



***Delegated Decisions by Deputy Leader of the Council
(including Transport)***

***Thursday, 21 March 2013 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 Tuesday 2 April 2013 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

A handwritten signature in black ink that reads "Peter G. Clark." with a horizontal line underneath.

Peter G. Clark
County Solicitor

March 2013

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

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

Items for Decision

1. **Declarations of Interest**

2. **Questions from County Councillors**

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

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

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

3. **Petitions and Public Address**

4. **Proposed Residents Parking Scheme - Cutteslowe Area** (Pages 1 - 12)

Forward Plan Ref: 2013/015

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDDL4**).

5. **Proposed Residents Parking Scheme - Elms Road, Botley** (Pages 13 - 18)

Forward Plan Ref: 2013/014

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDDL5**).

6. Ardley - Proposed Pedestrian Crossing and Associated Enhancements (Pages 19 - 26)

Forward Plan Ref: 2013/025

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director of Environment & Economy – Commercial & Delivery (CMDDL6).

7. Proposed Prohibition of Motor Vehicles - Thorpe Way/Alma Road, Banbury (Pages 27 - 40)

Forward Plan Ref: 2013/016

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDDL7).

8. Proposed Permanent Closure to Motor Vehicles of Tollgate Cottage Road at the Junction with the A361 at Williamscott (Pages 41 - 44)

Forward Plan Ref: 2013/011

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDDL8).

9. Proposed Disabled Persons Parking Places - South Oxfordshire, West Oxfordshire and the Vale of White Horse Districts (Pages 45 - 58)

Forward Plan Ref: 2013/012

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDDL9).

10. Proposed Parking Restrictions - Station Road, Chinnor (Pages 59 - 68)

Forward Plan Ref: 2012/162

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDDL10**).

11. Proposed Parking Restrictions Rockhill Farm Court, Chipping Norton (Pages 69 - 74)

Forward Plan Ref: 2013/024

Contact: Jim Daughton, Highways & Transport Service Manager Tel: (01865) 815083

Report by Deputy Director of Environment & Economy – Commercial & Delivery (**CMDDL11**).

12. Exempt Items

It is RECOMMENDED that the public be excluded for the duration of items 13E and 14E since it is likely that if they were present during the items 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 both items 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 both items.

NOTE: The main reports relating to items 13E and 14E do not themselves contain exempt information and are thus available to the public. The exempt information is contained either in an Annex to each report 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.

13. Bus Service Subsidies Review: Bicester, Banbury, Ashbury, Lewknor and Goring (Pages 75 - 106)

Forward Plan Ref: 2013/009

Contact: Trevor Askew, Service Manager – Operational Client Contracts Tel: (01865) 323678

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDDL13E).

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)

14. Re-Tender of Emergency Contracts for Subsidised Bus Services Formerly Operated by RH Transport (Pages 107 - 128)

Forward Plan Ref: 2013/010

Contact: Trevor Askew, Service Manager – Operational Client Contracts Tel: (01865) 323678

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDDL14E).

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)

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DEPUTY LEADER OF THE COUNCIL– 21 MARCH 2013

PROPOSED RESIDENTS PARKING SCHEME CUTTESLOWE AREA, OXFORD

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to consultations on proposals to introduce new parking restrictions in the Cutteslowe and Five Mile Drive areas of north Oxford.

Background

2. In response to concerns about the danger and congestion caused by non-resident parking, Councillors Fooks and Goddard allocated some of their Localities Fund monies to propose the introduction of a number of new parking restrictions, in and around the Cutteslowe and Five Mile Drive areas. The problems that had been identified were those of commuter parking on Five Mile Drive and Lovelace Road; parking by Cutteslowe Park users (principally to avoid the recently-introduced car park charges) and dangerous parking at some junctions within the residential area.
3. In summer 2012 formal consultation took place on proposals to introduce restrictions to address these issues. The proposals (which are illustrated in Annex 1) consisted of several lengths of 2-hour limited waiting on parts of Five Mile Drive and Lovelace Road, along with no waiting, 9am-5pm daily, on Harbord Road and several stretches of double yellow lines at junctions identified as problems.
4. Over 100 letters/emails were received in response to these proposals and the local Councillors held a public meeting in August, which also gave the opportunity for residents to air their views on the issues and potential solutions. It was clear from the responses that the proposals were not seen as being sufficiently comprehensive to tackle the issues of the wider area. Many people expressed the view that the only real solution would be a residents parking scheme, as part of a Controlled Parking Zone (CPZ).
5. Officers worked with local Councillors to develop a scheme which was believed to be deliverable; within the resources available and would address the key issues arising from the consultation. This took the form of a 'Minimum Impact' zone. Whereas traditional CPZs require extensive road markings, a Minimum Impact zone allows permitted vehicles to park anywhere on the street (except where there are existing double yellow lines), so no bay markings are required. This makes the CPZ less visually intrusive and less expensive to implement. This approach was piloted in the Lakes and Northway CPZs and has now been used in other parts of the country. In all

other respects the CPZ operates in the same way as others in Oxford with permits for residents' cars and for visitors.

