>
<p>Objection to partial pavement parking.</p>	<p>Where we are proposing this it is necessary to ensure emergency access and to help control the encroachment of vehicles on the pavement.</p> <p>If cars were parked on the road on both sides, there would be a high risk of emergency vehicles not being able to pass, because the road space would be too narrow. In some streets that currently do not have pavement parking, this is already the case, and the Fire and Rescue Service have told us they are concerned about the risk.</p> <p>Parking bays would be marked to allow sufficient width on the footway for wheelchairs to pass. Wherever possible a minimum width of 1.2m would be provided with an absolute minimum of 1m at pinch points. Where possible wider pavements would be provided.</p>

CMDT5

	<p>This is an improvement on the current situation in many streets where parking frequently takes up nearly all of the pavement so that people have to walk in the road. Wherever possible, the designs allow for a completely clear pavement on one side of the road and frequent gaps in the parking bays to allow for passing and crossing the road.</p>
<p>Objection to only two resident parking permits being available to each household – this would be overly restrictive on houses in multiple occupation where more than two people need a car to get to work.</p>	<p>Space on the street is very limited, and we believe this to be the fairest way to ration permits to the available space. Public transport in Oxford is excellent and provides a viable alternative to car ownership for many people. A car club has been launched in the area and already is working well. Car clubs may be a cheaper alternative to owning a car for some residents.</p>
<p>Objection to the restricted number of visitors' permits, which are allocated per person over 17. People said that this would be overly restrictive, particularly as the parking restrictions would operate at all times. Some saw this as particularly unfair on single adult households.</p>	<p>The scheme would not work as intended without some restriction on visitor parking in the area. The proposed allocation of visitor permits is consistent with all other Oxford CPZs, but could be seen as more restrictive on residents of this proposed CPZ than some others, due to the fact that the restrictions are proposed to operate at all times and relatively few people have off street parking. Officers consider that visitor permit allocations should be included in any future review of permit arrangements across Oxford.</p> <p>Having said that public transport and cycle routes to the area are excellent so not all visitors will need to arrive by car.</p>

This page is intentionally left blank

Most common objections to proposal for CPZ in the Magdalen Road (South) area

Objection	Officer response
<p>Objection that there is no need for a CPZ in the area – residents rarely have a problem finding a space to park.</p>	<p>CPZs are an important part of the county council's strategy to tackle congestion by removing unlimited, free on-street commuter parking, thereby reducing the number of car journeys into and within Oxford.</p> <p>Whilst there is currently enough space for residents to park during the day and in the evening in most of the streets across the Magdalen Road (South) area, the latest parking surveys show that there are 80 non resident cars parked in the area during the day. Put together with the 199 cars parked in the Magdalen Road (North) area, this amounts to a very significant number of commuter car trips into the area which cause transport related problems in doing so.</p> <p>If the Magdalen Road (North) area CPZ were introduced but the Magdalen Road (South) CPZ was not it is likely that many of the commuters currently parking in the Magdalen Road (North) area would simply relocate into the Magdalen Road (South) area. This would mean the Magdalen Road (North) CPZ would not be as effective in tackling the transport problems caused by commuter car trips and that problems of over parking in the Magdalen Road (South) area would worsen. In some streets, emergency service access could be compromised further and the conditions for pedestrians could worsen as unregulated pavement parking becomes more widespread.</p>

CMDT5

<p>Objection to paying for permits, some seeing it as an unfair 'tax' on residents.</p>	<p>The permit fees cover CPZ administration and enforcement costs, and are not used to fund other council services. CPZ costs are not paid for by council tax, so there is no double payment. Residents' permits bring benefits for local residents, including protecting their streets from unsafe parking, and reducing pressure on parking spaces in their streets. The permit fee for one car amounts to less than £1 per week.</p>
<p>Objection that the CPZ would make it difficult for customers of businesses to park and so trade will suffer.</p>	<p>The public transport and cycling routes in and to the area are excellent so not all visitors should need to drive to the businesses in the area. However, it is recognised that some will always need to drive for a variety of different reasons. That is why the proposals include a number of short term visitors parking bays, many of which are located near the businesses e.g. Magdalen Road. Some of these are available to residents with parking permits without time limit. But many of the short term spaces closest to the businesses would be time restricted to all so residents are unlikely to park in them during the day, making them more available to customers.</p>
<p>Objection to partial pavement parking.</p>	<p>Where we are proposing this it is necessary to ensure emergency access and to help control the encroachment of vehicles on the pavement.</p> <p>If cars were parked on the road on both sides, there would be a high risk of emergency vehicles not being able to pass, because the road space would be too narrow. In some streets that currently do not have pavement parking, this is already the case, and the Fire and Rescue Service have told us they are concerned about the risk.</p>

	<p>Parking bays would be marked to allow sufficient width on the footway for wheelchairs to pass. Wherever possible a minimum width of 1.2m would be provided with an absolute minimum of 1m at pinch points. Where possible wider pavements would be provided.</p> <p>This is an improvement on the current situation in many streets where parking frequently takes up nearly all of the pavement so that people have to walk in the road. Wherever possible, the designs allow for a completely clear pavement on one side of the road and frequent gaps in the parking bays to allow for passing and crossing the road.</p>
<p>Objection to only two resident parking permits being available to each household – this would be overly restrictive on houses in multiple occupation where more than two people need a car to get to work.</p>	<p>Space on the street is very limited, and we believe this to be the fairest way to ration permits to the available space. Public transport in Oxford is excellent and provides a viable alternative to car ownership for many people. A car club has been launched in the area and already is working well. Car clubs may be a cheaper alternative to owning a car for some residents.</p>
<p>Objection to the restricted number of visitors' permits, which are allocated per person over 17. People said that this would be overly restrictive, particularly as the parking restrictions would operate at all times. Some saw this as particularly unfair on single adult households.</p>	<p>The scheme would not work as intended without some restriction on visitor parking in the area. The proposed allocation of visitor permits is consistent with all other Oxford CPZs, but could be seen as more restrictive on residents of this proposed CPZ than some others, due to the fact that the restrictions are proposed to operate at all times and relatively few people have off street parking. Officers consider that visitor</p>

CMDT5

	<p>permit allocations should be included in any future review of permit arrangements across Oxford.</p> <p>Having said that public transport and cycle routes to the area are excellent so not all visitors will need to arrive by car.</p>
<p>Objection that introducing a CPZ in the area will create overspill parking problems in the nearby uncontrolled streets e.g. Ridgfield Road, Cricket Road</p>	<p>By removing free long-term on-street parking in the Magdalen Road (South) area, the CPZ will encourage the use of alternative sustainable transport modes, which will reduce the potential for overspill of parking from the CPZ. However, some relocation is possible even if it would not be on the same scale as cars moving from the Magdalen Road (North) area to the Magdalen Road (South) area. This is due mainly to the extra walking distance it would add to people's journeys.</p> <p>Conditions in the streets outside of the CPZ will be monitored to identify any minor remedial action that is needed in the short term to minimise the impact of any cars that do overspill to those streets e.g. double yellow lines around corners and at junctions, white access protection lines across driveways and other vehicular accesses.</p>

Service and community impact assessment (SCIA)

Controlled parking zones for the Magdalen Road (North), Magdalen Road (South) and Divinity Road areas

Purpose

The purpose of this document is to assess the potential impact of proposals for controlled parking zones (CPZ) for the Magdalen Road (North), Magdalen Road (South) and Divinity Road areas in Oxford, with particular reference to groups of people who share protected characteristics.

Section 149 of the Equalities Act 2010 (“the 2010 Act”) imposes a duty on the Council to give due regard to three needs in exercising its functions. This proposal is such a function. The three needs are:

- the need to eliminate any conduct which is prohibited by or under the 2010 Act;
- the need to advance equality of opportunity between persons who
- share any of the protected characteristics listed in section 149(7); and the need to foster good relations between persons who share a relevant protected characteristic and those who do not.

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act.

The need to advance equality of opportunity involves having due regard to the need to:

- remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic,
- take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs other people, and encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low.
- Steps to meet the needs of disabled people which are different from the needs of people who are not disabled include steps to take account of a person’s disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

These protected characteristics are:

- Age (people of different age groups)

- Disability (e.g. physical or sensory impairments, long-term illnesses and conditions, hidden impairments such as a heart condition, frailty, learning disabilities or mental health problems)
- Gender (men/women) and Gender Reassignment
- Ethnicity (including Black, Asian, Minority Ethnic groups, Gypsies & Travellers)
- Religion/belief (different faiths, including people with no religion or belief)
- Sexual orientation
- Marriage/civil partnerships
- Pregnancy & Maternity

Main purpose of the scheme

By removing the availability of commuter parking, the CPZs aim to reduce the number of car trips into the area, contributing to the objective of reducing congestion on major routes into the city. The scheme would also benefit residents by better protecting space for them to park their vehicles, reducing the number of vehicles coming into the area and would benefit all users of the roads in the area by removing potentially unsafe or obstructive parking.

Main features of the scheme

- Parking only within marked bays, backed up by enforcement.
- Bays designated as permit holders only, shared use (residents or time-limited between certain times for others), or time restricted for anyone.
- Some bays marked partially on the pavement where necessary to guarantee emergency access and preserve a reasonable level of parking space.
- Permits available for residents, max two per property, at a charge which is currently £50 each per year.
- Visitor permits available to residents: max 50 24-hr permits per year for each resident over 17. The first 25 of these are free, the next 25 for a charge of (currently) £16 but free for over-70s.
- Permits also available to businesses for max 2 vehicles required for business use.
- Carers' permits available to residents requiring frequent visits by carers for medical reasons.
- Restrictions in operation at all times.

Consultation and stakeholder involvement

Consultation packs were sent to every property within the proposed CPZ area and to a number of organizations. The full list of organizations consulted is available in background document D.

Several previous consultations have been completed on CPZ proposals in the three areas. Throughout the consultation stages, individual responses have been considered in detail and requests from disabled people living in the area

or those representing them have been taken into account wherever possible with modifications made to the design in the immediate vicinity of their properties. Requests for disabled parking bays have been passed to the relevant officer and new disabled bays have been incorporated into the design.

In the consultation, individuals were encouraged to give reasons for any objections or comments they made. This information has enabled officers to consider the impact the scheme would have on various groups of people, and is incorporated in the assessment set out below.

Summary of impacts

Age: The restrictions on visitor permits may negatively affect older people as they are more likely to live in single adult households. However, net improvement for disabled people due to the regulation of pavement parking will also bring benefits for older people where they experience age-related disability.

Disability: Significant net improvement across the area on current conditions for people with disabilities, as a result of regulated parking.

Gender: The restrictions on visitor permits may indirectly affect more women than men due to the likelihood that there are more single adult households headed by or comprised only of women.

Ethnicity: No conclusive differential impact on any racial group.

Religion: No differential impact on any group as a result of their religion.

Sexual orientation: No differential impact on any group as a result of their sexual orientation.

Marriage/civil partnerships: No infringement of human rights.

Pregnancy and maternity: The restrictions on visitor permits may particularly affect parents with young children because they are likely to have a high number of visits from family and friends. However, regulation of parking on pavements will significantly improve conditions for parents with buggies and pushchairs. The removal of commuter parking will make it more likely that residents will be able to park closer to their homes than at present.

Impact on customers

Pavement parking

The scheme consists of lines marking out parking bays, and additional signage. Lines and signs will all accord with relevant regulations. The design includes partial pavement parking in many streets. This means that bays are marked so that vehicles must be parked with two wheels on the kerb.

Enforcement would be carried out against vehicles whose wheels were outside the marked bays. Partial pavement parking has only been proposed where necessary to preserve a reasonable amount of parking for residents (i.e. parking on both sides of the road) whilst providing sufficient clear carriageway width to guarantee emergency access.

The Department for Transport's guidance in 'Inclusive Mobility' advocates a minimum pavement width of 1.5m, in order to allow someone to walk to the side of someone with a wheelchair and for larger wheelchairs to turn. Because of the narrow width of carriageway and pavement in many streets it has not been possible to provide a clear footway width of 1.5m. The general minimum width allowed in the design is 1.2m, dropping to an absolute minimum of 1m at pinch points. 'Inclusive Mobility' provides for a width of 1m at pinch points over a maximum distance of 6m.

There is a risk that the full marked width of clear pavement may be partially obstructed by wing mirrors that have not been folded in, overhanging vegetation, bins or recycling containers. However, with less non-resident parking it will be easier for residents, if they so wish, to remind each other of the need to retract wing mirrors. Overhanging vegetation can be removed by the county council if occupiers fail to cut it back when asked. Bins and recycling containers are generally placed back inside property boundaries by recycling staff once they have been emptied.

The restricted pavement width may have a higher negative impact on people with disabilities or age-related walking difficulties. Because women tend to live longer than men and are more likely to suffer from age-related disability it could also be the case that there is more of a potential negative impact on women than on men.

Activities that would be difficult under the design where there is partial pavement parking include:

- Passing someone in a wheelchair on the pavement, or two wheelchair users passing.
- Walking side by side with someone in a wheelchair or using a walking frame.
- Turning through 90 degrees or more in a wheelchair.
- Wheelchair users exiting or entering a narrow gateway alongside a car parked partially on the pavement.

These difficulties are mitigated as far as possible within the design by the provision of frequent passing places or other gaps in the parking, to protect accesses and fire hydrants, and provide clear sight lines around junctions. Where specifically requested, parking has been removed to keep the area around an individual gateway clear to assist disabled access. Disabled parking bays have in some cases been kept on the road rather than partly on the pavement, to assist users. Problems in the future for individuals accessing gateways could, when brought to the county council's attention, be eased through amendments to the design, subject to local consultation.

Unregulated pavement parking currently occurs in the vast majority of streets where regulated pavement parking is now proposed. Vehicles are frequently parked so as to prevent access along the pavement for those pushing buggies or wheelchairs. The design would therefore improve conditions for disabled people in the following ways:

- Nowhere would marked clear pavement widths drop below 1m and generally the minimum would be 1.2m. With good enforcement, this means wheelchair users would be able to get around the area whereas currently their path is frequently blocked and they are forced into the road.
- Where possible, parking on the footway is only proposed for one side of the road. Where parking currently occurs on the pavement on both sides of the road, this is a significant improvement.
- Removal of parking from around junctions, where the kerb is usually dropped, will create more and better opportunities for crossing the road.

<i>Risks</i>	<i>Mitigation</i>
Disability - Pavement parking reduces available pavement width and makes it harder for people with disabilities to use the pavements	Unregulated pavement parking occurs in the vast majority of streets where regulated pavement parking is proposed. Regulated pavement parking will improve conditions significantly by creating an enforceable limit (the edge of the marked bay) on pavement parking. In many cases this means there will be considerably more space for pedestrians than there is currently.
Pregnancy and maternity - Pavement parking reduces available pavement width and makes it harder for people with buggies or pushchairs to use the pavements	

Taking all these factors into account, officers believe that there would be a significant net positive impact from the scheme’s pavement parking design for disabled people including those with age-related disability. The pavement parking design is not considered to have any differential positive or negative effects on people sharing any of the other protected characteristics.

Designation of parking bays and position of yellow line restrictions

The parking bays have been designated as permit holders’ only, shared use, short term, or car club according to various practical considerations and local demand. Double yellow line restrictions have been placed where necessary for reasons of safety and access. As parking is currently unrestricted, this

means that some residents would no longer be able to park directly outside their house and may have to walk a little further to get to and from their cars.

It has sometimes been possible to accommodate particular requests for changes within the design.

Disabled drivers holding a blue badge benefit from the following mitigations:

- Non-residents may park in permit holder only bays or unrestricted in time restricted bays
- Residents may apply for a Disabled Persons Parking Place (several new requests have been accommodated as part of the design but future requests will also be considered)

Loading (including dropping off passengers) is allowed within permit holder only bays and on double yellow lines where safe to do so.

The removal of commuter parking will make it more likely that residents will be able to park closer to their homes than at present.

While it has not been possible to please everybody, the distribution of parking bay designations is not considered to have a potentially more positive or negative impact on any particular group.

Restriction on residents' permits

Residents would be entitled to permits: one each up to a maximum of two per property. This may create more difficulties for households with more than two adults, as well as residents in shared housing, where more than two people want to keep cars. However, the evidence from the consultations suggests that those likely to experience difficulties are relatively few in number, and that generally people recognize the need to limit demand for parking due to the constrained space available. A restriction per property is considered by officers to be a fair and practicable way of rationing the available space, and would not disproportionately affect people according to any of the equality groups.

Disabled residents with blue badges benefit from being able to park without a permit in residents' bays, so there is no negative impact on disabled people.

The removal of commuter parking will make it more likely that residents including disabled residents will be able to park closer to their homes than at present.

Officers do not consider that there is any clear potential negative impact on any particular group as a result of the restriction on residents' permits.

Restriction on visitor permits

The restricted number of visitor permits available would present difficulties for some people, especially those with family members or partners who visit regularly by car, or those with childcare providers who come to their houses by car. While there is some shared use or short term parking space in almost every street it may be hard to find a space nearby, particularly in the evenings.

Unlike the restriction on resident permits, which most people seem to accept, a recurring theme in the consultations has been dissatisfaction with restrictions on visitor permits.

In line with other Oxford CPZs, the allowance of visitor permits is per adult rather than per property. While this means that multi adult households and shared housing benefits from more visitor permits (in contrast to their disadvantage in terms of resident permits), it also means that single adult households are disadvantaged in terms of the ease with which they can receive car-borne visitors. Groups particularly affected may be single parent households relying on help with childcare and older single adult households. Non-car owners, who may be more reliant on car-borne visitors, do not qualify for any more visitor permits than do car owners. The majority of single parent households are headed by women and the majority of elderly single people are women, so there is potentially a greater negative impact on women than on men.

It should be noted that people requiring regular visits from carers or home helps for medical reasons (e.g. disabled or elderly frail) can apply for a carers' permit, which they keep and can give to any of their carers for the duration of the visit. Thus there is not considered to be any negative impact on disabled residents. Disabled people with blue badges visiting the area would be exempt from restrictions.

<i>Risks</i>	<i>Mitigation</i>
<p>Gender: The restrictions on visitor permits may indirectly affect more women than men due to the likelihood that there are more single adult households headed by or comprised only of women.</p>	<p>The area is very well served by public transport</p> <p>Shared use bays (which visitors can use without a visitor permit) have been provided throughout the zones and provide two and three hours parking spaces between 8 am and 6.30 pm seven days a week</p>
<p>Pregnancy and maternity: The restrictions on visitor permits may particularly affect parents with young children because they are likely to have a high number of visits from family and friends.</p>	<p>The area is very well served by public transport</p> <p>Shared use bays (which visitors can use without a visitor permit) have been provided throughout the zones and provide two and three hours spaces between 8 am and 6.30 pm seven days a week</p>
<p>Age: Older people may have more car-borne visitors and therefore be more affected by the restriction on visitors permits, particularly since older people are more likely to live alone or in a couple rather than in a household with several adults.</p>	<p>The area is very well served by public transport</p> <p>Shared use bays (which visitors can use without a visitor permit) have been provided throughout the zones and provide two and three hours spaces between 8 am and 6.30 pm seven days a week</p>

The restrictions on visitor permits could have a slightly more negative impact on people according to gender, age, pregnancy and maternity.

However, the area is well served by public transport, including buses late into the evenings, so in most cases visitors have alternative means of travel. There is also a provision for additional visitor permits to be issued in exceptional circumstances at the county council's discretion.

The restriction on visitor permits is not considered to have any differential positive or negative effects on people sharing any of the other protected characteristics.

This page is intentionally left blank

Magdalen Road (North) Area Minor amendments recommended after the Consultation (Jan-Feb 2012)

1. Aston Street – Extend the No Waiting at Any Time on the north west side in front of No.11 to cover No.9 Aston Street as well.
2. Henley Street – Review the No Waiting at Any Time on the south east side across the 3 garages near No.52 Henley Street (received response that there is only one garage now, remaining 2 has been converted to dwelling) to reduce the length of No Waiting at Any Time
3. Hurst Street – Review the 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm Permit Holders only 6:30pm to 8:00am on the north east side near the junction of Magdalen Road to amend it to 2 hour parking bay 8am-6.30pm, Mon-Sat
4. Hurst Street - Review No Waiting at any Time on the north east side of Hurst Street at the junction of Henley Street to provide permit holders only parking bay.
5. Hurst Street – Amend No Waiting at Any Time on south west side in front of No.101 Hurst Street to Provide Permit Holders only parking bay
6. Hurst Street – Amend the Permit Holders only parking bay on the south west side in front of No.144 Hurst Street to provide No Waiting at Any Time.
7. Iffley Road – Amend the zone boundary to include properties No.240 and 242 Iffley Road in Magdalen Road North zone.
8. St.Mary's Road – Amend the proposed permit holders only parking bay on the north east side near the junction with Magdalen Road as 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm Permit Holders only 6:30pm to 8:00am to match the opposite side of the road.
9. St.Mary's Road – Retain the No Waiting at Any Time on the south west side in front of No. 56 St. Mary's Road that exist currently onsite.
10. Stanley Road – Review the No Waiting at Any Time on the south east side in front of No. 12 Stanley Road needs to cover 2 driveways (2 car widths) even though the kerb is dropped for one car width.
11. Stanley Road – Review No Waiting at Any Time on the south west side in front of No. 40 -42 Stanley Road to provide parking bays.
12. Stanley Road – Review the access of No. 227 Iffley Road which is in Stanley Road north west side opposite to No.2A Stanley Road to provide No Waiting at Any Time.