6. The proposed CPZ recognised the different issues to be addressed on the west side of Banbury Road (the 'Five Mile Drive' area) and the east side (the 'Cutteslowe' area) in that the restrictions would apply on Mondays to Fridays only on the west side, but every day on the east side. In all other respects the restrictions would be the same, with all parking in the CPZ between 10am and 4pm being available for either a 2-hour maximum stay or for permit holders. The plan in Annex 2 illustrates the extent of the CPZ.

Formal Consultations

7. Oxfordshire County Council sent a copy of the draft order, statement of reasons and a copy of the public notice appearing in the local press containing the proposed changes, to formal consultees in early February. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Summertown Library. They are also available for inspection in the Members' Resource Centre.
8. At the same time, the Council wrote to all within the proposed CPZ asking for their comments. In addition public notices were displayed at each site and in the Oxford Times.
9. From early responses to the CPZ proposal it was clear that some residents in the roads east of Banbury Road did not feel that the key issues were being addressed, particularly in relation to the problems arising from on-street parking by users of Cutteslowe Park. In addition, respondents from several streets were very clear that they did not consider the existing or potential parking problems warranted the introduction of a CPZ, with its associated costs and restrictions.
10. As a result of these comments, local Councillors devised and distributed amended proposals to properties east of Banbury Road and encouraged individuals and groups of residents to respond to these as the final proposals. These proposals (referred to as Option C and shown on the plan in Annex 3), removed a section of Templar Road from the restrictions completely; retained the proposed 2-hour shared use restriction on roads south and west of Templar Road, and amended the restriction on the remaining roads to become Permit Holders Only (rather than shared-use). In addition, to provide suitable parking for the local shops on Kendall Crescent, a 1-hour parking bay was included in that area.
11. Around 230 of the 1200 properties in the Cutteslowe and Five Mile Drive areas responded to the 2013 consultations, either individually or by participating in one of the door-to-door surveys carried out by residents, or by signing petitions. As noted above, some of the early responses resulted in the creation of Option C which addressed a number of the objections. However there remain a number of objections which have not been resolved and these are listed in Annex 4, along with suggested further amendments to address

some of these. Copies of the objections responses are available for inspection in the Members' Resource Centre.

Conclusion

12. As might be expected in an area as large as that covered in this report and with such diverse parking concerns, it has not been possible to construct a solution to meet all the existing and anticipated parking problems. The original 2012 proposal, focussed as it did on the specific sections of road with existing problems, was widely criticised for being insufficiently comprehensive. The scheme advertised in early February was much more comprehensive but was considered by many to be over-simplistic. The revisions put forward as Option C, together with the further changes described in Annex 4 **which are in line with the views of local Councillors**, are considered to deal with the majority of the concerns raised in the various consultations and should therefore proceed.

Financial and Staff Implications (including Revenue)

13. The cost of the works described in this report will be met from County Councillors Fooks and Godden's Area Stewardship Fund allocation

RECOMMENDATION

11. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions advertised as the Oxfordshire County Council (Oxford – Cutteslowe & Five Mile Drive Area) (Controlled Parking Zone and Waiting Restrictions) Order 201* and amended as set out in this report.**