13. Stanley Road – Amend No Waiting at Any Time in front of Nos. 24 to 30 Stanley Road to provide permit holders only parking bay.

Magdalen Road (South) Area Minor amendments recommended after the Consultation (Jan-Feb 2012)

1. Iffley Road - Exclude 299a to 299c Iffley Road from the zone and just protect the junction on the south east side of the access road.
2. Magdalen Road – Change the proposed No Waiting at Any Time opposite to the Pegasus Theatre on the north west side near the junction of Iffley Road to 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm for about 15 metres.
3. Magdalen Road – Change the western half of the 2 hour parking bay 8am-6.30pm, Mon-Sat on the south east side in front of Nos. 116 to 124 Magdalen Road to a Permit Holders only parking bay.
4. Magdalen Road – Change the western half of the 2 hour parking bay 8am-6.30pm, Mon-Sat on the south east side in front of Nos. 90 to 98 Magdalen Road to a Permit Holders only parking bay.
5. Percy Street – Change the proposed Permit Holders only parking bay on the north west side near the junction of Hertford Street to 2 hours parking bay Mon-Sat 8.00am to 6.30pm.
6. Percy Street – Change the proposed 2 hours parking bay Mon-Sat 8.00am to 6.30pm on the south east side near the junction of Hertford Street across the garages to No Waiting at Any Time.
7. Percy Street - Change the 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the south east near the junction of Hertford Street to a 2 hour parking bay 8am-6.30pm, Mon-Sat.
8. Percy Street – Change the two - 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north west side in front of No. 60 Percy Street and MM Studios nearby to provide 3 hour parking bay 8am-6.30pm, Mon-Sat.
9. Percy Street : Extend the No Waiting at Any Time across the full extent of the access marking for 15 Penhurst Court, Sidney Street which is located behind the yard of No.90 Percy Street.
10. Percy Street: Change the 2 hours shared parking bay Mon-Sun 8.00am to 6.30pm, Permit Holders only 6:30pm to 8:00am on the north west side in front of No. 73 and 74 Percy Street to provide Permit Holders only parking bay.
11. Sidney Street – Amend The proposed Permit Holders Only parking bay on the south west side in front of Nos.12 and 14 Sidney Street as No Waiting at Any Time.

This page is intentionally left blank

Division(s): Chalgrove

CABINET MEMBER FOR TRANSPORT - 22 MARCH 2012

GARSINGTON, LOWER FARM BUS STOP

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

Introduction

1. This report considers a challenge to the recent installation of bus stops on the B480 at Lower Farm, Garsington. The location is shown on the plan at Annex 1.

Background

2. The County Council has a general power and duty to create bus stops along the Highway, in accordance with section 65 of the Road Traffic Act 1984. The decision-making process is normally delegated to a site meeting comprising representatives of the Highway Authority, Police, Parish Council, Bus Company and the local County Councillor. Frontagers are advised of the outcome of the site meeting and the Cabinet Member considers any issues raised.
3. As a consequence of revised routeing of local bus services, a site meeting was held on 14 April 2011 to establish bus stops on the B480, to replace stops on the Southend road. Possible locations were discussed and a location, adjacent to Lower Farm, chosen on grounds of safety and public amenity.
4. Comments were received from the owner of College Farm House, so the proposed location of the stop adjacent to their property was adjusted and this was endorsed at the site meeting.
5. Subsequently, advice letters were sent to 8 frontagers and dwellings in the immediate vicinity of the bus stops.
6. Following installation of these bus stops, a strong objection was received from a local landowner, disputing the Council's process and rights to create bus stops in this location.
7. Funding to create a pair of bus stops and connecting footpath had previously been sought from the developer of the Oxford Riding School. This finance, had been requested at the time when the bus was routed through Southend, and at this time it was assumed that this new bus stop would be located on this road.

Comments Received from a Landowner

8. Correspondence has been received from a local landowner, aggrieved at not receiving notification of the location of the new bus stops. He asserts that the new bus stop on the western side of the B480 is located on his private land and the location dangerous because of agricultural machinery turning into his drive. Furthermore, he claims that the public have no right to access the new bus stop along the track to Lower Farm.

Commentary

9. New stops have been created as a consequence of the re-routed local bus service, in accordance with the Council's normal site-meeting practice. An adjustment was made to the stop location on the eastern side of the B480 as a result of frontager liaison. Letters advising the outcome of the site meeting were sent to all properties within the locality. It is not Council practice to advise landowners separately.
10. The Highway boundary extends as far as the line of the boundary wall on the western side of the B480 and buses can lawfully stop at the end of the farm track. This is normal practice in a rural location. The occasional passage of agricultural machinery into and out of the farm track is not considered to be a material hazard. Local people will access the bus stops by walking along the B480 road, in addition to the farm track.

Financial and Staff Implications

11. New bus stop poles and flags were recently installed at Lower Farm at an estimated cost of £500, funded from the Minor Bus Stops budget. It is proposed to provide a hard-standing area with fence on the eastern side of the B480 at an estimated cost of £4400, funded from a financial contribution made available from a development at the nearby Oxford Riding School.

RECOMMENDATION

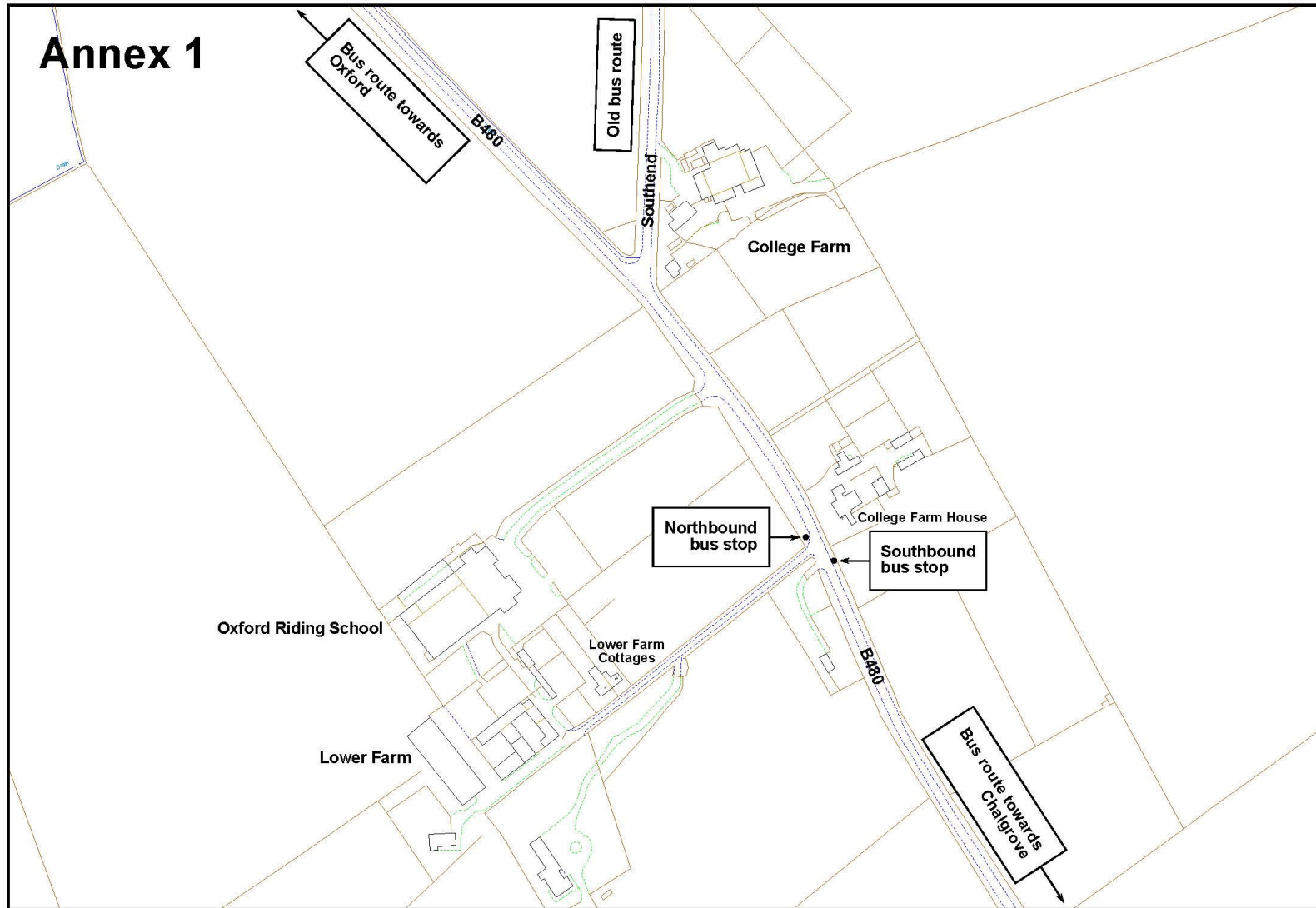
12. **The Cabinet Member for Transport is RECOMMENDED to endorse the decision taken at the site meeting held on 14 April 2012 to establish bus stops at Lower Farm, Garsington as set out in this report.**

STEVE HOWELL
Head of Transport

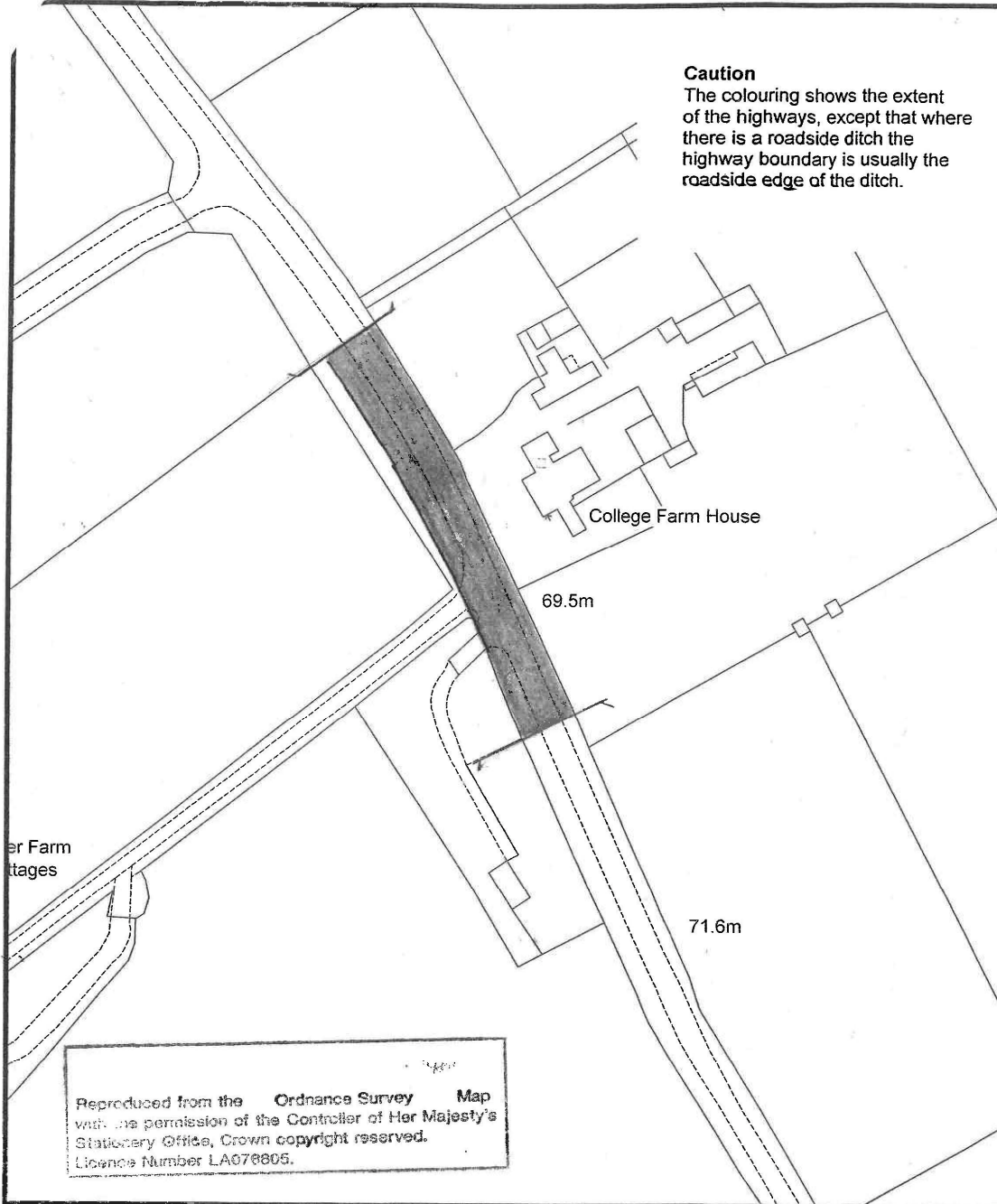
Background papers: Plans and photographs of site.

Contact Officer: David Taylor, Public Transport Development Manager
Tel: (01865) 816519

March 2012



orsington: Watlington Rd



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright, and may lead to prosecution or civil proceedings.
Oxfordshire County Council Licence No 100023343 2011

Scale:1:1250
Plot Date:11/1/2012
By: Caren
Dept:

View 1 – showing highway boundary line



View 2 – showing highway boundary line



Division(s): Headington & Marston

CABINET MEMBER FOR TRANSPORT – 22 MARCH 2012

OXFORD, FAIRFAX AVENUE/PURCELL ROAD PEDESTRIAN / CYCLE LINK

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

Introduction

1. This report seeks approval from the Cabinet Member for Transport to carry out physical works to upgrade and realign the existing paths that run through Marston recreation ground and south to Edgeway Road.
2. The route is made up of three sections:
 - Designated footpath number 74 (“FP74”) across unregistered land
 - FP74 across city council land
 - A permissive path owned by Oxford City Council (“the city council path”) which links FP74 with Rippington Drive / Fairfax Avenue across Marston recreation ground.
3. Annex 1 and Annex 2 show the status and the existing and proposed routes of the paths.

Background

4. The project began a number of years ago with the aim of improving the link for pedestrians and cyclists between Marston, the University Science Area and the city centre.
5. The surface of the existing route is poor, uneven and muddy puddles form on it in winter, making it difficult and uninviting to use, even for able-bodied pedestrians.
6. The route cannot currently be legally used by cyclists. To legalise its use by cyclists, officers propose that the whole route is converted to bridleway status.

Description of proposed physical works

7. The physical works would involve widening, resurfacing and realigning the paths and include the installation of two replacement bridges.

8. The current route of FP74 deviates from the route shown on the definitive map – see Annex 1, and the scheme proposes to straighten the path to follow the definitive route of FP74. This would require some vegetation clearance, and installation of a new three metre wide bridge over the brook, where FP74 joins the recreation ground and the city council path. These works would also require the hedges parallel to FP74 to be trimmed back to a level of their normal annual pruning to enable the widening of the path.
9. The city council path would be realigned to link better with the definitive route of FP74 and the existing bridge, leading to Rippington Drive replaced with a 3 metre wide bridge (a width required by the Countryside Team for a bridleway). The wider bridge requires the acquisition of land, to the rear of 61 Rippington Drive, by the city council.
10. The proposed scheme also includes installation of lighting columns along a part of the route through the recreation ground.

Legal changes to allow cycling

11. The intention is to convert all three sections of the route to bridleways in order to permit cycling and horse riding.
12. The city council path and the part of FP74 owned by the city council (see Annex 1) can be converted through a relatively simple process with consent from the city council.
13. However, part of FP74 runs across land which is unregistered so there is no known landowner to give consent. To change the legal status of this part of FP74, the route must be converted to a bridleway through a formal Creation Order process under the Highways Act 1980.
14. A creation order can be a long process; as long as eighteen months if objections are received. Officers therefore propose to progress with the creation order in parallel with and following the physical works for all three parts of the route, rather than to delay the physical works until the creation order has been completed. If the creation order is unsuccessful, pedestrians will be the only legally permitted users of the part of FP74 across unregistered land, but officers still consider the improvements to be worthwhile, even if cyclists cannot legally use this part of the route.

Consultation on the scheme

15. Consultation was carried out at the beginning of 2009 with local councillors, key stakeholders and all properties in close proximity to the path.
16. The majority of those who have responded support the proposal. Many support the principle of the scheme but have concerns about some details. A few consultees objected to the whole scheme.

17. The concerns and objections raised at consultation are summarised in Annex 3 and listed below. Copies of the full responses are contained in the background document “consultation responses”.
 - lighting impact on residential properties
 - cutting back / removing the hedge (wildlife/privacy concerns)
 - surface water drainage / flooding impact on residential properties
 - removal of barriers encouraging motorcycles / micro-scooters
 - conflict between pedestrians and cyclists
 - questionable necessity / high cost
 - negative impact on wildlife
18. The proposals have strong support from local councillors who are keen to see the surface of the paths improved without further delay.
19. As a result of consultation some changes were made:
 - Five metre high lighting columns are no longer proposed along FP74, between Edgeway Road and the recreation ground, to avoid impact on properties on Purcell Road. Alternative options are being considered, including solar powered lighting studs.
 - The path was reduced to 2.1m in places to avoid cutting the hedge too severely.
 - The direction of the path’s drainage was altered away from the rear gardens of properties on Purcell Road.
20. Officers consider that the benefits of improved access for cyclists and pedestrians outweigh the remaining concerns raised. In summary:
 - Removal of barriers will improve access for all users of the path, including wheelchair and scooter users and people with buggies and push chairs. Experience with existing barriers, and from elsewhere, demonstrates that bollards do not significantly deter use of motorcycles / micro-scooters.
 - Conflict between pedestrians and cyclists is considered to be minimal, given the numbers of both expected to use the paths.
 - The improvements would be funded by developer contributions taken specifically to mitigate the impact of developments in the area and would benefit all users.
 - Impact on wildlife would be minimal – the vegetation clearance and pruning of the hedge will be undertaken outside of the bird nesting season and the work will be undertaken with caution.
21. It is considered that further detailed consultation is not required. Officers will write to residents to notify them of the Cabinet Member for Transport’s Delegated Decisions meeting and the approach being proposed.

Policy and strategy

22. Improvements to this route fit with the council's Local Transport Plan 3 (LTP3) objectives and policies of encouraging sustainable travel within Oxford.
23. The link between Marston, the University Science Area and the city centre is considered to be an important strategic route for both pedestrians and cyclists.

Equality and inclusion implications

24. A Service and Community Impact Assessment has been undertaken (Annex 4).
25. The physical work to improve the surface of the path and the proposed lighting will benefit all users of the path and recreation ground.
26. Conversion of the path to bridleway may have the potential to affect people differently according to their age and disability due to the perception that cyclists may cause a risk to the safety of pedestrians. Officers consider that the risks to safety will be minimal.
27. On balance the benefits of the proposals are considered to outweigh the dis-benefits.

Financial and staffing implications

28. The proposed changes are expected to cost £185,000 (including expenditure in previous years) and will be funded entirely by developer contributions obtained through s106 agreements.
29. £179,000 is allocated in the current approved capital programme for 2011/12 and 2012/13 and is sufficient to cover the remaining detailed design work and construction. Construction is expected to start in summer 2012. The funding is from developments in the university science area and Marston, towards facilitating cycling and/or pedestrian access in the area.
30. The creation order will require staff time but this can be accommodated within existing staffing levels.

Legal implications and risks

31. A number of issues could potentially prevent the route being legally available to cyclists:
 - 1) To legalise the use by cyclists of that part of FP74 not owned by the city council, the highway authority must apply to change the status of the route through the creation order process. There is no guarantee that the creation order process will be successful, but officers believe the physical

improvements are worthwhile even if this part of the route is not legally available to cyclists.

2) For the city council path, purchase of land at 61 Rippington Drive is needed to install a three metre wide bridge (a requirement of the Countryside Team for a bridleway). The purchase of the land by the city council should be completed imminently. If the purchase is not successful alternative options for legalising use by cyclists will be explored with the city council. Officers believe the physical improvements to the path are worthwhile even in the unlikely event that this part of the route is not legally available to cyclists.

3) Delivery within budget - Final cost estimation, including changes arising from consultation, is yet to be completed so some uncertainty remains about exactly what can be delivered within the available budget as set out in the financial implications section above. The council may need to consider reducing the scope and/or specification of the scheme once detailed design and cost estimation have been completed. Such changes will be managed in line with the corporate capital governance requirements and further approvals will be sought at the appropriate level.