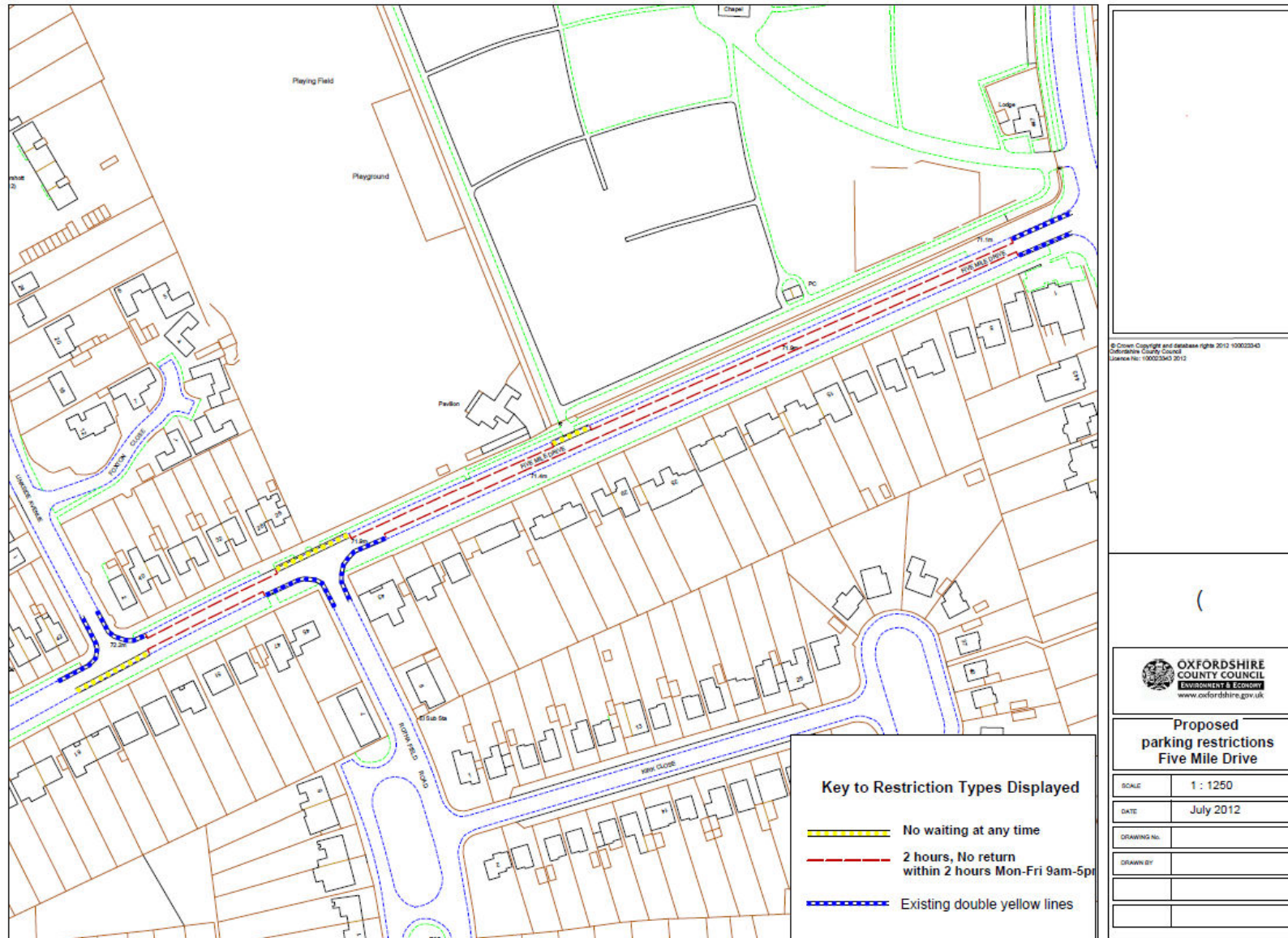
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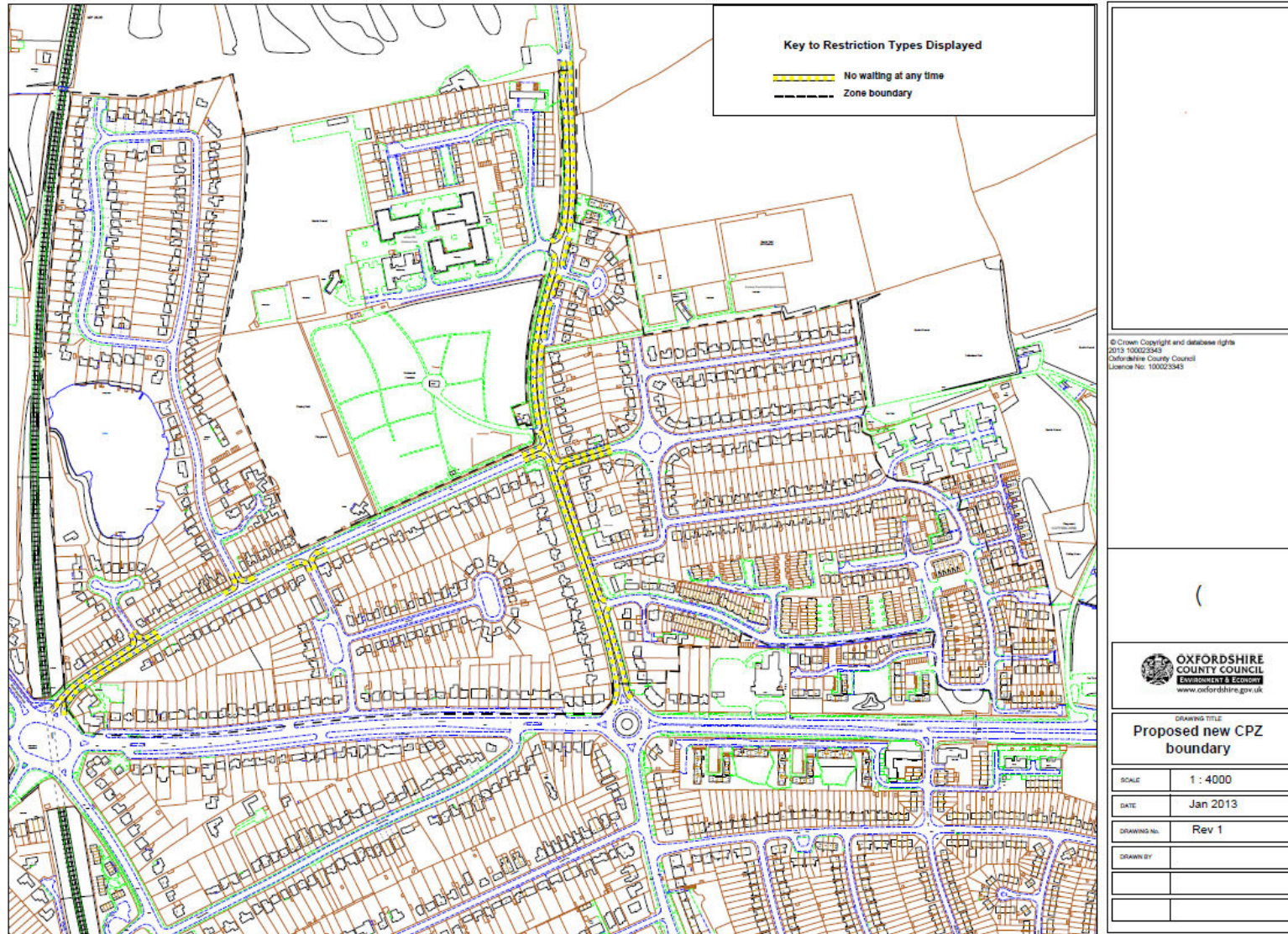
Deputy Director for Environment & Economy (Commercial)

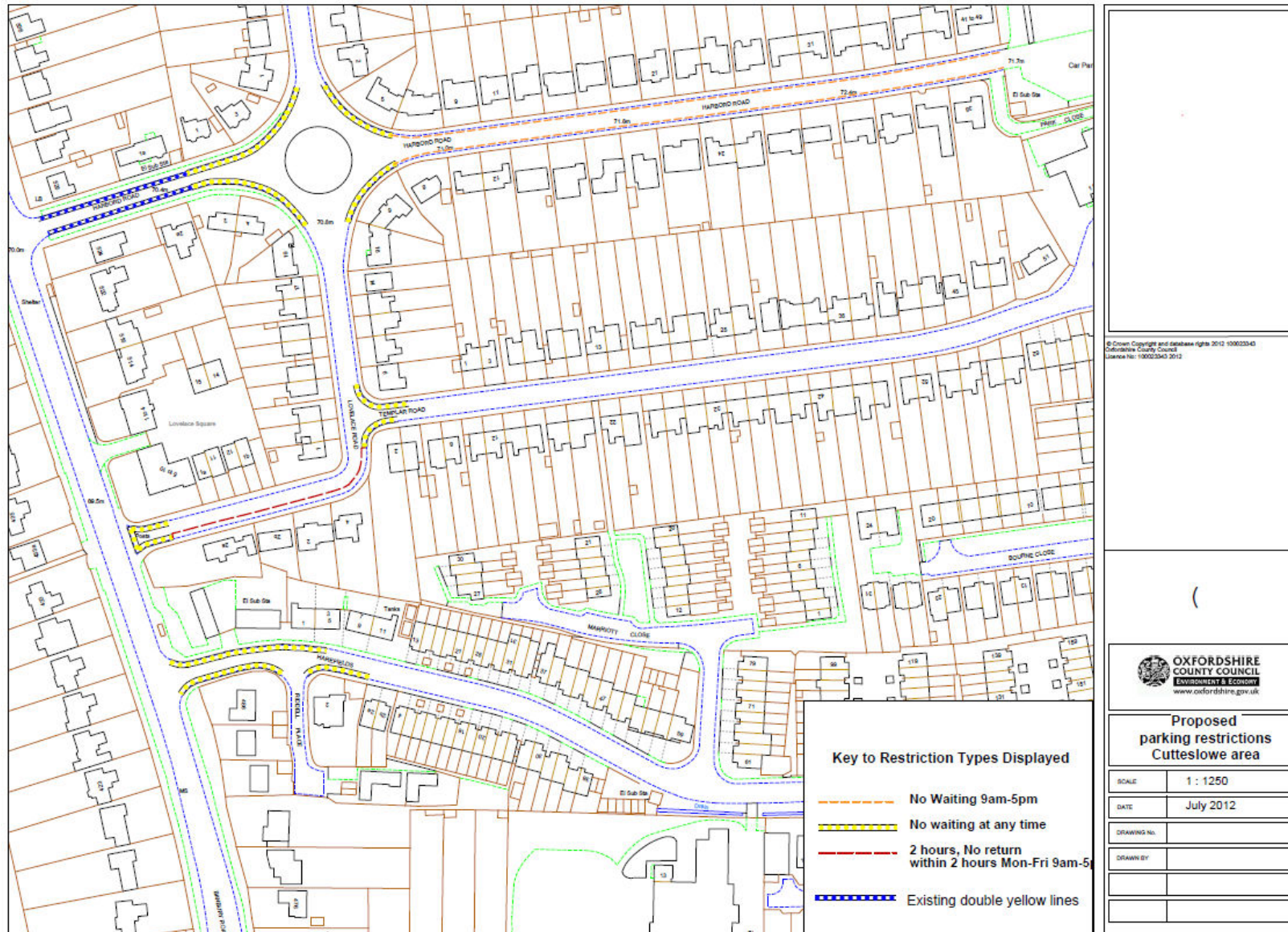
Background papers: Consultation documentation