RECOMMENDATION

32. The Cabinet Member for Transport is RECOMMENDED to:

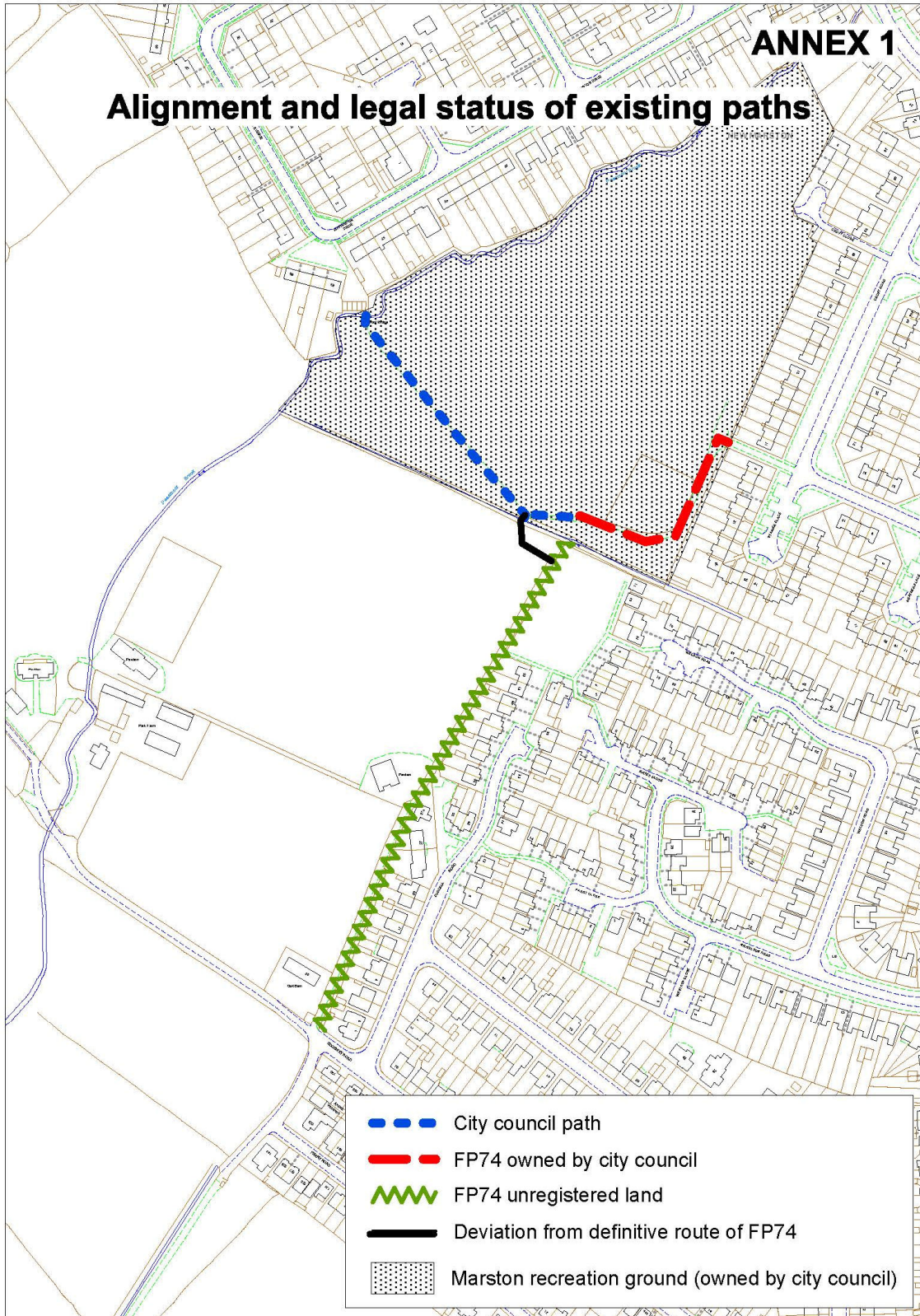
- (a) authorise the physical works to upgrade and realign both parts of FP74 and the city council path, as shown in Annex 2 to this report.**
- (b) work with the city council to convert the city council path and the part of FP74 owned by the city council to a bridleway.**
- (c) commence work on the creation order process for the unregistered part of FP74.**

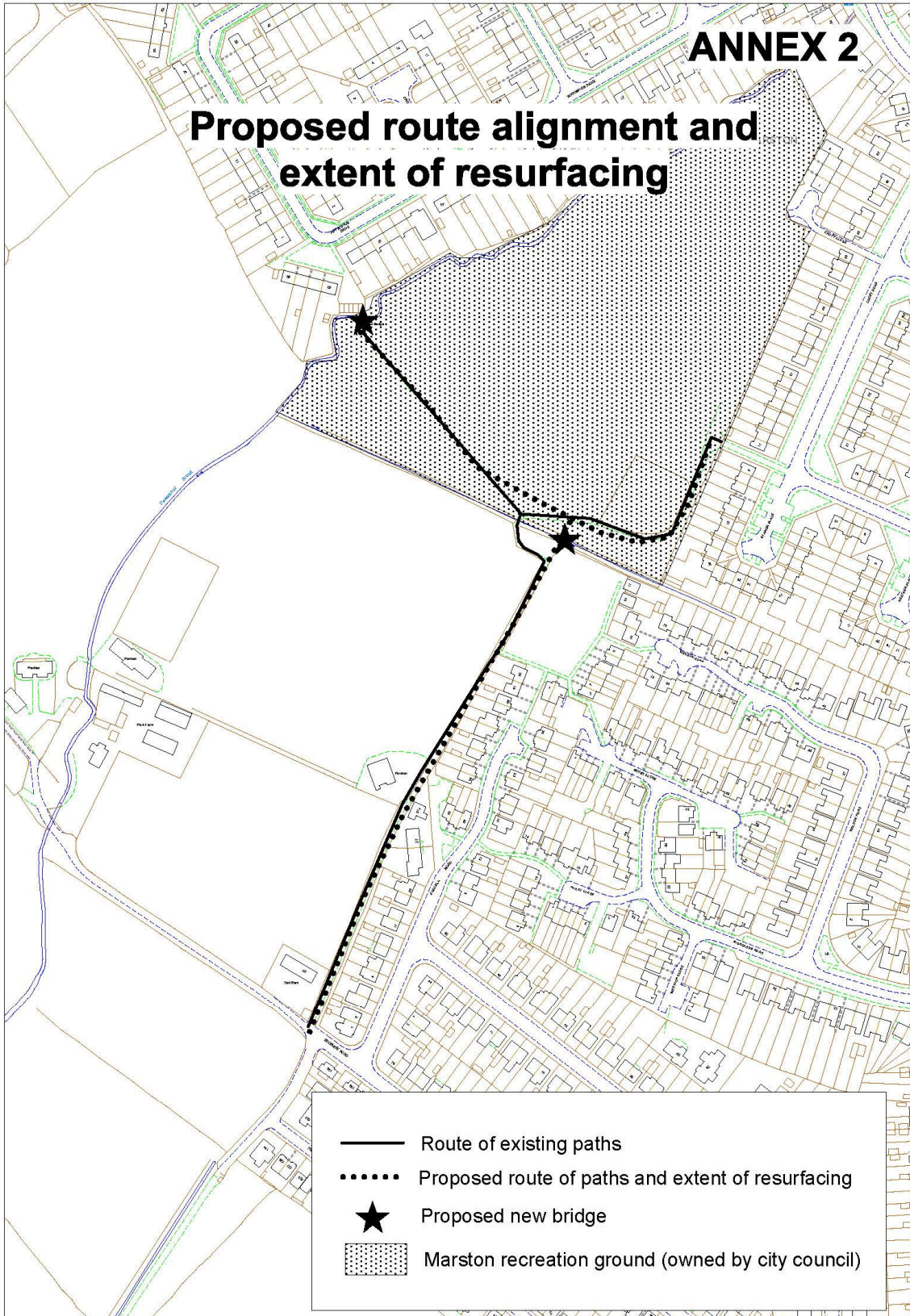
Steve Howell
Deputy Director for Environment & Economy (Highways & Transport)

Background papers: Consultation documentation

Contact Officer: Victoria Butterworth
01865 810414
victoria.butterworth@oxfordshire.gov.uk

March 2012





This page is intentionally left blank

ANNEX 3

	Object / support / neither	Comments	Officer response
1	Support	Better to be wider at northern end. Bridge should be non-slip. Ensure smooth surface. Kerbs should be flush. Cycle track standards should be applied. T-junction corners should be rounded off a little where FP74 path joins recreation ground.	Noted.
2	Support	Concern about safety at T-junction when Goodson Walk joins the path - trim hedge and include mirror	Hedge will be trimmed slightly to improve visibility. It is not possible to cut back completely. However, lack of visibility causes uncertainty for users and they are more likely to proceed with caution as they join / exit the main path.
3	Support	Possible to extend the scheme to "Ferry Lane" extension of Ferry Road? Parking and safety problem as not currently highway and excluded from CPZ.	Physical works will not extend to Ferry Lane. Officers will investigate the potential for including this in the creation order. However, if it is likely to be controversial it will not be included in case it jeopardises the conversion of the rest of the path to bridleway.
4	Support with concerns	Welcome improvements for cyclists but concerned about proposed new lighting, whose privacy and security would be affected. If widened need to put something to prevent motorcycles and cars.	Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme.
5	Support	Support lighting, making path smoother and straightening it out near bridge. 5 metre street lights good. Fence should be included between path and Wadham Park field to prevent fly tipping and motorbikes	5 metre lighting proposed will be retained through the recreation ground, but reviewed elsewhere. Alternative options for less intrusive lighting will be considered to mark the path where 5 metre lights are not appropriate. Path will be fenced off from Hertford College Sports Ground.
6	Concerns	Don't cut down hedgerow or large tree to rear of 3 Purcell Rd. Don't want light directly to rear of garden. Concern about flooding increase from tarmac. Wildlife in hedgerow should be considered.	Hedgerow will be pruned but not cut down to rear of Purcell Road properties. Lighting will be reviewed to reduce impact on properties adjoining the path. Gradient of path will be reviewed to drain away from rear gardens of Purcell Road properties. Hedgerow will be trimmed back outside of the bird nesting season.

CMDT7

7	Object	Flooding, hedge should not be removed or partly removed for security, privacy, wildlife reasons, bollards should not be removed as these prevent motorbikes, bridleway would make it dangerous and it should not be made wider or straighter for safety reasons, noise, would prefer shorter lighting as would be less intrusive to properties and wildlife.	Hedgerow will be pruned but not cut down. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. Increasing the width of the path and changing its status to bridleway will make the path available to more people and encourage sustainable travel. The path will provide enough space for all users to pass each other safely. Proposed lighting will be reviewed. There will be increased activity on the path but this should not result in an unacceptable level of noise above the existing situation.
8	Concerns	Ancient hedge should not be damaged by widening path or lighting. Water run-off, impact on wildlife, 5 metre high lighting is inappropriate and will impact on security of Purcell Rd properties, evidence that improvements are needed and wanted (peds might not like cyclists on path), encourages motorbikes and mini motors. Improve the surface without damaging the hedge, use cats eyes instead of lights, encourage cyclists to use Purcell Rd instead.	Hedgerow will be pruned but not cut down to rear of Purcell Road properties. Lighting will be reviewed and alternative considered to reduce impact. Gradient of path will be reviewed to drain away from rear gardens of Purcell Road properties. There is support for surface improvements which will benefit all users. The paths are considered to form an important strategic route linking Marston, the university science area and the city centre which the council wish to promote as a walking and cycling route.
9	Support with concerns	Concerned that hedge would be removed and implications for security, privacy, and wildlife, and impact of 5 metre lighting on bedrooms and wildlife. Lighting at level of path is more suitable. Would like barriers to prevent motorbikes e.g. at junction of cycle track with South Parks Rd	Hedgerow will be pruned but not cut down to rear of Purcell Road properties. Lighting will be reviewed and alternative considered to reduce impact. Officers consider barriers would be ineffective and negatively affect the aims of scheme.
10	Object	Concerned about impact on semi-rural area, reduction in privacy and security if the hedge is trimmed, flooding, lighting not required and impact on security of houses, installation of barriers essential, path wouldn't be wide enough for two-way peds and cyclists. Purcell Road better alternative route.	The path will not alter the character of the area. The surfacing used will be similar to that in other areas of this character. Lighting to rear of Purcell Road properties will be reviewed and alternative considered to reduce impact. Security of properties will not be changed by the proposals. Path will be wide enough to allow users to pass each other safely. Purcell Road is another useful link which will feed into the path for some users. However, FP74 is considered a good continuous and direct route for some cyclists.
11	Concerns	Group comments following on from site meeting with officers: concern about motorcycles therefore barriers should be used, understand that there'd be no trimming to the body of the hedges i.e., no further than recent trim by maintenance, but "sizing out" of earth at edge of path required. 2.5m where possible but reduce in width to prevent excessive trimming of hedge. Bollard or ground level lighting would be more appropriate for rural character of the area, if installed 5m lighting to be switched of at a pre-determined time, but most would prefer no lighting.	Hedgerow will be pruned but not cut down. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. Lighting proposed to rear of Purcell Road will be reviewed.

CMDT7

12	Support	Concerns that hedge cutting will reduce security, drainage, and removal of barriers encouraging motorcyclists.	Hedgerow will be pruned but not cut down. Gradient of path will be reviewed to drain away from rear gardens of Purcell Road properties. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme.
13	Object	Unnecessary scheme because Purcell Road runs parallel to the path. Waste of money.	The county council is responsible for maintaining the existing path. The scheme proposes improvement to the length of FP74 and the city council's path through the recreation ground which are strategic walking and cycling routes. It is logical to upgrade the surface of the entire route for walking and cycling. The scheme is being funded from developer contributions collected specifically toward improving walking, cycling and sustainable travel in the vicinity of the university science area and Marston.
14	Concerns	Expert consideration should inform the scheme. Concern about excessive cutting of hedgerow and impact of lighting on wildlife.	Advice will be sought from the county council's ecologist planner. Hedgerow will be trimmed and other vegetation removed outside of the bird nesting season, and at appropriate times in order not to disturb reptiles and amphibians.
15	Support	Welcome move to make path more user friendly and introducing lighting. Concern about removal of hedges as important to wildlife.	Hedgerow will be trimmed but not removed. Wildlife will be considered during removal of any other vegetation and nesting / breeding / hibernations seasons avoided.
16	Object	Object to bridleway. Concern about removal of hedge, and security of property. Lighting unacceptable for residents and wildlife. Barrier needed to prevent motorcycles. Use Purcell Road instead - cheaper and easier.	Increasing the width of the path and changing its status to bridleway will make the path available to more people and encourage sustainable travel. The path will provide enough space for all users to pass each other safely. Proposed lighting will be reviewed. Hedgerow will be pruned but not cut down. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. The county council is responsible for maintaining the existing path. It is logical to upgrade the surface of the entire route for walking and cycling. The scheme is being funded from developer contributions collected specifically toward improving walking, cycling and sustainable travel in the vicinity of the university science area and Marston.

CMDT7

17	Support with strong concerns	Strongly oppose scheme with lighting at 5 metres (waist height or ground level would be acceptable). Concerns that lighting will increase anti-social behaviour, 5 metre height is inappropriate, must not endanger hedge, 2.5 width encourages higher cyclist speeds (mixed use paths 1.8 to 2m are more common), concern about motorbikes and cars.	Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated. Hedgerow will be trimmed to normal pruning level. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. Width of path will be sufficient to allow users to pass each other safely. Similar shared use paths exist in other parts of Oxford, we do not anticipate any problems with cycling speeds.
18		Welcome new bridges and surface. Hedges should not be cut back further than normal pruning level, adequate provision made for drainage, measures required to prevent unauthorised vehicles. Object to conversion to bridleway because path not wide enough (3m should be achieved), safety at junction with Edgeway Road, will promote anti-social cycling, lighting is inappropriate in rural character area, light pollution, energy use, no evidence to suggest that path is used enough in hours of darkness to warrant lighting, other routes are unlit, lighting may encourage anti-social behaviour and won't discourage crime.	Hedgerow will be trimmed to normal pruning level. Gradient of path will be reviewed to drain away from rear gardens of Purcell Road properties. Barriers / bollards to prevent motorcyclists also act as a barrier to pedestrians, cyclists (particularly those with trailers) and horse riders. It is difficult to locate bollards that suit the needs of these users but prevent motorcycles. Officers consider barriers would be ineffective and negatively affect the aims of scheme. Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated.
19	Concerns / Object	Object to proposed street lighting.	Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated.
20	Concerns	Approve of improved provision for cyclists and to bridges. Concern over destruction of natural environment for cyclists needs. They can use already well-lit roads. Hedgerow is ancient, rural character, wildlife conservation, value dark night skies. 5m lighting unacceptable. If lighting goes ahead it must be low level and be switched off when people get home. Cats eyes? Cyclists have lights.	Hedgerow will be pruned but not cut down. Other vegetation clearance will be limited to section where FP74 meets the recreation ground and this will be done sensitively. Use of 5 metre light columns will be reviewed along the path parallel to Purcell Road and alternatives that have less impact on neighbouring properties will be investigated.
21	Object	Strongly object: noise, lighting, flooding, waste of money, use Purcell Road	There is potential that there will be increased activity on the path but this should not result in an unacceptable level of noise above existing levels. Proposed lighting will be reviewed. It is logical to upgrade the surface of the entire route for walking and cycling. The scheme is being funded from developer contributions collected specifically toward improving walking, cycling and sustainable travel in the vicinity of the university science area and Marston.
22	Object	Object to bridleway as sacrifices safety of pedestrians for convenience of cyclists.	Increasing the width of the path and changing its status to bridleway will make the path available to more people and encourage sustainable travel. The path will provide enough space for all users to pass each other safely and will not jeopardise the safety of pedestrians.

CMDT7

23	Object	Path is narrow and enclosed and there are alternative routes. Pedestrian safety and inconvenience.	Increasing the width of the path and changing its status to bridleway will make the path available to more people and encourage sustainable travel. The path will provide enough space for all users to pass each other safely and will not jeopardise the safety of pedestrians.
24	Support	Support, but a stronger surface than hoggin should be used to avoid pooling.	Surface of the path will be sealed, and constructed with an appropriate gradient to ensure it drains properly.
25	Support	Support widened bridges and introduction of lighting.	5 metre lighting proposed will be retained through the recreation ground, but reviewed elsewhere. Alternatives will be considered
26	Support	Strongly support improved surface of path. Should be wide enough, with no bollards, to allow bikes towing chariots and to allow cyclists to pass each other. Less enthusiastic about light pollution but makes sense to light the bridges and junction of path at Goodson Walk.	Noted. Officers agree that bollards should be included in the scheme.
27	Support - no objection	Street lighting important for ensuring safety of those using path parallel to Purcell Avenue and garages at Rippington Drive. Suggest contacting Crime Design Advisor.	Noted. 5 metre lighting proposed will be retained through the recreation ground, but reviewed elsewhere. Alternatives will be considered.
28	Support	Strongly support scheme in principle. Avoid conflict between path and use of recreation ground in new route. Benefit from improved lighting and surfacing. Use surface that does not increase flood risk and consult the Environment Agency.	Noted.
29	Support	No objections	n/a
30	Support	Support the proposal as there are very few places to horse ride in the city.	Noted.
31	Support	Scheme long overdue and will bring net benefit. Lighting should not spill into properties, but light bollards don't throw much light and are easily vandalised.	Noted.

This page is intentionally left blank

Service and community impact assessment (SCIA)

Footpath 74 (FP74) and Fairfax Avenue / Purcell Road pedestrian and cycle link

February 2012

Environment & Economy

Introduction

This report assesses the impacts of the proposal to upgrade Footpath 74 (FP74) and the city council's path that runs through Marston recreation ground between FP74 and Fairfax Avenue / Rippington Drive, and conversion of these to bridleway to permit their use by cyclists and horse riders, as well as by pedestrians.

Impact on customers

Age

The perception that the route will be unsafe for pedestrians due to its use by cyclists could affect pedestrians of any age which might mean that they avoid the route.

Younger children, without an adult, may be less confident pedestrians. Encouraging use of the path by cyclists could introduce fear about conflict between pedestrians and cyclists and deter younger children from walking on the path independently.

Disabilities associated with old age are covered in the Disability section.

Widening the path and improving its surface will make it easier for all users of all ages to pass each other. There would also be an overall beneficial impact for cyclists of all ages.

Disability

Visually impaired pedestrians could perceive the route as less safe due the presence of cyclists. They may be less able to detect on-coming cyclists from a distance and be concerned of conflict as a result of this. The smoother surface will benefit those with visual difficulties because trip hazards will be reduced and will make the route more easily usable.

Pedestrians with hearing impairments may find negotiating the path more difficult with the presence of cyclists if they are unable to hear cyclists approaching from behind. However, the increased width of the path will make it easier for all users to pass each other, and cyclists tend to take greater care when approaching pedestrians from behind as they are aware that they cannot be seen.

Ambulant mobility impaired pedestrians will benefit from a smoother, wider surface accessible all year round.

Wheelchair users will benefit from a smoother, wider surface accessible all year round. Some may perceive the use of the path by cyclists as a hazard, but the increased width of the path will enable cyclists and wheelchairs / mobility scooters to pass each other safely.

People with learning difficulties should find it easier to navigate the route due to its increased width, smoother surface and more direct route. Some people with learning difficulties may be more wary about using the route if they perceive cyclists as a hazard.