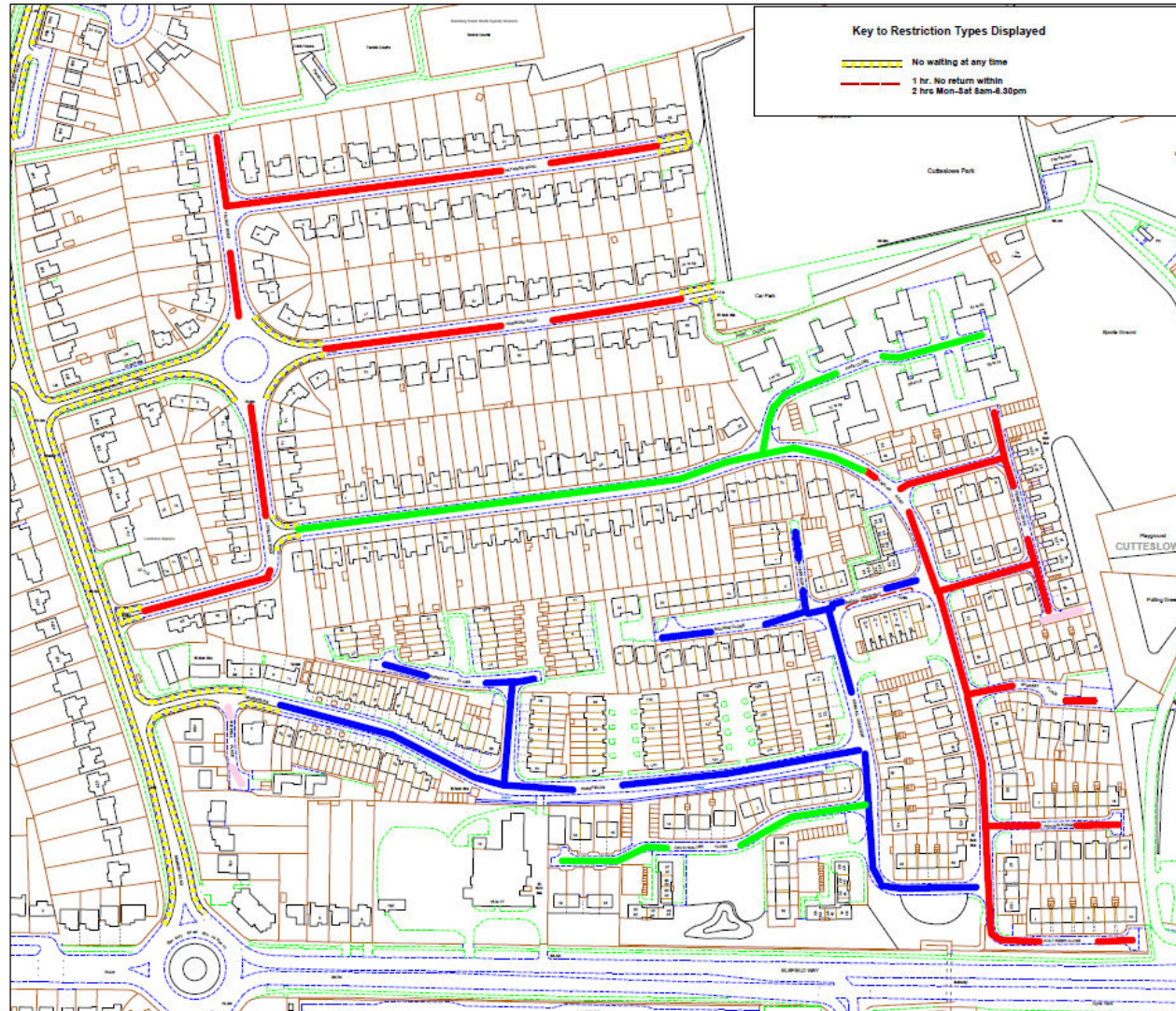
Contact Officers: Jim Daughton 01865 815803

March 2013









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KEY

- Permit holders only
(10.00am and 4.00pm every day)
- 2-hour parking (permit holders exempt)
(10.00am and 4.00pm every day)
- No restrictions
- Private road – not included

OXFORDSHIRE COUNTY COUNCIL
www.oxfordshire.gov.uk

DRAWING TITLE
OPTION C

SCALE: 1:2000
DATE: 22/02/2013
DRAWING NO.:
DRAWN BY:

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OUTSTANDING OBJECTIONS AND PROPOSED AMENDMENTS

ROAD	COMMENT	RESPONSE
Bourne Close	Several respondents have asked that this road not be included in the CPZ	Agreed – the road will not be included in the CPZ
Five Mile Drive	4 respondents object to the proposals as they consider that the commuter parking does not cause a nuisance and indeed is beneficial as it acts as informal traffic calming to reduce the speed of traffic cutting through the area	The proposed restriction will still allow some parking to occur – e.g. for visitors to the Cemetery
Foxton Close	1 respondent has asked for double yellow lines to be installed at the junction of Foxton Close and Lakeside to improve visibility	Agreed – double yellow lines will be introduced
Harbord Road	<p>Several respondents suggests that the solution to the problems would be resolved by removing the parking charges in Cutteslowe Park</p> <p>5 respondents have asked that the times when the restrictions apply should be extended to 8am-6pm.</p> <p>1 respondent asks that the restriction applies 9am-5pm and that the restrictions apply on Saturdays and Sundays only in the summer</p> <p>2 respondents ask that the proposed extension of the double yellow lines near Banbury Road be amended to provide some parking for residents and visitors</p> <p>1 respondent objects to any restrictions as they do not consider that the reported parking problems are sufficient to warrant action</p>	<p>This is a matter for the City Council to consider</p> <p>In order to ensure comprehension by drivers it is unwise to have a range of hours of operation across a small area and it is therefore proposed not to change the restriction hours in this road</p> <p>Agreed – a section of 1-hour parking will be introduced</p> <p>There is a widespread view in the area that parking problems exist and need to be addressed</p>
Harefields	3 respondents object to any restrictions as they do not consider that the reported parking problems are sufficient to warrant action	There is a widespread view in the area that parking problems exist and need to be addressed