Gender reassignment, race, pregnancy and maternity, religion or belief, sex and sexual orientation, people living in rural areas, people living in urban areas, deprivation.

Pedestrians with pushchairs will benefit from a smoother surface. It will also enable cyclists with chariots (child seats in trailers) to use the path, which they are not currently able to do with ease due to the narrow width and barriers located along the route.

The increased width will enable all users of the path to pass each other with ease.

The proposals will not have a differential impact on service users arising from any of the other characteristics listed.

Summary

The path is currently narrow, uneven and often overgrown with vegetation. Muddy areas and puddles develop on its surface in places. Resurfacing the path will enable its use by all users through all seasons.

The proposed lighting in the recreation ground will benefit users of the path as it will extend the hours of use.

Conversion of the path to bridleway may have the potential to affect people differently according to their age and disability due to the perception that cyclists may cause a risk to the safety of pedestrians. However, officers consider that the increased width of the path and improved surface will enable all users to safely pass each other.

On balance, the proposals will be beneficial to all users by improving access between Marston, the university science area and the city centre by non- car modes of travel.

The disadvantages mainly relate to the perceived safety risk to pedestrians as a result of permitting cycling along the route. This risk is considered to be minimal and outweighed by the benefits of improved access for all users as a result of the physical improvements, and also by increased opportunities for people to use the route by different non-car modes of travel (i.e., cycling and horse riding, as well as walking).

Division(s): All

CABINET MEMBER FOR TRANSPORT - 22 MARCH 2012

RIGHTS OF WAY IMPROVEMENT PLAN EXTENSION

Report by Deputy Director for Environment & Economy (Growth & Infrastructure)

Introduction

1. A Rights of Way Improvement Plan (RoWIP) sets out the assessment of the adequacy of the rights of way network and provides the strategy framework for rights of way management, maintenance and development. The present plan runs out in April 2012. Oxfordshire County Council as the highway authority has the statutory duty to prepare and publish a RoWIP and review it to keep it valid.
2. This report sets out options for the future and recommends that the authority extends the life of the plan to 2014 and sets in train work for its review.

Background

3. The present RoWIP was adopted by the County Council on 21 February 2006. The Plan's vision is:

To improve the existing public rights of way network for all users and would-be users, and improve the extent, use and understanding of the network, so that public rights of way fulfil their role as a vital part of life in the County.

4. The four aims of the RoWIP are:
 - I. *Public rights of way are protected and well maintained.*
 - II. *A better joined-up network that meets the needs and demands of users whilst accommodating the interests of land managers, the natural environment and our cultural heritage.*
 - III. *A public rights of way network which enables access for all.*
 - IV. *A thriving countryside where residents and visitors are able to understand and enjoy their rights, in a responsible way.*
5. The ROWIP has provided an important tool for countryside access work over the last six years and has enabled the Countryside Service to target its own work and also the significant amounts of work undertaken by communities, other organisations and volunteer groups. It has provided the basis to bring in external funding from charities and other sources, and has secured access provision from commercial developments. It has also influenced the development and delivery of strategies and policies. Annex 1 summarises

achievements over and above the day to day work of protecting and managing the network.

6. The plan is complementary to the Council's third Local Transport Plan (LTP3), adopted 18 March 2011, and there is partial integration through the development of LTP cycling and walking policies CW1 to CW5 and each of the area strategies.

Potential ways forward

7. Although integrated with LTP policies, the management and development of public rights of way is separate to the management of roads, and the preparation and review of the RoWIP remains a statutory duty for the authority to develop under s60 and s61 Countryside and Rights of Way Act 2000 (Annex 2). The plan and its annual delivery business plan are a valuable tool to steer, manage and report on Oxfordshire's work in public rights of way and countryside access management.
8. Officers feel that there are number of options to take for its review, particularly:
 - Option A. extending the date of the existing RoWIP to 2014
 - Option B. review and produce a 'light touch' amended plan
 - Option C. review and produce a fully revised plan
9. **Option A** would entail extending the validity date to 2014, keeping the RoWIP aims, objectives and most of the document unchanged in its current form. Annual delivery action plans would be produced and reported on. The RoWIP would need assessment and review and possibly the production of an amended plan by 2014, or another 'as is' extension to 2016.
10. *Benefits*– minimal short term impact and easiest to undertake. Gives time for the Infrastructure Framework for Oxfordshire to be developed as well the Local Development Frameworks and Green Infrastructure strategies. This option still allows and enables innovation and development depending on team capacity and available resources.
11. *Disbenefits*- the ROWIP as a whole risks becoming more out of date and less relevant. Research undertaken over the last few years is not able to be fully integrated within the document. Plan may not reflect the changes in priorities, capacity and resources of the authority.
12. **Option B** would entail the assessment and review of the current RoWIP with the intention of producing a 'light touch' amended plan - keeping the RoWIP more or less in its current form and layout but with revised research and legislation updates including changes in the Growth & Infrastructure service and the economic climate. This RoWIP could be valid for up to 10 years from publication.
13. *Benefits* - could bring the research and document up to date quickly as a lighter touch approach without major changes needed to research, format and

content which would minimise officer time. Annual delivery action plans could still guide the work and allow reporting on work undertaken

14. *Disbenefits* - RoWIP1 would still be invalid by April 2012 and a light touch review could not be undertaken before year end. This is because even an intention to undertake a light touch amended plan creates a requirement to assess the current plan and consult with all parish councils, district councils, interest groups, prescribed individuals and organisations and neighbouring authorities with the results of the assessment and before the review of the RoWIP takes place, as well as the consultation on the revised version. The results of the consultation may indicate a need to produce a fully amended RoWIP as per option C.
15. **Option C** would entail the assessment and review of the current RoWIP with the intention of producing a fully revised plan that reflected changes in the economic climate and the results of recent research as well as changes within the Growth & Infrastructure service and the current economic climate. It may be possible to add policies to strengthen the role of the RoWIP and the document could also form more of a basis for all Oxfordshire County Council's countryside access functions. This RoWIP could be valid for up to 10 years from publication.
16. *Benefits* - could bring the research and document up to date and also make a RoWIP that more fully reflected the current economic and operational limitations. If the full assessment and consultation process has to take place for any type of review then it may make sense for the RoWIP to be comprehensively overhauled.
17. *Disbenefits* - RoWIP1 would still be invalid by April 2012 and a full review could not be undertaken before year end. A full revision may involve more staff and stakeholder time in its production.

Proposal

18. The preferred approach is to extend the timeframe of the existing plan to 2014 instead of the maximum allowed validity date of 2016. This will keep the RoWIP valid and able to be used to inform developments and emerging strategies. In tandem we can commence a wider consultation review of the plan toward adoption of a new/updated strategy by 2014, which will provide a better plan for the longer term.
19. This approach is supported by two key Oxfordshire countryside access advisory groups. Officers sought the advice of the Oxfordshire Countryside Access Forum and the Oxfordshire Rights of Way Monitoring Group in October 2011 to see which of the three possible options was preferred. The general view was that in light of the economic climate a short and simple time extension to the current RoWIP might be best - but also that there were real benefits in investing in undertaking a full review as things had changed so much since the plan was adopted in 2006. Officers agreed with this and this is why the proposed approach is being put forward that combines options A and C.

20. An extension to the validity date will simply mean the electronic version of the plan has its date changed on its front cover and at points throughout the document, plus making some changes to the text without amending the overall structure, meaning or aims of the plan. The RoWIP website pages will be updated too.

Financial and Staff Implications

21. Countryside Access now forms part of the new Planning & Regulation Service. Whilst staff capacity has been reduced, extending the timeframe of the plan can be done relatively quickly and allows a review to be carried out over longer time within current staff capacity.

Recommendation

22. The Cabinet Member for Transport is RECOMMENDED to authorise commencement of a process to:
- (a) extend the validity date of the current Rights of Way Improvement Plan to March 2014; and
 - (b) undertake a review in the longer term with a view to submission of a new Plan by March 2014.

MARTIN TUGWELL
Deputy Director for Environment & Economy (Growth & Infrastructure)

March 2012

Contact officer: Paul Harris, Countryside Information & Access officer Tel: 01865 810206

Background papers: Nil

Key achievements that have used Oxfordshire's Rights of Way Improvement Plan (RoWIP) as their foundation since it was adopted

Oxfordshire's RoWIP and the first five years' RoWIP delivery action plans have focused on achieving better provision and improvements that are over and above the 'day to day' work of recording, protecting, and maintaining the public rights of way and access land network. This work has cut across all access teams within the Countryside Service and included work undertaken by OCC Highways and Transport and developed by the OCC-hosted Lower Windrush Valley and Wychwood projects and the Ridgeway and Thames Path National Trail Team. There has also been significant practical work undertaken by volunteers through the Chilterns Society South Chilterns Path Maintenance Volunteers and the Cotswolds Voluntary Warden Service as well as many parish councils, local groups and individuals.

- Over £320,000 funds allocated from the Trust for Oxfordshire's Environment which enabled many communities and organisations to improve their access to the countryside and also help meet RoWIP aims. Funds gained from Viridor, WRG and Grundon's Landfill Communities Funding. The new charity, TOE2, taking over from TOE has access to countryside as one of its three aims alongside biodiversity and renewable resources.
- Awarded national RoWIP award to Oxfordshire by Natural England for 'most innovative' RoWIP in 2009 alongside Kent and Bedfordshire councils.
- Informing and steering development of policies covering walking, cycling and public rights of way in the second and third Local Transport Plan. The third LTP is partially integrated with RoWIP and rights of way are included in all of the area strategies for towns and rural areas under walking and cycling.
- Provided the basis to negotiate over £600,000 of countryside access measures with major residential, commercial and minerals & waste developments across the county, which will be implemented over the next few years. These include sites at Barton, Ardley, Upper Heyford, Wallingford, Bicester, Witney, Faringdon, Wantage, Grove, Banbury, Sutton Courtenay. For smaller sites developers are encouraged to provide for access improvements and help their development site be more accessible by non-car modes of travel. Village paths have also been improved under a joint scheme between Countryside and Highways and Transport.
- Improved user, landowner, parish and councillors' awareness and understanding by making our website better structured and updating content, including development of the interactive countryside map, making all walking leaflets downloadable and putting the definitive map online.
- Providing input many community-led parish plans and trying to help communities and local groups to improve access in their area and gain understanding of the work involved and potential funding. A major tool to assist this was the development of the Oxfordshire Local Council Guide to Countryside Access.
- Access Land areas of downland open and accessible – with permissive access to sites and access infrastructure put in place so that the areas integrate with the surrounding rights of way network and are as accessible and easy to use as possible.

CMDT8

- Better understanding across the authority and in partner organisations of how public rights of way and access to the countryside can contribute to better quality of life for residents and visitors – including running regular Residents Panel surveys and making sure the service's work remains relevant and of value to Oxfordshire's residents and tourists

Countryside and Rights of Way Act 2000

The relevant parts of sections 60 and 61 Countryside and Rights of Way Act 2000 are set out below and key points have been highlighted.

Extracts from s60 Countryside & Rights of Way Act 2000

- (1) Every local highway authority shall, within five years after the commencement of this section, prepare and publish a plan, to be known as a rights of way improvement plan, containing—
- (a) the authority's assessment of the matters specified in subsection (2),
 - (b) a statement of the action they propose to take for the management of local rights of way, and for securing an improved network of local rights of way, with particular regard to the matters dealt with in the assessment,
- (2) The matters referred to in subsection (1)(a) are—
- (a) the extent to which local rights of way meet the present and likely future needs of the public,
 - (b) the opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of the authority's area,
 - (c) the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems
- (3) An authority by whom a rights of way improvement plan is published shall, not more than ten years after first publishing it and subsequently at intervals of not more than ten years—
- (a) make a new assessment of the matters specified in subsection (2), and**
 - (b) review the plan and decide whether to amend it.**
- (4) On such a review the authority shall—
- (a) if they decide to amend the plan, publish it as amended, and
 - (b) if they decide to make no amendments to it, publish a report of their decision and of their reasons for it.

Extracts from s61 Countryside & Rights of Way Act 2000

- (1) Before preparing or **reviewing** a rights of way improvement plan, and in particular in making any assessment under section 60(1)(a) or (3)(a), a local highway authority shall consult—
- (a) each local highway authority whose area adjoins their area;
 - (b) each district council, and each *parish or community council*, whose area is within their area;
 - (e) any local access forum established for their area or any part of it;
 - (f) the Countryside Agency or the Countryside Council for Wales (as appropriate);
 - (g) such persons as the Secretary of State (as respects England) or the National Assembly for Wales (as respects Wales) may by regulations prescribe in relation to the local highway authority's area; and
 - (h) such other persons as the local highway authority may consider appropriate.
- (2) In preparing or **amending** a rights of way improvement plan, a local highway authority shall—
- (a) publish a draft of the plan or of the plan as amended,
 - (b) publish, in two or more local newspapers circulating in their area, notice of how a copy of the draft can be inspected or obtained and how representations on it can be made to them, and
 - (c) consider any representations made in accordance with the notice.

This page is intentionally left blank

Division(s): All

CABINET MEMBER FOR TRANSPORT - 22 MARCH 2012

BUS SERVICE SUBSIDIES

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

Introduction

1. This report and associated Annexes dealS with the following items, which now require decisions to be made by the Cabinet Member:-
 - (A) The Review of Subsidised Bus Services in the Henley, Wallingford and Didcot areas, which, if awarded, will be effective from Sunday 3rd June 2012.
 - (B) Other bus subsidy contracts elsewhere in the County.
2. Background information on items (A) and (B) above is included at Annex 1 together with a summary of the relevant points from the responses received through local consultation. Information relating to the main County Council subsidy contracts is also included at Annex 1 for each service, but in some cases there are wider issues affecting particular contracts, which are discussed in the main body of this report. Section A of Annex 1 deals with existing services under review in the Henley, Wallingford and Didcot areas, whilst Section B deals with other services elsewhere in the County that require a decision, some of which have arisen as a consequence of the area review in Section A. Section C refers to those existing community transport services in the Henley and Goring area, which are also due for review. These will be dealt with in more detail in Exempt Annex 3 (see below).
3. Tender prices obtained for contracts specified in paragraph 1 will be contained in Supplementary Exempt Annex 2, to be circulated later.
4. Supplementary Exempt Annex 3 will contain information on the review of grants for provision of locally organised transport schemes for people with mobility impairments, the funding for which expire on 2 June 2012. This covers the Swyncombe Lifeline and a Dial-a-Ride from Goring and will be circulated later.
5. At the Cabinet Member Decision Meeting held on Thursday 1 September 2011 it was decided to continue to pay the existing level of support to the Wantage Independent Advice Centre (IAC) car scheme, although a request had been received for an increase in financial support for the year 2011/12. This matter is discussed in Supplementary Exempt Annex 4.

Reasons for Exempt Annexes

6. Annexes 2, 3 and 4 should be considered in exempt session because their discussion in public might lead to the disclosure to members of the public

present of information relating to the financial or business affairs of any particular person (including the authority holding that information) as a result of discussions between Oxfordshire County Council and/or other local authorities and organizations.

7. Costs contained in Supplementary Exempt Annexes 2, 3 and 4 must be treated as strictly confidential since they relate to the financial and business affairs of the operator. All prices must be treated as strictly confidential until such time as the Cabinet Member for Transport has decided whether or not to provide financial support for each service. Revealing operators' prices before then would prejudice the County Council's position if tenders or propositions had to be sought again for any of the services. Prices also remain confidential for 10 days (until 1st April 2012) after the date of this meeting under the objection period specified in the Public Contract Regulations 2006.

Subsidy Prices

8. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annexes 2 and 3, together with my recommendations. Until all tender prices and 'de minimis' propositions received have been analyzed, I will not know what the overall impact on the Public Transport budget is likely to be. Local Members will be advised in writing of recommendations affecting their Divisions at least one week before the meeting that considers this report, and their written comments sought. Any responses received will be included as an appendix to Supplementary Exempt Annex 2.
9. If further support for any contract is not agreed at the meeting on Thursday 22nd March 2012 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 2nd June 2012. The only exception to this may be if a settlement will be left with no other form of public transport. In such cases, I may recommend that existing contract arrangements be extended until 13 December 2012 to allow time for alternative facilities such as voluntary community transport to be explored.

Exemption from Call-in

10. On 10 January 2006 Council agreed an amendment to the Constitution which means that the County Council's call-in procedure should not apply to any decision on the letting of a contract, arising from termination of an existing contract, if the time available is such that allowing for call-in would result in service discontinuity, provided that all members of the relevant Scrutiny Committee had been informed of the circumstances of the decision to be made and had had an opportunity to make representations to the decision maker about it. Since existing subsidy contracts will inevitably end on 2 June 2012, the effect of any call-in would be to prevent introduction of any replacement contracts, thus resulting in complete withdrawal of the services concerned and a consequent service discontinuity. The 10 January 2006 amendment therefore applies.

11. With regard to that provision, local members and Growth & Infrastructure Scrutiny Committee members will be advised of the recommended contract awards (as contained in Supplementary Exempt Annexes 2, 3 and 4) at least one week before the date of this meeting to allow them the opportunity to put their comments in writing or arrange to speak at the meeting.
12. The above arrangements are separate from the provisions of the Public Contracts Regulations 2006 which allow a 10 day 'cooling-off' period for contractors who have any grievance with regards to the tender awards or processes. Successful tenderers will be advised of the outcome as soon as is practicable after the meeting, so that they will be in a position to register services with the Traffic Commissioners before the end of the 10 day period, if necessary. Because of this it will not be possible to disclose any information to the public in respect of the tender awards until Monday 2nd April 2012 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Financial Position – Current Year (2012 - 2013)

13. The provisional funding available in the County Council's bus subsidy budget is as follows:

	<u>£000's</u>
Bus Subsidy Budget	2,989
Rural Bus Subsidy Grant (RBSG)	1,788

Annual inflation, which is applied to existing contracts, does have a minor impact on available funding for new contracts.

Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £611K of income from developer, partnership and service-specific Government grant funding. All of these other sources of funding are dedicated to specific services and are not available for general bus subsidy. The value of any of these other sources of funding is therefore 'netted out' in any references to the subsidy cost to the Council of the services concerned.

Commercial declarations

14. At an early stage in the review process the County Council contacts not only the existing contractors of the services involved, but also all operators on the approved tender list (roundly some 200 in total), to enquire if it is felt that there are any opportunities to provide all or part of the services under review on a commercial basis. At one time this elicited little or no response. However, recent reviews have seen a number of declarations by operators resulting in significant savings in expenditure. Two separate declarations have been received for routes within this review under Section A and a further two under Section B (services elsewhere in the County).

Financial Position – Henley and Wallingford area Review

15. The current annual net cost to the bus subsidy budget of the contracts under review (as at 1 April 2012) is £785,163.40. However, there are also

external contributions to some of the contracts under review (from Section 106 developer contributions, Home to School transport and Abingdon College) which total an additional £123,265 annually.

16. One of the contracts under review (PT/V30 Didcot Town Service 91) is presently wholly funded from these S106 contributions in respect of the Ladygrove Estate development. In addition new S106 funding will be obtained from the former Fairmile Hospital site in Cholsey during the currency of these contract awards and this will affect services 135 and 136. See paragraph 35 below for more details.

Contract Numbering

17. Contracts have been given a letter code in the first column of each Annex (and also in any references to the service within this report) and members are recommended to use this code for cross-reference purposes. Existing service and contract numbers are mentioned, for members' information only, in the service descriptions. Both service and contract numbers may change following award of new contracts.

A. Review of Subsidised Bus Services in the Henley, Wallingford and Didcot areas.

Background

18. Subsidised bus services in the Henley on Thames, Wallingford and east Didcot areas are due for their regular review, and tenders have been invited for new contracts to run from 3 June 2012 until May 2015 (for the Didcot area routes) or June 2017 (for Henley and Wallingford services). This concurs with the revised six-year re-tendering cycle as agreed by the Integrated Transport Board in 2009. 19 existing contracts (plus 2 Community bus services) were originally included within the scope of this review and 7 other contracts, not part of the review (but some having arisen as a consequence thereof) are also due for consideration. The latter are dealt with separately in section B of this report.
19. Details of all of the services concerned, together with information on the present subsidy cost and patronage data are contained at Annex 1. All affected Parish/Town Councils were consulted, as were two District Councils. The parish transport representative of each parish was notified of the consultation process in addition to the parish clerk. Numerous further interested parties were also consulted in the course of this review including Bus Users UK, Transport Unlimited, Atomic Energy Authority (Culham), European School (Culham), RAF Benson, Abingdon College and colleagues elsewhere within Oxfordshire County Council. Notices were placed on buses operating the routes concerned, and at major bus stops. As a result views were also received from private individuals and other representative bodies. Comments received from the consultees, including any particular requests for new services or variations to existing routes, are also summarized under the respective contract headings at Annex 1.

Consultation during Review

20. The consultation process undertaken was similar to other area reviews, in that some 61 Parishes/Towns were consulted and an open meeting for representatives was held in Wallingford in November 2011. A response rate of around 50% was achieved from parish and town councils as a result of the public consultation exercise. Of these, three responses also included summaries of 'transport needs surveys', which were compiled with the assistance of the rural transport adviser at Oxfordshire Rural Community Council. Twelve others had in recent years completed "parish plans" under guidance from the partnership working unit at County Hall.
21. A number of strong representations were made for new services, additional journeys or variations to services, although it was made clear at the commencement of the consultation process (in September 2011) that it was very unlikely that there would be spare funds for any significant improvements in view of the budgetary constraints imposed by Government.
22. Specifications for the new contracts have therefore sought prices for some minor route diversions or other realistic improvements where feasible, to meet any requests. In addition to the above responses, several further lengthy comments were received from other external consultees including Bus Users UK and the Sustainable Wallingford group.

Services under Review

23. A number of factors have had to be taken into consideration during the course of the review. These include:-
 - a. The wholly or partial commercial declarations, and subsequent 'de minimis' prices sought.
 - b. Other 'de minimis' prices sought for some contracts.
 - c. Home to School Transport: revised joint working arrangement.
 - d. Exploration of possible use of other transport providers including unconventional modes.

a) – Wholly or partial commercial declarations and subsequent de minimis prices sought

24. The position regarding the commercial declarations received during this review, which are still the subject of further discussions, will be set out fully in Exempt Annex 2. In some cases, certain of the existing journeys have not been included within the scope of the commercial declaration in which case "de minimis" prices have been sought so as to ascertain the value of maintaining these trips. Prices for these are also included in Exempt Annex 2.
25. For all contracts under review and made available for tender, officers have, as a basic specification, generally sought tenders for the current level of service. However, as usual various alternative options have also been specified for many contracts at either an enhanced (to meet requests) or lower (mainly based on usage) level of services or for a combination of

existing routes in order to achieve savings. Nevertheless some 17 contracts were offered for open tender for services in the review area.

b) – Other ‘de minimis’ prices sought

Arriva the Shires Ltd - service 800 (Contract PT/S 31) (Item S) Sunday journeys between Henley and Reading.

26. This contract (which was first awarded in 1998 and has been reviewed on three subsequent occasions) provides for the maintenance of an hourly daytime frequency between Henley and Reading on Sundays and Public Holidays via route 800 (in respect of operations within the County only), as part of a through High Wycombe – Reading service. This operation on Sundays was also supported financially by Buckinghamshire County Council over the section within that County, but this was reduced in the spring 2011 to just evening journeys between Henley and High Wycombe (on every evening of the week). Arriva run a commercial service over the whole routes 800 (via Binfield Heath) and 850 (via Wargrave) on Monday to Saturday daytime with no financial support from either authority.
27. Arriva the Shires has indicated that were this contract to be discontinued then they would consider re-routing the Sunday service via the 850 route (via Wargrave and Twyford). This would have left Shiplake, Binfield Heath and Dunsden without a bus service on Sundays although Shiplake does have a train service on this day. Consequently “de minimis” prices have been sought from Arriva to continue the existing timetable. Prices received will be detailed within Exempt Annex 2 (item S).

c) – Home-to-School Transport – revised joint working arrangements

28. These are now tendered within the Integrated Transport Unit on a separate timescale to public transport contracts. There is, however, one existing education contract within this review that carries entitled scholars and that is PT/S 60 on route 135 between Goring and Wallingford via Streatley, Moulsoford and Cholsey. The journey concerned involves the use of a double deck vehicle to cater for the number of scholars carried, which is not necessary for other journeys on this route during the daytime when the loads are much lower. It has therefore been agreed with the home to school section of the integrated transport unit that this operation will revert to a “closed” school contract as from 11 June 2012. No other opportunities were identified at this stage for putting students on existing public journeys.

Identification of flows of non-entitled schoolchildren

29. The Bus Strategy states that subsidy will not be paid for services provided wholly or mainly for passengers who are (non-entitled) students who pay their own fares, although where a service can be justified on the basis of catering for other users, and can cater for students at no extra cost, then every effort will be made to ensure that this is achieved.

30. There are a number of well-established movements to various schools and colleges in this review area. One of the flows of students, identified by the County Council, is to/from the European School at Culham on route 114 from both the Abingdon and Wallingford directions. Differing start and finish times for year groups on different days of the week makes it difficult to conveniently serve all break times with a regular interval timetable, whilst the actual number of students travelling by bus has decreased in recent years. This is partly due to run down of the school in its present form (at one stage looking as if it might close by 2013) but it is now planning to reform and continue as a free "Academy".
31. Additionally service 114 also currently carries students to Abingdon College in Wootton Road. An agreement was reached with the College in 2008 to financially support the operation of this service to/from Wootton Road and a number of trips on 114 were specifically designed to cater for this movement. Following discussions with the college it has been decided to discontinue this arrangement and, in future, the college will purchase termly season tickets for students directly from the successful tenderer. It is hoped that this will make the contract more commercially attractive to bidders although the tender specifications include an option to reduce the number of additional peak hour journeys provided to cater for this traffic, which are expensive to operate as they use extra resources.

d) - Exploration of possible use of other transport providers including unconventional modes.

32. Officers considered the possible use of County Council-owned (special transport services) vehicles in the context of this review and several possible opportunities were identified. Up to four contracts on offer specify 15 seat vehicles or less covering the more rural parts of the review area which, based on observed loadings, it is thought will be adequate to meet known demands although small size vehicles must still be capable of carrying a wheelchair passenger.
33. In addition to the County Council's own fleet there has recently been set up a number of "not for profit" community interest companies in our area, one of whom – Go-Ride C.I.C. – already has a contract with the County Council and also works for West Berkshire District Council. These companies run small vehicles (under 16 seats) under "Section 22" permit arrangements and employ full-time paid staff and managers, but any profit from income is reinvested in the company.

Developer Funding – Section 106 Monies

34. Details of any available Section 106 funding (or alternative sources) for particular bus services under review will be shown under the relevant item headings within Exempt Annex 2. Only one current contract is partly funded from S106 contributions:- Contract PT/V 30 (service 91) (Item A)
35. Other monies will become available as from June 2011 from the development on the former Fairmile Hospital site in Cholsey where

redevelopment work is already well progressed. The agreement mainly specifies a link to Cholsey Rail station, although a proposed terminus within the redeveloped site itself may not be ready in time for the planned start of the service in June 2012. Existing services to Cholsey village comprise an hourly anti-clockwise 136 service (Mon-Sat) to/from Wallingford, operated by Thames Travel and an irregular County Council supported service through to Goring (services 134/5 – contract PT/S 60 – Item L). The proposal therefore is to use this money to hold discussions with the incumbent commercial operator so as to augment the existing 136 to meet the developers' requirements, possibly incorporating the 135 operations to/from Moulsoford. The outcome of these discussions will be recorded in Exempt Annex 2.

Contract Costs

36. Following the award of any new bus service contracts, the financial impact on the bus services budget can then be calculated. The financial outturn will be set out in Exempt Annex 2. Operators were requested to quote prices for both "net" and "gross" costs for most options; with "net" contracts they keep the on-bus revenue but separately invoice the County Council for reimbursement for concessionary travel. With "gross" contracts, they also keep the revenue but no claim is made for the carriage of concessionary pass holders. An estimate has to be made as to the cost of this and included in their bid price. Such prices have been requested in previous tender rounds, but so far most contracts have been awarded on a "Net" basis. It will clearly indicate in Exempt Annex 2 which type of contract is being recommended for possible award.

Contributions towards scheduled Community Transport operations

37. There are two services for disabled and mobility-impaired people in parts of South Oxfordshire and these would normally have been considered as part of this review. These are:-

The Swyncombe Lifeline

38. This service was originally brokered by Oxfordshire Rural Community Council (ORCC) and is mainly funded by parish councils in the area covered. Running on a Thursdays, and operated by Walters Coaches on hire, it serves villages in the hinterland south of Watlington including Maidensgrove, Stonor and the Assendons thence into Henley-on-Thames for shopping. The County Council currently contributes a small amount to the overall cost, although the small ORCC contribution ceased in April 2011.

Goring Dial-a-Ride (Readibus)

39. This provides a long-established service on Thursdays only from Goring to/from Reading and is part of an extensive network operated by Readibus that includes additional pick-ups at many points outside of Oxfordshire. Other Readibus operated dial-a-ride services to places in South

Oxfordshire (such as Shiplake) were discontinued at a previous review due to low usage.

40. However, formal authority is sought to extend the current funding arrangements for both of these services until 7 December 2012 to allow for a proper review to be carried out in the light of the conclusions to the transport for the community project work being undertaken elsewhere in the County Council. A report on these two services will be brought before the Cabinet Member for Transport in September 2012. Further information will be given in supplementary Exempt Annex 3 to be circulated later.

Wantage Independent Advice Centre (IAC) Car scheme.

41. In addition, Supplementary Exempt Annex 4 details the current funding arrangements for the Wantage IAC Care scheme, which was reviewed in the summer of 2011, and discussed at the 1 September 2011 Cabinet Member for Transport Delegated Decisions meeting. The report contained at Annex 4 makes further recommendations in respect of this operation.

B. Contracts for Subsidised Bus Services elsewhere in the County

Contract PT/V34 (item T) Thames Travel Service X32 (Didcot – Chilton)

42. Service X32 commenced as a negotiated contract with Thames Travel in June 2008 and provided for a new hourly commercial service between Oxford City and Didcot via the A34 (Mondays to Saturdays), which was extended under this subsidy contract to Harwell I.B.C. and Chilton village via Harwell village and Rowstock Corner. Terms of the agreement specified a declining annual payment with the final year (2011/12) at nil subsidy; all funding coming from a Section 106 developer contribution and from the U.K.A.E.A. site at Harwell. The agreement terminates on 2 June 2012.
43. Thames Travel (Wallingford) Ltd commenced a commercial Sunday service over the whole of this route in June 2011 (with no subsidy) and have now stated that the Monday to Saturday service will also become wholly commercial from the end of this agreement. Contract PT/V 34 will not therefore be renewed. The new timetable is not yet available. However, it is expected that broadly the present level of service will continue.

Contract PT/V36 (Item U) Thames Travel services 36 / X36 (Wantage – Didcot)

44. Thames Travel (Wallingford) Ltd was awarded the above contract from 11 December 2011 following an open tender process, replacing a previous contract awarded as an experimental operation funded by a S106 payment from Milton Park Estate. The route was planned as a Monday to Friday peak hour service from Wantage / Grove thence direct from East Hanney to Steventon and on to Milton Park and Didcot (service 36). However the previous contractor expanded this to an all-day operation, also running journeys from Wantage to Didcot via the A417 and Harwell village (X36) and these were provided on a commercial basis.

45. The current contract was awarded in December 2011 (for the whole service) on only a six month basis to enable further consideration of possible network changes in the Didcot area. Thames Travel have however indicated that they intend to continue to provide a service over the 36 route on a commercial basis after June 2012 so this contract (PT/V 36) will not be renewed. Exact details of the proposed commercial operation are awaited and will be reported in Exempt Annex 2.

Contract PT/V 35 (Item V) Thames Travel service 32 (Abingdon - Wantage) Extension of 19.14 journey

46. In December 2011, service 32 (Abingdon – Wantage) was declared a mainly commercial operation by Thames Travel (Wallingford) Ltd. However a “de minimis” price was sought from the operator to extend the last evening commercial journey from Abingdon (Mondays to Saturdays) which arrives in Didcot at 19.46 through to Wantage via Harwell I.B.C. This was a short term contract for six months until June 2012 to enable a review of usage of this journey to be undertaken and consideration to be given to a longer term contract if appropriate.
47. Passenger surveys have been undertaken and a price requested from Thames Travel to continue this extension. My recommendations regarding this contract will be contained in Exempt Annex 2.

Contract PT/V 37 (Item W) Thames Travel service 32 (Abingdon - Wantage) Diversion of AM peak jny via Ardington.

48. In December 2011, service 32 (Abingdon – Wantage) was declared a mainly commercial operation by Thames Travel (Wallingford) Ltd. However the company withdrew the section of route 32 through Ardington village and the County Council awarded new contracts from December 2011 for a number of replacement facilities for this village. These include a regular Monday, Wednesday and Friday bus to/from Wantage (service A1 – see Item X below), Saturday service X47 to Wantage and Swindon and the Sunday 32A (Thames Travel) (Wantage – Oxford).
49. However, after introduction of the new network specific concerns arose over the carriage of non-entitled students from the village who then had to walk and cross the A417 to get the bus towards Didcot. After discussions with Thames Travel the company agreed to divert a “commercial” journey through the village at 07.41 (Monday-Friday). Students travel into Wantage and then return on the same bus to Didcot. This was an emergency short-term arrangement until June 2012.
50. Surveys have been undertaken on this journey and a price requested from Thames Travel to continue this diversion. My recommendations regarding the future of this contract will be contained in Exempt Annex 2.

Contract PT/V 71 (Item X) OCC Special Transport Services service A1 (West Hanney – Wantage – Ardington)

51. In December 2011, service 32 (Abingdon – Wantage) was declared a mainly commercial operation by Thames Travel (Wallingford) Ltd. However, the company withdrew the section of route through Ardington village and this contract was awarded to provide one of the replacement services on an interim basis. It provides five return trips to/from Ardington from Wantage (as well as a service to West Hanney, also formerly on route 32).
52. In view of the short notice given of the intention not to serve Ardington on the 32 route, this replacement facility was negotiated with our in house transport provider to enable the continuation of a limited service to the village. This contract has therefore now been offered under an open tendering process to enable the award of a longer term contract (until May 2015). My recommendations regarding this contract will be contained in Exempt Annex 2.

Contract PT/W 13 (Item Y): service 113. R.H. Transport (Fulbrook – Carterton – Faringdon) Thursdays.

53. R.H Transport services have given due notification of the premature surrender of contract PT/W 13 (due to expire in May 2014) as from 2 June 2012. The contract provides for three journeys each way on Thursdays only between Fulbrook, Carterton and Faringdon. Tender specifications have therefore been issued for a two year contract to replace the existing 113 on a broadly like-for-like basis. My recommendations regarding this contract will be contained in Exempt Annex 2.

Contract PT/O 22 (Item Z): service 600. OCC Special Transport Services. (Thornhill P & R – Churchill Hospital) Mondays to Fridays.

54. This contract was offered for open tender in June 2011 as a one year contract until June 2012 and awarded to the County Council in-house Special Services Transport operation. This service (which was originally funded by S106 monies from the Oxford Radcliffe Hospitals NHS Trust, but is now funded from the bus subsidy budget), is viewed as an interim operation pending a general review and re-tendering of bus connections from Thornhill to all of the Headington hospital sites. The revised network will be introduced in conjunction with the expansion of the Thornhill P & R site for which government funding has been obtained. This was only at the application stage when the contract was awarded in 2011. It is expected that the new network could be implemented in early 2013, so this contract may only run for a short period.

Financial and Staff Implications

55. The financial implications as they relate to bus service subsidies will be dealt with in Exempt Annex 2. There are no staff implications.

SUPPLEMENTARY EXEMPT ANNEX 2

56. This document will be circulated prior to the meeting to all relevant County Council members. Each contract (or group of like contracts) will have a separate sheet in the same order and numbering as in Annex 1. Relevant information on the current service pattern, level and route will be repeated in the heading followed by an officer recommended option and suggested course of action (including the costs of the recommended option). This section will also highlight the likely consequences of proceeding with the award of this recommended option (parishes/areas unserved or known passenger flows displaced). This is followed by a summary of all the other options/prices sought and the cost /likely effect of awarding these options (and which may be awarded by the Cabinet Member for Transport in lieu of the officer recommended option if he so wishes).

RECOMMENDATION

57. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) **make his decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to be reported subsequently;**
 - (b) **record that in his opinion the decisions made in (a) above are urgent in that any delay likely to be caused by the call-in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process;**
 - (c) **thank operators for the commercial declarations made during the course of the review in respect of various contracts;**
 - (d) **receive and make decisions on the matters as set out in Exempt Annexes 3 and 4.**

STEVE HOWELL
Deputy Director for Environment & Economy
(Highways & Transport)

Background papers: Correspondence with Local Councils, Parish Transport Representatives, Transport operators and other bodies (refer to contact officers).

Contact Officers: Allan Field (Tel: Oxford 815826): Financial information and other services
John Wood (Tel: Oxford 815802): Henley, Wallingford and Didcot area review.
Neil Timberlake (Tel: Oxford 815585): Review of grants for provision of locally organised transport schemes for people with mobility impairments (Annexes 3 and 4).

February 2012

HENLEY & WALLINGFORD AREA REVIEW

*Contracts affected: expiring 2 June 2012***SECTION A:- Review area contracts**

Item code	Service number	Contract number	Route	Days of operation	Current Operator	Page
A	91-93	PT/S 30	<i>Didcot Town Services</i>	Mon-Sat	Whites Coaches	3-4
B	97	PT/S 75	<i>Berinsfield – Didcot – Abingdon</i>	Mon-Sat	Whites Coaches	5-6
C	105, 136	PT/S 88	Cholsey – Wallingford – Oxford	AM jny Mon-Fri	Thames Travel	7-8
D	114, 115, 116	PT/S 72	Oxford – Wallingford / Abingdon	Mon-Sat	Heyfordian	9-10
E	114	PT/S 73	Wallingford – Berinsfield	PM jny Mon-Sat	Heyfordian	11
F	115	PT/S 70	Wallingford – Oxford	AM jny Mon-Fri	Whites Coaches	12
G	125	PT/S 61	Wallingford – Watlington	Mon, Thur, Fri	Whites Coaches	13
H	129, 131, 133	PT/S 62	Wallingford Market services	Fri Only	Whites Coaches	14-15
I	130	PT/S 65	Wallingford – Didcot	Mon- Sat	Thames Travel	16
J	130	PT/S 63	Wallingford – Didcot	Fri/Sat Evenings	Thames Travel	17-18
K	132	PT/S 64	Wallingford - Benson	Mon-Sat (also see S85)	Thames Travel	19
L	134, 135	PT/S 60	Wallingford – Goring	Mon-Sat	Heyfordian	20-21
M	138	PT/S 69	Wallingford – Berinsfield	Mon-Sat	Whites Coaches	22-23
N	139	PT/S 84	Wallingford – Henley	Mon-Sat	Thames Travel	24-25
O	132, 139	PT/S 85	Benson – Wallingford – Henley	Sundays	Thames Travel	26
P	142	PT/S 36	Reading – Pangbourne – Checkendon	Mon-Sat	Reading Buses	27-28
Q	145	PT/S 30	Woodcote – Henley	Mon-Sat	Whites Coaches	29-30
R	151-154	PT/S 30	Henley Town Services	Mon-Sat	Whites Coaches	31
S	800	PT/S 31	Henley – Reading section	Suns ONLY	Arriva the Shires	32

*Italics – If awarded, will run to 30 May 2015 (Faringdon & Wantage)***Bold – Wallingford & Henley contracts; if awarded will run to 3 June 2017 (South Oxfordshire)**

SECTION B: - Other contracts elsewhere in County requiring a decision.

Item code	Service number	Contract number	Route	Days of operation	Current Operator	Page
T	X32	PT/V 34	Didcot – Chilton (Didcot – Oxford section is commercial)	Mon-Sat	Thames Travel	33
U	36	PT/V 36	Grove – Milton Park	Mon-Fri	Thames Travel	34
V	32	PT/V 35	Extension of 19.14 ex Abingdon to Wantage	Mon-Sat	Thames Travel	35
W	32	PT/V 37	Diversion of AM peak jny via Ardington.	Mon – Fri	Thames Travel	36
X	A1	PT/V 71	West Hanney – Wantage – Ardington	Mon/Wed/ Fri	OCC (STS)	37
Y	113	PT/W 13	Fulbrook – Carterton	Thurs	R. H. Transport.	38
Z	600	PT/O 22	Thornhill P & R – Churchill Hospital	Mon- Fri	OCC STS	39

Italics – If awarded, will run to 30 May 2015 (Faringdon & Wantage)

Contract Y will, if awarded, expire on 1st June 2014.

Contract Z will be awarded until the opening of the extended Thornhill P & R site.

SECTION C: - Community Transport services included in review

Item Code	Service Number	Contract Number	Route	Days of Operation	Current Operator	Page No.
	N/A	N/A	Goring – Reading	Thursdays	Readibus	
	Swyncombe Lifeline	N/A	Russell's Water – Henley	Thursdays	Walters Limos	

Goring Dial-a-Ride and Swyncombe Lifeline

These two demand-responsive services for disabled and mobility-impaired people provide transport in parts of South Oxfordshire, and would normally have been considered as part of this review.

However, formal authority will be sought to extend the current funding arrangements until 7 December 2012 to allow for a proper review to be carried out in the light of the conclusions to the Transport for the Community project work being undertaken elsewhere in the County Council. A report on these two services will be brought before the Cabinet Member for Transport in September 2012.

SECTION A: - HENLEY & WALLINGFORD AREA REVIEW

Henley & Wallingford area contracts to be awarded for 5 years (2012 – 2017).

Didcot area contracts to be awarded for 3 years (2012 – 2015).

ITEM A

Services 91, 92, 93

Contract: PT/S 30:- Didcot Town Services

(To be awarded for 3 years)

Currently combined contract with services 145, 151-4

Description: Three routes serving Didcot Town Centre (Broadway, Orchard Centre and Parkway Station) and the West, South and Northern estates of the Town on generally a regular frequency, mornings and early afternoon.