CMDDL4

	2 respondents have raised concerns that the proposals will lead to additional parking in the courtyard areas off Harefields	These are private land and any illegal parking can be managed by the landlords
Haslemere Gardens	2 respondents are concerned that the proposed 2-hour shared use parking will encourage parking in the street which has a narrow entrance and is not suited for on-street parking	The proposed restrictions should reduce the attractiveness of the street for parking by non-residents
Hayward Road	<p>3 respondents object to any restrictions as they do not consider that the reported parking problems are sufficient to warrant action</p> <p>Several respondents suggests that the solution to the problems would be resolved by removing the parking charges in Cutteslowe Park</p> <p>1 respondent has suggested that the CPZ is not really needed but if it is to go ahead then some 1-hour parking bays should be created to provide opportunities for visitors to park without the need to use permits</p>	<p>There is a widespread view in the area that parking problems exist and need to be addressed</p> <p>This is a matter for the City Council to consider</p> <p>Agreed – sections of 1-hour parking will be introduced</p>
Lakeside	Many respondents have objected to the proposals as they do not consider the reported or predicted parking problems are sufficient to warrant action	In the light of the responses received and the distance from roads currently used by commuters it is proposed to remove Lakeside from the CPZ
Linkside Avenue	13 respondents object to the proposal, largely on the basis that it is not necessary in their part of the road	As most of the objectors live north of the junction with Lakeside (which is now proposed for exclusion from the CPZ) it is proposed that only that part of Lakeside between Five Mile Drive and Lakeside be included in the CPZ

CMDDL4

Marriott Close	2 respondents object to any restrictions in their street as they do not consider that the reported parking problems are sufficient to warrant action	In the light of the responses received it is proposed to remove Marriott Close from the CPZ
Millers Acre	Several respondents have asked that this road not be included in the CPZ	Agreed – the road will not be included in the CPZ
Sunderland Avenue	One respondent has asked that the informal markings in place at the eastern end of the road where it meets Northway be upgraded to double yellow lines to ensure that the road is kept clear of parked cars which can obstruct traffic turning into Sunderland Avenue	It is proposed to incorporate this change
Talbot Road	The results of a door-to-door survey carried out by one resident shows that whilst all resident support the proposed CPZ they would like its hours of operation to be 8am-6pm	In order to ensure comprehension by drivers it is unwise to have a range of hours of operation across a small area and it is therefore proposed not to change the restriction hours in this road
Templar Road	The results of a door-to-door survey carried out by one resident shows that the majority of residents in the northern section of the road were not in favour of the scheme but the views of residents in the southern section were more in balance.	In the light of the responses, the section of Templar Road between Lovelace Road and the northern arm of Pennywell Drive will not be included in the CPZ

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DEPUTY LEADER OF THE COUNCIL– 21 MARCH 2013

PROPOSED RESIDENTS PARKING SCHEME – ELMS ROAD, BOTLEY

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce a new residents parking scheme for Elms Road in Botley.

Background

2. The proposals in this report respond to local concerns about the danger and congestion caused by parking by commuters and others in a street in Botley. Elms Road is a residential cul-de-sac off West Way. As well as a doctor's surgery at the end of the road, part way along is Botley Primary School and in recent years, a new development of apartments has been built. In addition due to its location, Elms Road is considered to be attractive to commuters travelling to Oxford, seeking an alternative to the nearby Seacourt Park & Ride site.
3. Following discussions between officers and Councillor Janet Godden regarding options for dealing with the matter and informal consultation carried out by Councillor Godden (including a residents meeting held in the school, whose Head is supportive of taking action on parking) a proposal for a residents parking scheme was developed to operate from 8am to 8pm Mondays-Fridays only (see plan at Annex 1).
4. Residents parking would not normally be considered for roads within the administrative boundary of Vale of White Horse District Council, as the district council has yet to take up powers to carry out civil parking enforcement (CPE). However, parts of Botley are within the Special Parking Area drawn up when CPE powers were obtained for the Oxford City area and, therefore, parking enforcement is undertaken by contractors working for the County Council.

Formal Consultation

5. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed changes to formal consultees on 10 January 2013. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Botley Library. They are also available for inspection in the Members' Resource Centre.
6. At the same time, the Council wrote to residents of Elms Road, Nursery Close and adjacent parts of West Way, explaining the proposals and asking for their comments. Public notices were also displayed on site and in the Oxford Times.

7. A total of 6 responses were received regarding the proposals. These are summarised at Annex 2. Of these, two were from households in Elms Road who were fully in favour of the proposed scheme. Two were from other households in Elms Road but who raised a number of concerns. One was from a resident of Nursery Drive wanting to be able to park occasionally on Elms Road and one from a resident of West Way, who relied on parking in Elms Road and wished to continue to do so.

Conclusion

8. Based on the consultation responses and the earlier soundings undertaken by Councillor Godden, the proposed restrictions are generally welcomed by the residents of Elms Road and will deal with their primary concerns about daytime parking by non-residents.
9. The issues raised by a respondent about the possible effects of the redevelopment of the West Way shopping area are noted, but as this is not yet an approved development, these cannot be considered at this stage.
10. On the matter of extending permit availability to properties other than those with Elms Road addresses, it would not be appropriate to include Nursery Close as these flats have private parking. However, the respondent from West Way lives in one of two flats adjacent to Elms Road with no off-road parking and it would seem reasonable, therefore, to amend the proposed scheme to allow such residents to apply for a maximum of one permit per flat.