Service details: - Didcot town services

91 - Broadway – Ladygrove – The Oval – Broadway

92 – Broadway – Barnes Road - Broadway

93 – Broadway – Meadow Way – Freeman Road – Broadway

Days of operation: - Mondays to Saturdays, hourly 09.00 – 15.00

Currently operated by: - Whites Coaches

Current subsidy: - £155,528.74 per annum for all routes (includes £66,600 developer contribution for the Ladygrove section of route 91).
(Note:- Combined contract including routes 145 and 151-4)
Only certain journeys on each route are supported financially whilst the remainder of the service is provided on a commercial basis by the present contractor.

Ave passengers per annum: - 106,522 (total contract)

Cost per passenger jny: - £0.83 (Overall)

(NB:- * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures)

Average loads per day on these services are:-

91 (77), 92 (106), 93 (57) (total 240).

Parishes/Towns served: - 1 – Didcot Town.

Alternative services: - This group of routes provide the main service the suburban areas to the South, South West and West of Didcot Broadway plus the new housing to the north of the railway at Ladygrove. Service 97 (Didcot – Berinsfield) also serves the eastern side of the Ladygrove Estate (Mon-Sat).

These services are bisected by main roads served by the country bus services into Didcot from Wallingford (130), East Hagbourne (94/95) Harwell (32/X32) and Milton Park (32, 36, X2) which generally offer at least one or two buses per hour during the Mon-Sat daytime periods along these roads.

Changes agreed and awaiting implementation: - Section 106 money is available from the new Great Western Park development on a green-field site on the west side of Didcot. Development has now commenced and the first contract for new route (Service 98) was awarded at the Cabinet Member Decision Meeting held on 1st September 2011 to R.H. Transport Services. The proposed start date is 6th February 2012.

Comments from consultation:-

NFBU – Retain as is – later journey(s) useful

Prices sought.

A commercial proposition has been received to operate almost all of this service based on the current timetable; this is detailed further in Annex 2.

A “de minimis” quotation was sought from the commercial operator for those existing journeys that are not covered by the commercial proposal: these are also set out in Annex 2.

ITEM B

Service 97

Contract: PT/S 75:- Berinsfield - Didcot

(To be awarded for 3 years)

Service descriptions: - 97 – Abingdon – Appleford - Didcot – Long Wittenham – Berinsfield
(*Extended Fridays only to Drayton St Leonards*).

Days of operation: - Mondays to Saturdays,

Currently operated by: - Whites Coaches

Current subsidy: - £45,560.23 per annum

Ave passengers per annum: - 11,536*

Cost per passenger jny: - £3.95

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

NOTE: - Peak journeys from Dorchester to/from Didcot Girls School (and vice verse) are provided commercially by the existing operator; only off-peak and Saturday journeys are supported financially.

Parishes/Towns served: - 7 – Abingdon, Appleford, Berinsfield, Clifton Hampden, Culham, Didcot, and Long Wittenham.

Alternative services: - Clifton Hampden and Berinsfield village are on the regular Oxford/Wallingford – Berinsfield - Abingdon routes (114/116) (Mon-Sat). Culham village is served by route 32 (Mon-Sat) (Abingdon – Didcot – Wantage). This is the only bus service to Long Wittenham and Appleford although the latter has a rail station with through services to Oxford, Didcot or Reading (daily).

Background

This service was extended from Didcot to Abingdon via Appleton in June 2010 replacing a previous market service on route 46, and giving an enhanced 6-day per week shopping facility into Abingdon (two return journeys). Previously only ran two days per week; the extension from Berinsfield village to Drayton St Leonards still only operates on Fridays.

Overview:-

Route has generated usage between Berinsfield and Didcot and has potential with planned growth of the latter during the duration of this three-year contract. Regular users from Drayton St Leonards but usage of the improved service from Appleford has been minimal.

=====
Comments from consultation:-

Appleford Parish Council: - Older residents disadvantaged if service is reduced – 24 steps to negotiate at railway station. Strongly recommend increase in frequency to allow morning and afternoon bus journeys.

Appleford resident: - Regular user; greatly affect the residents if service reduced.

Berinsfield Parish Council: - All services retained but if reductions should be at off-peak times.

NFBU – Concern over usage to/from Abingdon – suggest later journey from Abingdon.

Continued

Prices sought.

PT/V 31A – Two hourly off-peak service (3 jnys)

PT/V 31B – Hourly / Two hourly service (4 jnys)

PT/V 31C – Hourly / two / three hourly service (5 jnys)

PT/V 37 – Drayton St. Leonard – Abingdon (service 46) – replacement for part of 97

Also option to run the school-day only journeys on a commercial basis in addition to the above.

ITEM C

Services 105, 136

Contract: PT/S 81:- Cholsey – Wallingford - Oxford

Service descriptions: - **105:** - Wallingford – Dorchester - Berinsfield – Sandford – Oxford
136: - Cholsey – Wallingford

Days of operation: - Mondays to Friday only
One AM peak northbound journey from Cholsey to Oxford
Departs Cholsey 07.30, Wallingford 07.45

Currently operated by: - Thames Travel

Current subsidy: - £42,144.00 per annum (de minimis arrangement)

Ave passengers per annum: - 20,254*

Cost per passenger jny: - £2.08

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - 11 – Berinsfield, Brightwell cum Sotwell, Clifton Hampden, Cholsey, Dorchester, Littlemore, Marsh Baldon, Nuneham Courtenay, Sandford on Thames, Wallingford and Warborough.

Alternative services: - Commercial Services X39/X40 provide a regular fast service between Oxford and Wallingford but does not serve Sandford, Berinsfield village or Dorchester.
Dorchester has an additional peak buses on routes 114 and 115 and a daytime service on route 138.

Overview: - The prime purpose of this journey is to provide a through bus from Dorchester and Berinsfield Village to Oxford; the fact that the journey originates in Cholsey is coincidental (but does provide an early bus from that village). The original deregistration by Thames Travel was due to the allocation of an extra peak bus just to provide this working.

On average 4 passengers travel through from Cholsey to points beyond Wallingford; there is one regular user from Dorchester and 4 from Berinsfield village. Considerable numbers of passengers are picked up in Sandford (ave 10) and Littlemore (ave 6) which have other services.

Comments from consultation:-

Baldons P.C. - Support maintenance of 105 service.

Cholsey P.C. - 07.33 bus absolute lifeline for some people.

Cholsey Needs Survey: - Know many people who use 07.33 to work! No evening buses.

Crowmarsh Needs Survey – Helpful if Cholsey bus connected with X39/X40

Dorchester on Thames P.C. – Request to run 105 15 mins earlier so as to carry students.

NFBU – Vital to continue peak service to Dorchester / Sandford. Suggest Evening peak return? (see 115 q.v.).

Resident (Open Meeting) – Hourly service to Cholsey should be maintained.

Sandford P.C – Losing 08.12 105 would mean workers catching the 07.49, 106 as later buses are not reliable enough.

Wallingford PTR – Early 136 essential; no views on 105 journey.

Continued

Prices sought.

Contract PT/S 81 has not been retendered in its current form. See PT/S 72 (below)

The 07.30 from Cholsey has been incorporated in the new de minimis contract for services 135 / 136 involving an enhanced service using S106 monies from the Fairmile Hospital re-development site

The 07.45 from Wallingford has been incorporated in contract PT/S 72 (services 114, 115, 116).

Further S106 monies from the development of the former Cholsey Fairmile Hospital site will be used to enhance the existing daytime and peak service on route 136 (Wallingford – Cholsey) currently provided commercially by Thames Travel. This will be a negotiated “de minimis” enhancement.

ITEM D

Services 114, 115, 116

Contract: PT/S 72:- Oxford – Abingdon / Wallingford

(To be awarded for 5 years)

Service descriptions: - 114 – Wallingford – Berinsfield – Abingdon
115 – Oxford – Berinsfield – Wallingford (PM peak)
116 – Oxford – Berinsfield – Abingdon

Days of operation: - Mondays to Saturdays
The regular daytime off-peak service is route 116 between Oxford and Abingdon, whilst the 114 Wallingford – Abingdon only runs at peak times (Mon-Sat).
Service 115 comprises one PM peak jny from Oxford to Wallingford southbound only (Mon-Sat). The off-peak link from Wallingford to Berinsfield via Dorchester is provided by route 138 (PT/S 69).

Currently operated by: - Heyfordian Travel

Current subsidy: - £221,578.43 per annum (includes £24,685.00 p.a. contribution from Abingdon College)

Ave passengers per annum: - 126,342

Cost per passenger jny: - £1.75

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - 14 – Abingdon, Benson, Berinsfield, Brightwell cum Sotwell, Clifton Hampden, Crowmarsh, Culham, Dorchester, Littlemore, Marsh Baldon, Nuneham Courtenay, Sandford on Thames, Wallingford, and Warborough.

Alternative services: - The section between Wallingford and Shillingford/Berinsfield roundabout / Oxford is also served by Thames commercial routes X39/X40. Service 97 (Berinsfield – Didcot) also covers the section between Berinsfield and Clifton Hampden whilst Thames Travel 32 serves Culham village (together with the 97) on weekdays at present. Service 97 is part of this review.
Sandford on Thames and Littlemore are also served by Thames Travel route 106 (Mon-Sat daytime) and Stagecoach 12C (daily, evenings)

Overview: - There are significant numbers of scholars carried to the European School, Abingdon College and Wallingford school on this group of routes as well as workers to Culham science centre. This group of routes provides the main serve to the Berinsfield Village. It provided a new link (when introduced in 2008) between Berinsfield and Cowley Centre which has proved popular.

Comments from consultation:-

Baldons P.C. - Divert 116 to give Baldons a daily or twice daily service to complement 49!

Berinsfield Parish Council: - All services retained but if reductions should be at off-peak times.

Bus Users meeting Oxford – Resident asked why no bus between 17.30 and 18.40 ex City?

Culham Science Park – Retain existing level of service – minimum service level is not less than hourly.

Dorchester on Thames P.C. – Suggest withdraw 138, run 114 jnys through village at 10.30, 12.30, 14.30 to Abingdon; 09.35, 11.35, 13.35 to Wallingford 17.20 from Abingdon to serve Dorchester.

NFBU – Earlier 116 to arrive Oxford by 09.00. All jnys to go via Cowley Centre Run to Evelyn Road, Abingdon in service. Serve Stratton Way towards Culham?

Sandford Resident – Gap in service PM Peak (departures from City 16.00, 17.30, 18.40) No Sunday daytime service (Divert X39/X40)?

Sandford P.C. – Loss of 115 at 17.30 would mean no bus from Oxford from 17.00 until 18.40.

South Oxfordshire D.C. – Concern at possible loss of peak 114's – used by joint staff with VoWH D.C. to/from Abingdon.

Wallingford PTR – Lack of off-peak 114 to Abingdon is a disincentive. Run 2 hrly incorporating 138.

Sustainable Wallingford – Reintroduce two-hourly service to Abingdon incorporating 138.

Go-Ride CIC – Withdraw 116. Run 114 hourly and extend to RAF Benson via 132.

Prices sought.

PT/S 72A:- Services 114, 115, 116 (Hourly) (existing service) (3 bus)

PT/S 72B:- Services 114, 115, 116 (Hourly) (reduced service) (2 bus)

PT/S 73A:- Services 114, 115, 116 (Hourly) (Modified service inc. 138) (3 bus)

PT/S 74A:- Service 114 Supplementary service M-F peaks

PT/S 74B:- Service 114 Supplementary service M-Sat off-peaks

PT/S 74C:- Service 114 Supplementary service M-F peaks & M-Sat off-peaks.

ITEM E

Service 114.

Contract: PT/S 73:- Wallingford – Berinsfield

Service descriptions: - 114 – Wallingford – Dorchester – Berinsfield Village.

Days of operation: - Mondays to Saturdays
1 journey at 17.10 from Wallingford to Berinsfield village
This supplements contract PT/S 72 which covers the normal peak service on route 114 (Wallingford – Abingdon) and well as services 115 and 116.
The off-peak link from Wallingford to Berinsfield is provided by route 138(PT/S 69).
This journey was added during the term of the contract following requests for a peak bus from Wallingford to Dorchester and commenced 14th December 2008

Currently operated by: - Heyfordian Travel

Current subsidy: - £8,041.08 per annum

Ave passengers per annum: - 203*

Cost per passenger jny: - £39.56

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - 5 – Berinsfield, Brightwell cum Sotwell, Dorchester, Wallingford, and Warborough.

Alternative services: - The section between Wallingford and Shillingford/Berinsfield roundabout is also served by Thames commercial routes X39/X40.

Overview: - Despite the requests made in 2008 there has been very little use made of this journey (0.6 passengers per trip) and it is recommended that it be discontinued.
(Alternative services at this time are provided to Shillingford Bridge on route 132 and to the Dorchester By-Pass on routes X39/X40 – the only consequence is to withdraw the northbound peak journey through Dorchester village).

Comments from consultation:-

Wallingford PTR – withdraw journey

Sustainable Wallingford group – cut

Prices sought.

PT/S 73:- None – Not re-tendered

Continuation of this journey cannot be justified due to very low usage.

ITEM F

Service 115

Contract: PT/S 70:- Wallingford - Oxford

Currently a short term contract awarded June 2011 for one year

Service descriptions: - Wallingford – Dorchester – Berinsfield – Sandford – Oxford

Days of operation: - Mondays to Friday, 1 northbound jny AM Peak only
06.50 Wallingford – Oxford

Currently operated by: - Whites Coaches

Current subsidy: - £15,120.00 per annum
Short-term one year contract commenced 6th June 2011
Replaced two commercially provided journeys on Thames Travel route 105 at 06.35 and 07.05 from Wallingford to Oxford which were deregistered. Serves the Berinsfield estate loop.

Ave passengers per annum: - 253*

Cost per passenger jny: - £59.72

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - 10 – Berinsfield, Brightwell cum Sotwell, Clifton Hampden, Dorchester, Nuneham Courtenay, Oxford City, Sandford on Thames, Wallingford and Warborough.

Alternative services: - Commercial Services X39/X40 provide the fast service between Oxford and Wallingford but they do not serve Sandford, Berinsfield village or Dorchester.
Dorchester has additional peak jnys on services 105 and 114, and a daytime service on route 138. Berinsfield village has an hourly daytime service to Abingdon/Oxford on route 116 and two-hourly service to Didcot on route 97 (Mon-Sat).
Sandford on Thames and Littlemore are also served by Thames Travel route 106 (Mon-Sat daytime) and Stagecoach 12C (Eves, daily).

Overview: - The level of usage is much less than the previous 105 jnys which it replaced in June 2011. Cost is not justified (alternative jnys on X39/X40 direct, 114 from Wallingford and 106 from Sandford at relevant times).

Comments from consultation:-

Wallingford PTR – Withdraw journey.

Sustainable Wallingford Group – Cut

Prices sought.

PT/S 70:- None – Not re-tendered

Continuation of this journey cannot be justified due to very low usage.

Alternative facilities provided by contract PT/S 72 (main service) although it is possible that there will NOT be a journey exactly at the current times.

ITEM G

Service 125

Contract: PT/S 61:- Wallingford – Watlington

Currently a short term contract awarded June 2011 for one year
(To be awarded for 5 years)

Service descriptions: - 125 – Wallingford – Ewelme- Watlington

Days of operation: - Mondays, Thursdays and Fridays only
One return morning shopping trip to/from Wallingford

Currently operated by: - Whites Coaches

Current subsidy: - £9,255.00

Ave passengers per annum: - 2,394

Cost per passenger jny: - £3.86

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - (6) Benson, Brightwell Baldwin, Britwell Salome, Ewelme, Wallingford, Watlington.

Alternative services: - Benson is also served by route X39/X40 daily, (from the Marina stop) to/from Oxford/Reading. Service 132 also serves the Village centre. Crowmarsh also has routes X39/X40 and additionally has service 139 to Henley (daily).

This is the only bus service to Brightwell Baldwin, Britwell Salome and Ewelme village, but the 132 provides a regular service to Ewelme (Shepherd's Hut)(Daily).

Watlington has links to Oxford (route 101/106), Thame (124) and Nettlebed/Reading (route M1).

Wallingford also has regular Mon-Sat links to Abingdon, Didcot, Goring, and Henley, and to Oxford and Reading (daily).

Other requests/suggestions received prior to the review: - Offer two return journeys instead of one with time at the Watlington end for shopping.

Comments from consultation:-

Crowmarsh Needs Survey: - Would like Wallingford – Watlington – Lewknor service.

Crowmarsh P.C. – Support link through Watlington to Lewknor (for Tube) replacing 125.

NFBU – Recommend route should remain.

Wallingford PTR – If 125 reduced could jnys on 132 divert via Ewelme village?

Watlington PTR – Timetable OK as stands; not like circular linked to 126. Request 2 return jnys.

Watlington P.C. – Not like linking to 126; Request a Tuesday service (vice Monday and Thursday) or a return to previous pattern of two return trips each way per day giving variable times in Wallingford.

Watlington Resident – Either no change or Friday only service. Other options unacceptable. 2nd letter – longer time in Wallingford for shopping.

Watlington Resident – Keep as is; stupid to only be able to use it once per week.

Go-Ride CIC - Link with 134 to give five day a week service on the 125 route?

Prices sought.

PT/S 61A – Current service (3 days per week)

PT/S 61B - Enhanced service (6 days per week)

ITEM H

Services 126, 131, 133

Contract: PT/S 62:- Wallingford Market day services

(To be awarded for 5 years)

Item H (Part 1) - Service 126 – joint contract with 131, 133

Service descriptions: - 126:- Wallingford – Chalgrove – Wallingford (Circular)

Days of operation: - Friday morning only – two journeys, anti-clockwise round loop on first journey and clockwise on second, both back to Wallingford

Currently operated by: - Whites Coaches

Current subsidy: - £7,439.93 per annum combined with routes 131 and 133
All three Friday only contracts are worked by one bus

Ave passengers per annum: - 3,755* (total contract).

Cost per passenger jny: - £1.98 (all routes).

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

The 126 averages 26 passengers on each journey (Total 52 pass)

Parishes/Towns served: - 11 – Benson, Brightwell cum Sotwell, Brightwell Baldwin, Chalgrove, Crowmarsh, Cuxham with Easington, Ewelme, Newington Stadhampton, Wallingford and Warborough.

Alternative services: - Chalgrove, Cuxham and Stadhampton are served by routes 101/6 (Watlington – Oxford) which is not part of this review. Benson and Ewelme are served by service 125 to/from Watlington and service 132 to Wallingford (included in this review). This is the only public bus route to Brightwell Baldwin, Newington and Warborough village.

Item H (Part 2) - Service 131 – joint contract with 126, 133

Service description: - 131 – East Hagbourne – Blewbury – Aston's –Moretons' – Brightwell cum Sotwell - Wallingford

Days of operation: - Fridays morning – one jny in each direction.

Currently operated by: - Whites Coaches

Current subsidy: - £7,439.93 per annum combined with routes 126 and 133
All three Friday only contracts are worked by one bus

Ave passengers per annum: - 3,755* (total contract).

Cost per passenger jny: - £1.98 (all routes).

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

The 131 averages 10 passengers each way.

Parishes/Towns served: - 8 – Aston Tirrold, Aston Upthorpe, Blewbury, Brightwell cum Sotwell, East Hagbourne, North Moreton, South Moreton, Wallingford.

Alternative services: - East Hagbourne and Blewbury are served by the hourly 94/95 circular route to/from Didcot. The Aston's and Moreton's are served by the 95 section of this service from Didcot, whilst the

main part of Brightwell village has the hourly 130 (Didcot – Wallingford) route, Daily.

Specific usage: - The routing through Brightwell serves a completely different area of the village to the 130. 3 regular users. Also one or two regular passengers from most of the villages served.

Item H (Part 3) - Service 133 – joint contract with 126, 131.

Service descriptions: - 133 – Wallingford – Ipsden (circular)

Days of operation: - Fridays morning – one inward and one return journey only

Currently operated by: - Whites Coaches

Current subsidy: - £7,439.93 per annum combined with services 126 and 131
All three Friday only contracts are worked by one bus

Ave passengers per annum: - 3,755* (total contract).

Cost per passenger jny: - £1.98 (all routes).

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

The 133 averages 1 regular passenger each way.

Parishes/Towns served: - 3 – Crowmarsh, Ipsden, Wallingford.

Alternative services: - Ipsden turn, on A4074, is served by half-hourly service X39/X40 Daily. This is the only route into the village itself, the further point of which is just over $\frac{3}{4}$ mile from the A road.

Comments from consultation:-

Cllr David Turner: - service 126 very popular, urge to keep operational.

Chalgrove Health Walks – Use 126 service regularly to do walks/shopping in Wallingford; 12+users.

Crowmarsh P.C. – 133:- Lightly used, money better spent on flexible service.

NFBU – Retain 126 and 131 but accept 133 usage is low.

North Moreton PTR – 131:- Useful service; retain if 130 not diverted via village.

Resident, Chalgrove.126:- 10-12 regular users; shame if service discontinued.

South Moreton PTR – 131; Go direct from S. Moreton via Hithercroft Rd if 130 serves N. Moreton.

Sustainable Wallingford Group – Cut 133

Wallingford resident 126 – Retain service so can participate in health walks round Wallingford.

Wallingford PTR – 133 poorly used and could not argue if this was cut

Prices sought.

PT/S 62A – Service 126, 131 (Existing operation)

PT/S 62B – Services 125, 126, 131

PT/S 62C – Services 125, 126

Note: service 133 has not been included in these tenders but will be discontinued due to low usage.

ITEM 1

Service 130

Contract: PT/S 65:- Wallingford – Didcot

Service descriptions: - 130 – Wallingford – Brightwell – Didcot

Days of operation: - Mondays to Saturdays, hourly 06.30 – 19.00

Currently operated by: - Thames Travel

Current subsidy: - £32,542.65 per annum

Ave passengers per annum: - 118,007*

Cost per passenger jny: - £0.28p

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - 3 – Brightwell cum Sotwell, Didcot, and Wallingford.

Alternative services: - This route provides the main Didcot – Wallingford link. The Friday only route 131 also provides a market day link to Wallingford from Brightwell cum Sotwell.

Wallingford also has regular Mon-Sat links to Goring, and Watlington plus Oxford, Reading and Henley (daily).

Didcot has other bus/rail links to Abingdon, Wantage, and Oxford.

Other requests/suggestions received prior to the review: -. North/South Moreton expressed preference for diversion of 130 round these villages instead of service 95.

Comments from consultation:-

Cllr Lynda Atkins: - Essential link for Brightwell residents.

Cllr Patrick Greene: - Strongly press case for serving North/South Moreton villages on 130.

Brightwell PTR (Open Meeting):- Do not want route to go via Moretons/Astons

Brightwell cum Sotwell P.C:- Essential link – unacceptable to re-route via Moreton's (improve 95).

Crowmarsh needs survey: - Half-hourly service to Didcot would be helpful.

North Moreton PTR: - Loop 130 via Long Wittenham Rd. and Wallingford Rd. through village

Bus pre 09.00, Lunchtime and 17.00 hrs would satisfy some needs.

South Moreton PTR: - Need for daytime access to Wallingford divert three 130 jnys each way via

Moreton's. (discontinue 131 through Moretons).

Wallingford PTR: - Agree deletion of Wilding Road section if new town bus introduced.

Link with 132 to provide east-west service? Important service and keen to retain current daytime frequency; improvements evenings and weekends? Request for connections in Didcot with services 32/X32 to Harwell.

Sustainable Wallingford Group: - Ideally run half-hourly (commercial?). Pump-primed?

Prices sought.

A commercial proposition has been received to operate this service; this is detailed further in Confidential Annex 2.

A number of “De minimis” quotations will be sought from the commercial operator for those existing journeys not covered by the commercial proposals

ITEM J

Service 130 (Evenings)

Contract: PT/S 63:- Wallingford – Didcot

(To be awarded for 5 years)

Service descriptions: - 130 – Wallingford – Brightwell – Moreton's - Didcot

Days of operation: - Friday, Saturday evenings and certain Sat PM journeys

Contract covers Fridays:-

Wallingford – Didcot at 19.30, 20.30, 22.30, 23.30.

Didcot – Wallingford at 19.55, 20.55, 22.55, 23.55.

Contract Covers Saturdays:-

Wallingford – Didcot at 16.53, 19.30, 20.30, 22.30, 23.30.

Didcot – Wallingford at 17.16, 19.55, 20.55, 22.55, 23.55.

Currently operated by: - Thames Travel

Current subsidy: - £12,343.77 per annum

Ave passengers per annum: - 4,305*

Cost per passenger jny: - £2.87

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

The 130 Fri/Sat averages 40 passengers per night.

NB: - The limited 130 Sunday /Public Holiday service is provided on a wholly commercial basis. The Mon-Sat daytime service has also been declared commercial (see Item I).

Parishes/Towns served: - 5 – Brightwell cum Sotwell, Didcot, North Moreton, South Moreton, and Wallingford.

Alternative services: - The villages of North and South Moreton are also served by the circular 95 route based on Didcot (part of the Dec 2011 review)(not evenings); Wallingford also has regular evening links to Oxford and Reading (daily). Didcot has evening services to/from Abingdon (services 32B and 32C) and Oxford (X2)(daily) plus rail services. Note: the evening journeys on 130 do not go round Wilding Road Estate in Wallingford which is unserved by public transport at these times.

Outstanding requests from parishes/towns on waiting list: - Journeys to serve Didcot (Tesco) (first and second journeys each way do so at present)

Comments from consultation:-

Cllr Lynda Atkins:-Ensures Brightwell residents who cannot drive access to key services.

NFBU:-Believe Fri/Sat eves are important part of route and should be retained.

North Moreton PTR:-Queries data on usage – If reduced retain 19.43 and 20.08 / Midnight jnys.

South Moreton PTR:-Suggest retention of 19.30 and 22.30 ex Wallingford as a minimum – dwell time in Didcot extended to 30 mins?

Sustainable Wallingford Group:-Hourly evening and weekends should continue to be subsidised?

Wallingford PTR:-Request improvements to evening and weekend services?

Continued:-

Prices sought.

PT/S 63A – Friday / Saturday evening service

PT/S 63B – Friday / Saturday evening service via the Moretons

PT/S 63C – Monday to Saturday early evening service.

Note: the commercial declaration in respect of contract PT/S 65 (See Item I) would include the late afternoon journeys on Saturdays currently part of this contract. These are excluded from this specification.

ITEM K

Service 132

Contract: PT/S 64:- Wallingford – R.A.F. Benson

(To be awarded for 5 years)

Service descriptions: - RAF Benson – Shillingford - Wallingford

Days of operation: - Mondays to Saturdays Hourly, 07.00 – 20.00

Note: - *A separate contract (PT/S85) covers the Sunday and public holiday service on route 132 (every two hours) and is a combined contract with service 139 (Wallingford – Henley) on this day. See Item O.*

Currently operated by: - Thames Travel

Current subsidy: - £66,207.46 per annum

Ave passengers per annum: - 48,483*

Cost per passenger jny: - £1.37

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - (5) Benson, Brightwell cum Sotwell, Crowmarsh, Ewelme, Wallingford.

Alternative services: - Benson is also served by routes X39/X40 (daily, from the Marina stop) to/from Oxford / Wallingford / Reading; Crowmarsh additionally has service 139 to Henley (daily). Benson village additionally has occasional services on routes 125 and 126, the former also serves Ewelme.

The 132 is the only service RAF Benson

Wallingford also has regular Mon-Sat links to Abingdon, Didcot, Watlington, and, Henley, Reading, Oxford (daily).

Other requests/suggestions received prior to the review: - check inter-change times with X39/X40 at Benson Marina (to/from Oxford) or Wallingford (Market Place) to/from Reading.

Comments from consultation:-

Benson/Crowmarsh Needs survey: - Better connections in Wallingford esp to/from Didcot. (Or extend 130). Number of request for Benson – Lewknor service, also divert X39/X40 through village. Many favourable comments on existing services. Still concern over services to Ewelme and Hampden Way.

Benson P.C.: -132 must connect better with X39/X40 and with 130 to Didcot. Extra evening services for leisure/work purposes. Demand for services to Lewknor Tube!

Brightwell cum Sotwell P.C.: -132 should remain unchanged. Vital for Shillingford Hill Residents.

Cllr Lynda Atkins: - Great importance to residents of Shillingford Park site (and RAF Benson). .

Ewelme P.C. (Needs survey):- Connections with 130 to Didcot important. Link services? Reroute 132 via Kingspool.

NFBU: - Recommend through ticketing Benson – Cholsey? All be numbered 136?

Shillingford Hill Park Home Residents Association:-

No facilities on site and access to major centres (esp Wallingford essential during day. Most residents are senior citizens with no transport.

Wallingford PTR: - Disagree with suggestion of linking with 139; Jnys on 132 to serve Ewelme village if 125 reduced.

Go-Ride CIC: - Link with service 114 and run hourly to/from Abingdon (via Wallingford).

Prices sought.

PT/S 64A:- Current Service (Hourly)

PT/S 64B:- Current service (Hourly) (Improved connections)

PT/S 64C:- Reduced Service (2 hourly off-peak, hourly peak).

ITEM L

Services 134, 135

Contract: PT/S 60:- Wallingford – Goring Station

(To be awarded for 5 years)

Service descriptions: - **134** – Wallingford – Stokes – Goring – Moulsoford – Wallingford
135 – Wallingford – Moulsoford – Goring – Stokes - Wallingford

Days of operation: - Mondays to Saturdays

Currently operated by: - Heyfordian Travel

Current subsidy: - £95,930.76 per annum (Includes payment for ED 2806 – part of route 135)

Ave passengers per annum: - 15,823 (excluding scholars).

Cost per passenger jny: - £6.06

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Ave passengers per day: - 70 (158 including ED journeys)

Parishes/Towns served: - (6) Cholsey, Crowmarsh. Goring, Moulsoford, South Stoke, Wallingford. Also Streatley in West Berkshire

Alternative services: - The 134/5 is the only bus service to North Stoke, South Stoke and Moulsoford but is paralleled between Wallingford and Cholsey by an hourly 136 route which is provided commercially by Thames Travel.

Goring has services to points in West Berkshire including Pangbourne and Reading as well as daily rail services.

Wallingford also has regular Mon-Sat links to Abingdon, Didcot, and Watlington plus Oxford, Reading, and Henley (daily).

Overview: - S106 Monies have been received for the improvement to transport links to/from the former Fairmile Hospital site in Cholsey during currency of this contract. This will result in improvement to the existing (commercial) 136 service which could possibly also incorporate the current 135 service. The 134 service would therefore be restricted to the route through the Stokes.

NOTE: It has been agreed with the Home to School Transport section (ITU) that they will cater for current student transport movements under ED2806 separately from the 135 contract as from June 2012. See “overview” above.

Outstanding requests from parishes/towns on waiting list: -

Reinstatement of evening bus services (Cholsey Parish Plan 2007)

Other requests/suggestions received from all sources: -

Need to review train times at Goring to maintain connections (up to twice per year in May and December).

Comments from consultation:-

Cholsey P.C. 134/5 essential for public access to facilities in Wallingford. Issues with wheelchairs on existing operation (only one at a time).

Cholsey Community Development Trust – Want Quality, frequent and useful bus service, integrated with Train services and extended evening service. .

Corn Exchange Cinema & Theatre (Wallingford) – if 136 enhanced request arrival at 19.15, return 22.00 or later. Suggests “holding” bus for patrons leaving event.

Continued:-

*Crowmarsh Needs Survey: - Not many buses in the evening from station to Wallingford
Have to go all way round to get to North Stoke.*

Useful to have bus around 22.00 from Wallingford to Cholsey.

- *No Sunday or late buses to Cholsey.*
- *Half-hourly service would be ideal.*
- *Doubt that an evening service would be economically viable!*

Crowmarsh Parish Council (covers North Stoke) Should be a regular service. Support community minibus idea.

Goring P.C. – Service to Wallingford is vital and consider that essential service should provide:-

- a) *Workers journeys (arr by 08.30, return 17.45)*
- b) *Shoppers journeys morning and afternoon (allowing 2 hours in Wallingford)*
- c) *Connections in Wallingford with other services*
- d) *Regular frequency (60-90 mins)*
- e) *Connections with trains, 07.26 departure, 19.18 arrival*
- f) *Possible service for evening functions in Wallingford.*

Also suggest extending route 133 from Goring to Wallingford

Moulsford P.C. – Would like existing circular pattern to continue. If unrealistic agree link with existing Cholsey service; fixed pattern timetable would be helpful (e.g. every hour at xx10). More flexible Saturday service with later bus than current 16.30.

NFBU – Regular 2 hourly service in each direction recommended.

South Stoke PTR. – To use facilities in Goring/Wallingford needs regular service (Hourly) – 06.00 to 22.00. Suggest 15 seat community minibus using volunteers.

Could go via Crowmarsh, Serve South Stoke village roads, and Goring centre.

Streatley P.C. (West Berks) – Accept low usage; cannot make strong representations to retain service.

Wallingford PTR: - Very expensive and little used. Consider reduced service to Goring via Stokes and Moulsford served by improved Cholsey service.

South Oxfordshire D.C. – Continue to subsidise this vital service. Also look at:-

- a) *Diverting X40 on route to Woodcote*
- b) *Extend 133 route from Goring to Wallingford*
- c) *Support community minibus scheme.*

Sustainable Wallingford Group – Change to run east side only. Use 106 monies to increase service to Cholsey and extend 3 jnys to Moulsford.

Go-Ride CIC: - Link with 125 to give five day a week service on that route

Prices sought.

PT/S 60A:- Existing loop service

PT/S 60B:- Service via the Stokes only including peaks

PT/S 60C:- Service via the Stokes, off-peak only.

ITEM M

Service 138

Contract: PT/S 69:- Wallingford – Berinsfield (A4074)

Currently a short term contract awarded June 2011 for one year

Service descriptions: - 138 – Wallingford – Dorchester - Berinsfield

Days of operation: - Mondays to Saturdays, broadly hourly 09.30 – 14.30
Runs off-peak only. Peak jnys over same route are provided either by Services 105/115 (S70/S81) or service 114 (S72/S73)
Buses are timed so as to connect with service X39/X40 to/from Oxford at Berinsfield A4074 Lay-by and buses normally wait for southbound connections

Currently operated by: - Whites Coaches

Current subsidy: - £26,000 per annum.
(Short term one-year contract commenced 6th June 2011).

Ave passengers per day: - 3,201*

Cost per passenger jny: - £8.12

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - 5 – Berinsfield, Brightwell cum Sotwell, Dorchester, Wallingford, and Warborough.

Alternative services: - The section between Wallingford and Shillingford/Berinsfield roundabout is also served by Thames Travel commercial route X39/X40 (Daily); - these routes stop on the Dorchester by-pass. Peak hour journeys on 105/114/115 also serve this section and go through Dorchester.
The road through Shillingford Bridge to Wallingford is also served by route 132 (daily). The 138 is the only off-peak service through Dorchester on Thames.

Other requests/suggestions received prior to the review:-

(Dorchester Village Plan 2006) - To liaise with neighboring villages regarding provision of ongoing community minibus - ensure existing volunteer driver scheme remains robust (To Berinsfield Health centre). (No further developments recorded regarding provision of minibus).

Overview: - Contract not viable as usage is very low (essentially provided just for the use of Dorchester residents) – unable to continue on this basis in view of high c.p.j. Level of service and aspirations for the various destination(s) for Dorchester village residents need to be ascertained.

Comments from consultation:-

*Brightwell cum Sotwell P.C. – Link with 116 at Berinsfield unreliable – Extend to Abingdon (114 route)
Crowmarsh needs survey: - X39/X40 very good but might be improved if went through Dorchester a few times a day!*

*Dorchester on Thames P.C. – Withdraw 138 and replace with off-peak Abingdon jnys on 114
NFBU – Connections with X39/X40 should be improved. Run Round Berinsfield village?*

Wallingford PTR – Very expensive and little used. Reduced to 2 hourly or remerge with 114 to give two-hourly service to/from Abingdon.

Sustainable Wallingford Group – Withdraw and replace by 114.

Go-Ride CIC- Replace by hourly 114 and extend to RAF Benson via 132 route.

Prices sought.

Not re-awarded - Service provision for Dorchester on Thames to be incorporated in other contracts (Mainly PT/S 72).

ITEM N

Service 139

Contract: PT/S 84:- Wallingford – Henley on Thames

(To be awarded for 5 years)

Service descriptions: - 139 – Wallingford – Huntercombe – Nettlebed – Bix – Henley
NB: - Sunday service is provided by contract PT/S 85

Days of operation: - Mondays to Saturdays, broadly hourly 06.30 – 19.00
An additional late journey runs Fri/Sat eves only

Currently operated by: - Thames Travel

Current subsidy: - £96,235.36 per annum

Ave passengers per annum: - 53,413*

Cost per passenger jny: - £1.80

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - 6 – Bix & Assendon, Crowmarsh, Henley, Nettlebed, Nuffield and Wallingford.

Alternative services: - The section between Wallingford and Crowmarsh is also served by Thames commercial route X39/X40 and supported routes 114/132 (peak jnys), and 133 (also part of this review). The Reading – Watlington route (Whites M1/M2) crosses at Nettlebed. Henley also has bus links to Marlow, Reading and Maidenhead plus train services to London and Reading. Nettlebed has a shopping service to Reading (Tues/Wed/Thurs). Assendon is also served by the “Swyncombe Lifeline”. This is the only service to Huntercombe and Bix.

Other requests/suggestions received prior to this review: Current timetable involves a change at Crowmarsh if making an Oxford – Henley journey (buses just miss in Wallingford) and observations indicate that this is not always achieved (generally due to late running by the bus from Oxford). This may have deterred passengers from making a trip that was at one stage could be undertaken on a through bus. Suggestion that connections be made in Wallingford?

Overview: - Whilst considered an important inter-urban connection actual observed usage of this route is disappointing. Intermediate settlements are small (Huntercombe, Nettlebed and Bix) and therefore only generate limited usage; - most journeys carry less than 10 passengers per trip. It is therefore difficult to justify the current level of service.

Comments from consultation:-

Cllr Nimmo-Smith: - Endorse Bix & Assendon comments.

Bix & Assendon P.C:- Maintain current level; Strategic link and vital access to services for residents.

Crowmarsh Needs Survey: - More buses up Crowmarsh Hill; Up to 23.00 would be nice.

Crowmarsh P.C:- Valued by residents, should be maintained and improved (?).

Nettlebed PTR (Open Meeting: - promote route as serving Nuffield Place (National Trust).

NFBU: - Link with X39 to run Henley- Oxford without change.

Nuffield P.C. (Parish Plan):- Vital link; serves HM Prison and new National Trust house at Nuffield Place.

Wallingford PTR: - Maintain as now; not merge with 132. Subsidy lower than other routes.

Continued:-

Prices sought.

PT/S 84A:- Current service (Hourly) – including late jny Fri/Sat

PT/S 84B – Modified service (Hourly) – excluding late jny

PT/S 84C – Reduced service (Two hourly off-peak)

PT/S 86A:- Combined 132, 139 service hourly M-Sat

PT/S 87A:- Combined 132, 136, 139 services, Sun (Two-hourly)

ITEM O

Services 132, 139 (Sundays)

Contract: PT/S 85:- R.A. F Benson - Wallingford – Henley on Thames

(To be awarded for 5 years)

Service descriptions: - 132 – Wallingford – RAF Benson
139 – Wallingford – Nettlebed – Henley

Days of operation: - Sundays and Public Holidays, approx every two hours 10.00 – 19.00 (*5 journeys each way*)

Currently operated by: - Thames Travel

Current subsidy: - PT/S 85 - £10, 323.88 per annum

Ave passengers per annum: - 4,666*

Cost per passenger jny: - £2.21

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - 10 – Benson, Bix & Assendon, Brightwell cum Sotwell, Crowmarsh, Ewelme, Henley, Nettlebed, Nuffield, Wallingford, and Warborough.

Alternative services: - The section between Wallingford and Crowmarsh and Benson (Marina stop) is also served by services X39/X40. (Oxford - Wallingford – Reading) Additionally Henley also has bus links to Marlow/High Wycombe and Reading plus train services to London and Reading on Sundays

Overview: - Withdrawal on Sundays would leave a large gap in the network on that day (although it would still be possible to go from Wallingford to Henley via Reading), but usage overall is low and probably quiet variable, being largely based on leisure traffic.

Comments from consultation:-

Wallingford PTR – maintain if possible

Prices sought.

PT/S 85A:- Current service on 132, 139 (two hourly)

PT/S 85B:- as A but includes 136 (Wallingford – Cholsey) (Two Hourly)

PT/S 87A:- Combined 132, 136, 139 (Suns) (Two hourly)

ITEM P

Service 142

Contract: PT/S 36:- Checkendon – Pangbourne – (Reading)

(To be awarded for 5 years)

Service descriptions: - Goring Heath - Checkendon - Woodcote - Pangbourne
Extends to Reading via Purley and Tilehurst (not part of OCC specification)

Days of operation: - Mondays to Saturdays 07.50 – 18.15
Every two-hourly daytime. Goring Heath loop 3 jnys off –peak only

Currently operated by: - Reading Buses (Goldline)

Current subsidy: - £56,695.35 per annum
It is understood that there is no financial contribution by either West Berks or Reading Borough to this service.

Ave passengers per annum: - 14,027 (within Oxon) (48, 178 overall)
Surveys showed 46 passengers per day within Oxon (of which virtually all are cross boundary to either West Berkshire or Reading – there was no recorded local usage within Oxfordshire). A further 112 passengers per day approx travel wholly within the (commercial) West Berks and Reading section of route (giving a total average of 158 passengers per day).

Cost per passenger jny: - £4.06 (Oxon Passengers only).
(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Parishes/Towns served: - 4 – Checkendon, Goring Heath, Whitchurch on Thames, Woodcote,

Alternative services: - Checkendon is also served by PT/S 30 (service 145 to Henley). Woodcote has regular direct services to Reading/Wallingford/Oxford (daily) (Thames Travel commercial service X40). This is the only bus service to Goring Heath, Whitchurch Hill and Whitchurch on Thames. Contract PT/S 30 is also part of this review.

Changes agreed and awaiting implementation: - Necessary renovation work on the toll bridge at Whitchurch on Thames has been under discussion for some time but is very likely to take place during the early stages of this new contract.

This will effectively cut the link between these Oxfordshire villages and one of the main traffic objectives (Pangbourne), particularly if the Reading connection from Whitchurch on Thames is maintained using the A4074 road. The final diversion timetable for this closure, which could be for up to 9-12 months has yet to be formulated. Latest date for these works is now autumn 2013.

Note From Pangbourne most journeys on bus 142 currently continue to/from Reading inter-worked with service 133 (Goring/Streatley – Pangbourne - Reading) giving broadly an hourly interval service over this section. The 142 extension is commercial, receiving no funding from either West Berks or Reading Borough. The 133 over this section is only partly funded by

West Berks with no OCC contribution. Any changes to the West Berkshire funding commitment could obviously have an effect on this arrangement. Tickets are not interchangeable.

Overview: - Usage in Oxfordshire has declined since the last review and what local passengers there were within Oxfordshire (e.g. Goring Heath to Woodcote) seem to have ceased travelling regularly. This may be due to improvements in the main Woodcote – Reading direct route (Thames Travel commercial X40) which now runs regularly every hour, every day and throughout the night at weekends. Main users of 142 are now therefore from Whitchurch Hill and Whitchurch on Thames. On average two passengers per day travel to/from Checkendon. No usage from Goring Heath or Exlade Street was recorded during our surveys.

Comments from consultation:-

Cllr Nimmo-Smith: - Endorse Checkendon P.C. comments.

Checkendon P.C.: - Links to nearest large village of Woodcote for medical services etc (very dangerous to walk). Maintain current level of service.

Checkendon PTR: - Retain current service as is, Mon-Sat.

Goring Heath P.C.: - Maintain service – 2 hourly is minimum level for access to Reading for flexibility. Eliminate Exlade Street and reduce no. of Goring Heath loop jnys.

NFBU: - Service should remain. Suggest Upton – Reading one day per week shopper's service.

Woodcote resident: - Divert X39 via Woodcote but only serve Memorial (together with X40)

During the consultation period concern was expressed regarding the routeing of this service during the bridge closure. Initially thought to commence in autumn 2012 (some 3 months after the start of the new contract) it emerged in January 2012 that a new start date of autumn 2013 was now being considered. Parishes affected were specifically consulted regarding the revised route. A summary of the replies are:-

Cllr David Nimmo-Smith: - No easy option – support village suggestions.

Checkendon PTR: - Run between Checkendon and Whitchurch Hill with interchange at Woodcote or possibly Cane End.

Checkendon P.C.: - Queried level of usage to Pangbourne, Support shuttle to/from Woodcote.

Whitchurch Hill PTR: - Run direct to Reading via Goring Heath and A4074. Whitchurch on Thames unserved (Residents will use temporary footbridge to Pangbourne).

Prices sought.

PT/S 36A:- Existing operation

PT/S 35A:- The Goring connection (North side of Thames operation only)

ITEM Q

Service 145

Contract: PT/S 30:- Woodcote – Sonning Common – Henley on Thames.

(To be awarded for 5 years)

Currently combined Contract with services 91-93, 151-154

Service description: - 145:- Woodcote – Sonning Common – Henley

Days of operation: - Mondays to Fridays –
Three journeys; Woodcote – Henley (2 supported)
Two journeys; Henley – Woodcote (1 supported)
Saturdays – One journey each way (both commercial)

Currently operated by: - Whites Coaches

Current subsidy: - £155,528.74 per annum
(Note: - includes routes 91-3 and 151-4 in a combined quotation)
Only certain journeys on each route are supported financially whilst the remainder of the service is provided on a commercial basis by the present contractor.

Ave passengers per annum: - 106,522 (total contract)

Cost per passenger jny: - £0.83 (Overall)

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures).

Service 145 carries, on average, 31 passengers per day on the supported journeys only.

Parishes/Towns served: - 9 – Checkendon, Kidmore End, Henley, Highmoor, Rotherfield Greys, Rotherfield Peppard, Sonning Common, Stoke Row, Woodcote,

Alternative services: - Checkendon is also served by contract S36 (service 142) and Woodcote by Thames Travel commercial service X40 (daily) which provide a direct links to/from Reading. Woodcote also has a regular daily service to Wallingford, whilst Sonning Common has commercial services 2/2A, to/from Reading. Stoke Row also has a shopping service on Tues-Thurs to/from Reading, (M2) (Re-introduced June 2011) whilst M1/M2 also serves Highmoor and Kidmore End. This is the only service to Rotherfield Greys.

Other requests/suggestions received prior to review: - Problems in past of overcrowding by Gillott's children from Sonning Common (on commercial journey). White's Coaches currently run commercially registered duplicate buses from Caversham – Sonning Common – Henley (route 145C).

Overview of Loadings: Most usage is between Henley and Sonning Common but one and two from most of the other villages served including some Woodcote – Henley passengers.

Comments from consultation:-

Cllr Nimmo-Smith: - Endorse comments from Checkendon & Stoke Row P.C.

Checkendon PTR (Open Meeting):- Keep existing times off peak

Checkendon PTR: - Important link to facilities such as Gillotts School, Townlands Hospital.

Checkendon P.C:- Reduction in service will lead to decline in usage.

Chair, Harpsden P.C:- No demand for service from Harpsden

NFBU: - Service should remain.

Stoke Row P.C:- Maintain at current level; used by students and to access Henley for Shops and Townlands Hospital.

Prices sought.

PT/S 30A:- Services 145, 151, 152, 153, 154 (Existing operations)

PT/S 30B:- Services 145, 151, 152, 153, 154 (modified 145)

Note: - A commercial proposition has been received to operate certain school-day only journeys on the 145 service; this is detailed further in Annex 2.

These journeys have been omitted from the above specifications.

ITEM R

Services 151, 152, 153, 154.

Contract: PT/S 30:- Henley Town Services.

(To be awarded for 5 years)

Combined Contract.

Service descriptions: - 151 – Henley (Town Hall) – Elizabeth Road (Circular)
152 – Henley (Hart Street) – Waterman’s Road (Circular)
153 – Henley (Town Hall) – Abrahams Estate
154 – Henley (Town Hall) – Blandy Road (Circular)

Days of operation: - Mondays to Fridays 08.30 – 17.45, Saturdays 08.35 – 15.00
Routes 151/2/4 hourly throughout day. 153 runs hourly until 13.45

Currently operated by: - Whites Coaches

Current subsidy: - £155,528.74 per annum
(NOTE; includes services 91-3 and 145 in a combined quotation).
Only certain journeys on each route are supported financially whilst the remainder of the service is provided on a commercial basis by the present contractor.

Ave passengers per annum: - 106,522 (total contract)

Cost per passenger jny: - £0.83 (Overall)

(NB: - * = Any passengers who had alternative facilities (to the same destination) within 400m of these routes are excluded from the above figures)

Average loads per day are: - 151 (101), 152 (72), 153 (22), 154 (72),
Total = 267 (159 on supported jnys).

Parishes/Towns served: - 1. (Henley)

Alternative services: - Greys Road is served by a limited number of journeys on ‘country’ route 145 (Mon-Sat) (part of this review) whilst Reading Road is served by Arriva the Shires mainly commercial service 800 (daily) (supported by OCC on Suns). Northfield End and Fairmile are served by service 139 (daily).

Overview: - Usage increased by approx 25% since last review in 2008. Already high use by pensioners, and concessionary scheme was subsequently altered to give free travel. Main 151 usage is from Elizabeth Road and Greys Rd area whilst on 152 main patronage is Wilson’s Road area. The few users of the 153 go mainly to Crisp Road and the 154 also carries Greys Road users. Should there be a service (153?) to Townlands Hospital?

Comments from consultation:-

NFBU – Services should remain – are well used

Henley PTR (at PTR meeting) - Revert 151 to 30 min frequency

152 To get closer to Tesco store.

153 To serve Townlands Hospital (not possible due to humps on site)

154 Merge with 151 route?

Prices sought.

PT/S 30A:- Services 145, 151, 152, 153, 154 (Existing operations)

PT/S 30B:- Services 145, 151, 152, 153, 154 (modified 145)

ITEM S

Service 800 (Sundays)

Contract: PT/S 31:- (High Wycombe) – Henley – Reading

(To be awarded for 5 years)

Description: - The above contract (for a Sunday and Public Holiday service) is between the County Council and the operator (Arriva the Shires Ltd), for an hourly daytime operation within the County only. This is from a point east of Henley at Fawley Court to the Reading Borough Boundary at Caversham.

Buses however operate as a through service from High Wycombe to Reading, the section within Buckinghamshire being provided commercially by Arriva since summer 2011 (since the withdrawal of support by Buckinghamshire County Council on that day for the daytime service – they continue to support evening journeys between Henley and Wycombe every night of the week). The operations within Reading do not receive any support on Sundays and are therefore also deemed as commercial.

The company run the 800 service on Monday – Saturdays (supplemented by service 850 via Wargrave) on a wholly commercial basis within Oxfordshire.

Operator: - Arriva the Shires Ltd.

Days of operation: - Sundays and Public Holidays.

Frequency: - 800 – Hourly

Towns/Parishes served: - 4 - Binfield Heath, Eye & Dunsden, Henley, Shiplake

Alternative services: -

Henley also has a two-hourly service to Wallingford (service 139) on Sundays. First Great Western runs an hourly service to the main line at Wargrave for connections to Reading and London.

Current subsidy per annum: - £4,659.82

Ave passengers per annum: - 9,793 within Oxon (Arriva data)

Cost per passenger journey: - £0.47

Loading breakdown: - No surveys have been undertaken on this service since a review in 2008.

The above passenger data has been supplied by the operator but is comparable to the 2008 figures obtained from our own surveys. Significantly there appears to have been no substantial increase in usage in Oxfordshire over the past four years despite an increase in Sunday trading.

Comments from consultation:-

Binfield Heath P.C:- Sunday service appreciated and support retention

Eye & Dunsden P.C:- Appreciate service and there is no alternative facility.

NFBU: – Services should remain.

Prices sought.

A de minimis proposition has been received from Arriva the Shires to continue the existing level of service. This is detailed in Confidential Annex 2.

SECTION B: Other contracts elsewhere in County requiring a decision.

ITEM 1

Service X32 (Mon- Sats)

Contract: PT/V 34:- Didcot – Chilton (Didcot – Oxford section is Commercial)

Service descriptions: - X32 Didcot – Harwell – Rowstock – Harwell IBC – Chilton
Buses continue commercially to/from Oxford via A34.

Days of operation: - Mondays to Saturdays
NOTE: a Sunday and Public Holiday service provided over this route is wholly commercial throughout

Currently operated by: - Thames Travel

Current subsidy: - £Nil (Final year of declining subsidy agreement).

Ave passengers per day: - n/a

Cost per passenger jny: - n/a

Parishes/Towns served: - 3 – Chilton, Didcot, Harwell.

Alternative services: - The Rowstock / Harwell to Didcot section is served by Thames Travel route 32 (Mon-Sat) and route 32A (Sun) (not part of this review – new contracts awarded for these routes from December 2011). Harwell IBC is only served by route 32/X32, but has additional peak journeys on Stagecoach route 34 direct to Abingdon and Oxford and Newbury & District routes 6/6A to the Ilsley's and Newbury.

Prices Sought:-

A commercial proposition has been received to operate all of this service (Mon-Sat) based on the current timetable; this is detailed further in Annex 2.

This contract will therefore cease as from 2nd June 2012.

ITEM U

Service 36

Contract: PT/V 36:- Grove – Milton Park – Didcot

Service descriptions: - 36 - Wantage – Grove – Steventon – Milton Park – Didcot.
X36 - Wantage – Rowstock Corner – Harwell – Didcot.

Comprises peak / off-peak 36 service funded entirely by the County Council (although was initially started using Section 106 funding) linking Wantage / Grove with Milton Park and Didcot. Commercial journeys (all X36) are not part of this contract.

This contract was awarded in December 2011 until June 2012 only to permit potential revisions to the service based upon ongoing developments in the Didcot area

Operator: Thames Travel
Days of operation: - Monday to Friday
Frequency: - Broadly hourly morning and evening peak (hourly commercial off-peak)
Parishes served: - 6 - Wantage, Grove, East Hanney, Steventon, Milton, *Milton Park*, Didcot.

Alternative services:-

- Wantage and Grove are already linked with Milton Park and Didcot via Thames Travel service 32. However the journey takes 45 minutes rather than around 25 minutes via service 36, as it operates via the A417 and the Hendreds rather than the quicker route via East Hanney and Steventon.
- Grove and East Hanney have regular services to Abingdon (31) and Oxford (X30/31).
- Steventon is served by route X2 (Daily) which also serves Milton Park.

Current subsidy per annum: - £26,165.00 p.a.

Average passengers per day: - 49 (2011 data – supported journeys only)

Cost per passenger journey: - n/a

Prices Sought:-

A commercial proposition has been received to operate all of this service (Mon-Fri) based on the current timetable; this is detailed further in Annex 2.

This contract will therefore cease as from 2nd June 2012.

ITEM V

Service 32 (Mon-Sat)

Contract: PT/V 35:- Extension of evening journey from Didcot to Wantage
(To be awarded for 3 years)

Service description: -

This is a negotiated “de minimis” contract to extend the “commercial” journey at 19.14 from Abingdon to Didcot, onward to Wantage (Market Place) via Harwell IBC. Departs Didcot Parkway Station at 19.46 (Mondays to Saturdays).

This contract was awarded in December 2011 until June 2012 only to permit a review of the usage of this additional journey.

Operator: Thames Travel.

Days of operation: - Monday to Saturday.

Frequency: - 1 single journey.

Parishes served: - 7 – Ardington, Didcot, East Hendred, Lockinge, Harwell, and Wantage West Hendred.

Alternative services:-

- Wantage has an evening service to/from Abingdon and Oxford on Stagecoach service 31.
- There is a later bus from Didcot to Rowstock Corner only on service X32 at 20.19.
- There are no other evening journeys between Didcot and Wantage after this bus although routes 32B and 32C run between Didcot and Abingdon (daily).

Current subsidy per annum: - £4,995.00p.a.

Average passengers per day: - n/a

Cost per passenger journey: - n/a

Prices Sought:-

A de minimis price has been requested from the current contractor to continue this extension.

ITEM W

Service 32 (Mon-Fri)

Contract: PT/V 37:- Diversion of AM peak bus via Ardington.

(To be awarded for 3 years)

Service description: -

This is a negotiated temporary “de minimis” contract, awarded following concerns after the introduction of the Thames Travel “commercial” 32 service in December 2011, which no longer serves the village of Ardington. This contract is for the diversion of the “commercial” 32 journey at 07.10 from Didcot to Wantage via the village of Ardington at 07.41.

This contract was awarded in December 2011 until June 2012 only, to permit a review of the usage of this additional journey.

Operator: Thames Travel
Days of operation: - Monday to Friday
Frequency: - 1 single journey
Parishes served: - 1 – Ardington.

Alternative services:-

- None at this time.
- Ardington village is normally served by route A1, off-peak Mondays, Wednesdays and Fridays, Service X47 on Saturdays and service 32A on Sundays. This is the only 32 service journey through Ardington.

Current subsidy per annum: - £2,560.00p.a.

Average passengers per day: - n/a

Cost per passenger journey: - n/a

Prices Sought:-

A de minimis price has been requested from the current contractor to continue this diversion.

ITEM X

Service A1 (Mon/Wed/Fri)

Contract: PT/V 71:- West Hanney – Wantage – Ardington

(To be awarded for 2 years)

Service description: -

This is a negotiated temporary “de minimis” contract, awarded following concerns after the introduction of the Thames Travel “commercial” 32 service in December 2011, which no longer serves the villages of Ardington or West Hanney

This contract was awarded in December 2011 until June 2012 only, to permit a review of the usage of this service.

This route additionally serves East and West Lockinge villages which have not been served by Public Transport since 1999.

Operator: Oxfordshire County Council, Integrated Transport Unit.

Days of operation: - Monday, Wednesdays and Fridays only

Frequency:- 5 journeys at hourly intervals (2 hrly to West Hanney – 3 jnys)

Parishes served:- 6 – Ardington, East Hanney, Grove, Lockinge, Wantage, West Hanney.

Alternative services:-

- The main road from Ardington to Wantage has an hourly service on route 32 (Mon-Sat), with additional of-peak buses on route X36 (Mon-Fri). There is a two-hourly service on route 32A on Sunday which also serves Ardington village.
- Ardington village is also served by route X47 on Saturdays.
- Wantage has links to Abingdon / Oxford (Daily), Faringdon (Mon-Sat) and Swindon (Saturdays only) plus market day services to Lambourn and Newbury.
- Grove has a regular service to Abingdon / Oxford plus a local town network to/from Wantage.
- East Hanney has regular services to Abingdon and Oxford (Stagecoach services X30/31)(Daily).

Current subsidy per annum:- £11,500.00p.a.

Average passengers per day:- n/a

Cost per passenger journey:- n/a

Prices Sought:-

PT/V 71A – Existing service

ITEM Y

Service 113 (Thursdays only)

Contract: PT/W 13:- Fulbrook – Burford - Carterton – (Faringdon)

(To be awarded for 2 years)

Description:- Fulbrook – Burford – Carterton – Faringdon

Includes limited north-east Carterton local service (Shilbrook Avenue/York Avenue)

Extension from Carterton to Faringdon was introduced as part of this award in December 2010

This contract has been surrendered prematurely by the successful tenderer – contract awarded 12th December 2010 (after an open tender), until 31st May 2014. Contract with contractor will now terminate on 2nd June 2012.

Operator:- R.H. Transport

Days of operation:- Thursday only

Frequency;- Three journeys each way

Parishes served:- 9 - Alvescot, Black Bourton, Burford, Carterton, Clanfield, Great Faringdon, Fulbrook, Grafton and Radcot, Shilton.

Alternative services

- Stagecoach service 233 (Milton-under-Wychwood-Witney) serves Burford and Fulbrook
- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout: three journeys Mon-Sat in each direction. One e.w. on Sundays.
- Villager also run a shopping journey via Fulbrook and Burford on Wednesdays
- R H Transport service 19 (Carterton-Witney links Broadshires Health Centre with Carterton town centre hourly Mon-Sat.
- Shilton and North-East Carterton have no alternative bus services.
- Alvescot, Black Bourton and Clanfield are also served by route 19 (Witney – Carterton) hourly, Mondays to Saturdays.
- Radcot has no other bus services.
- Faringdon is on the main Swindon – Oxford route 66 daily and also has services to Wantage (Mon-Sat).

Current subsidy per annum:- £5,875.46

Average passengers per day:- n/a

Cost per passenger journey:- n/a

Comments from consultation:-

In view of the short notice given of the surrender, no consultation was undertaken. No major changes are proposed to current service pending the next full review in 2014.

Prices Sought

PT/W 13A – Existing service (Thursday only) (3 jnys)

PT/W 13B - Reduced service (Thursdays only) 3 trips from Fulbrook, 2 trips from Faringdon).

ITEM Z

Service 600 (Mon-Fri)

Contract: PT/O 22:- Thornhill Park & Ride – Churchill Hospital.

(To be awarded for up to maximum of 4 years)

Description: - The County Council currently contracts (on behalf of a number of Stakeholders) a service from Thornhill P & R to Churchill Hospital via Headington and the grounds of the Nuffield Hospital.

Operator O.C.C. Special Services Transport

Days of operation Mondays to Friday. Peak periods only

Frequency 4 return jnys AM peak, 07.00 – 09.10
7 return jnys PM peak 15.10 – 19.00

Towns/Parishes served Oxford City. Risinghurst & Sandhills P.C.

Alternative services: -

- a) P & R 400, Arriva 280, and Brookes Buses U1 and U5 link Thornhill P & R with Headington shops.
- b) Service 10 serves Windmill Road passing the Nuffield Hospital
- c) Service 15 serves Old Road and the rear entrance to the Churchill (as also does the U5)
- d) Churchill Hospital grounds and the Nuffield site are also traversed by the extended 700, about every 15 – 20 mins Mon-Fri but in one direct only (towards Headington). This route also serves J.R Hospital, Water Eaton P & R and Kidlington.

Current subsidy per annum: - £40, 508.80 p.a.

***Average passengers per annum: -** n/a

Cost per passenger journey: - n/a

This was a temporary arrangement to provide this service pending a major review of the bus services between the Hospitals and Thornhill Park & Ride site, following completion of a substantial expansion of the number of parking spaces available, provided by funding from a Government grant. This work is expected to be completed by the end of the 2012/13 financial year.

Comments from consultation:-

No consultation was undertaken as existing operation will continue unchanged. However there is a regular dialogue between the County Council and stakeholders regarding all of the bus services to the Oxford Radcliffe Hospital Trust sites.

Prices sought:-

PT/ O22A – Existing service.

End.

This page is intentionally left blank