Financial and Staff Implications (including Revenue)

11. The cost of the advertising, consultation and any subsequent works described in this report will be met from County Councillor Godden's area stewardship fund allocation and Section 106 funds.

RECOMMENDATION

18. **The Deputy Leader of the Council is RECOMMENDED to approve a residents parking scheme for Elms Road Botley as advertised with the addition of extending permit eligibility to 64/64A West Way (as described in this report).**

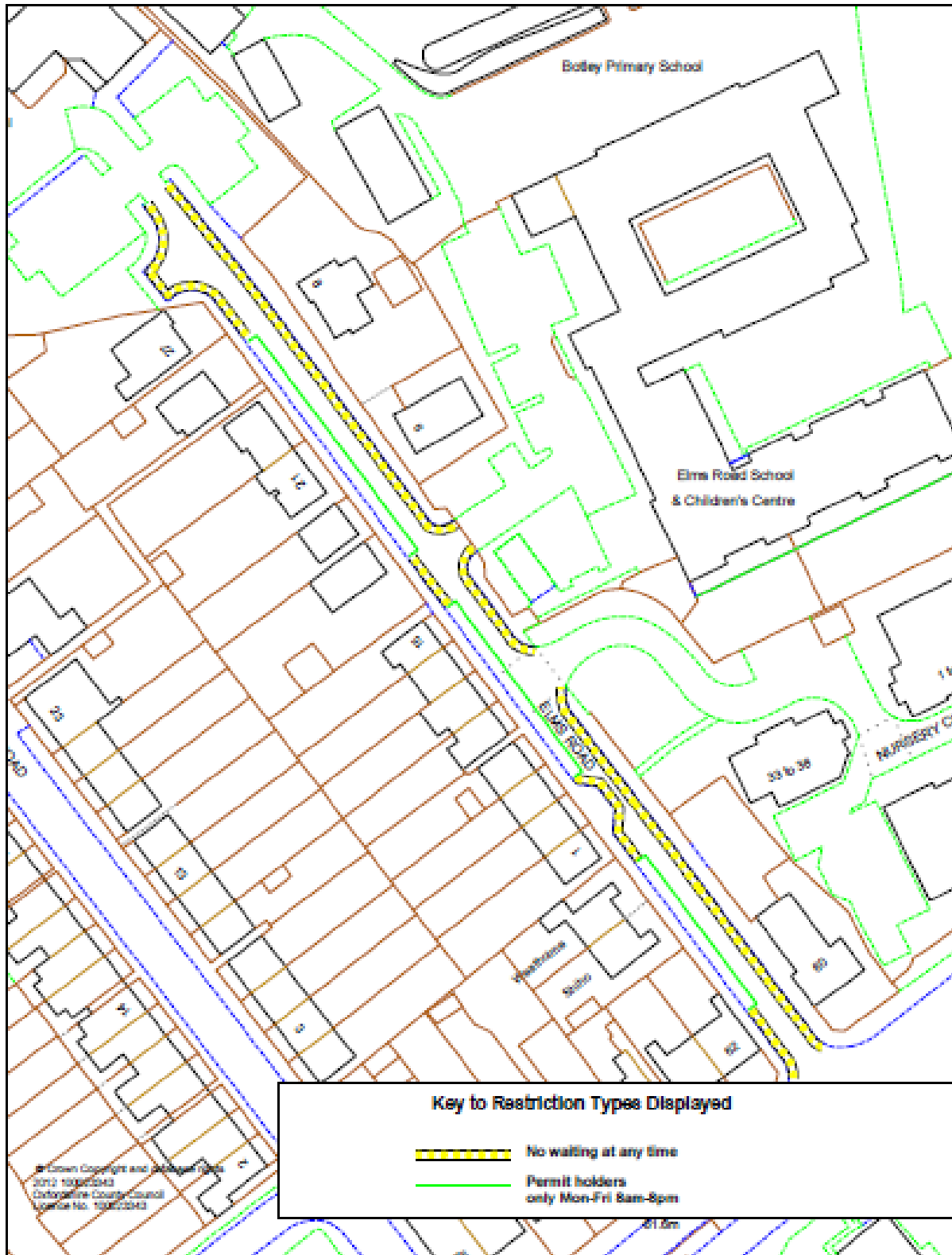
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

February 2013

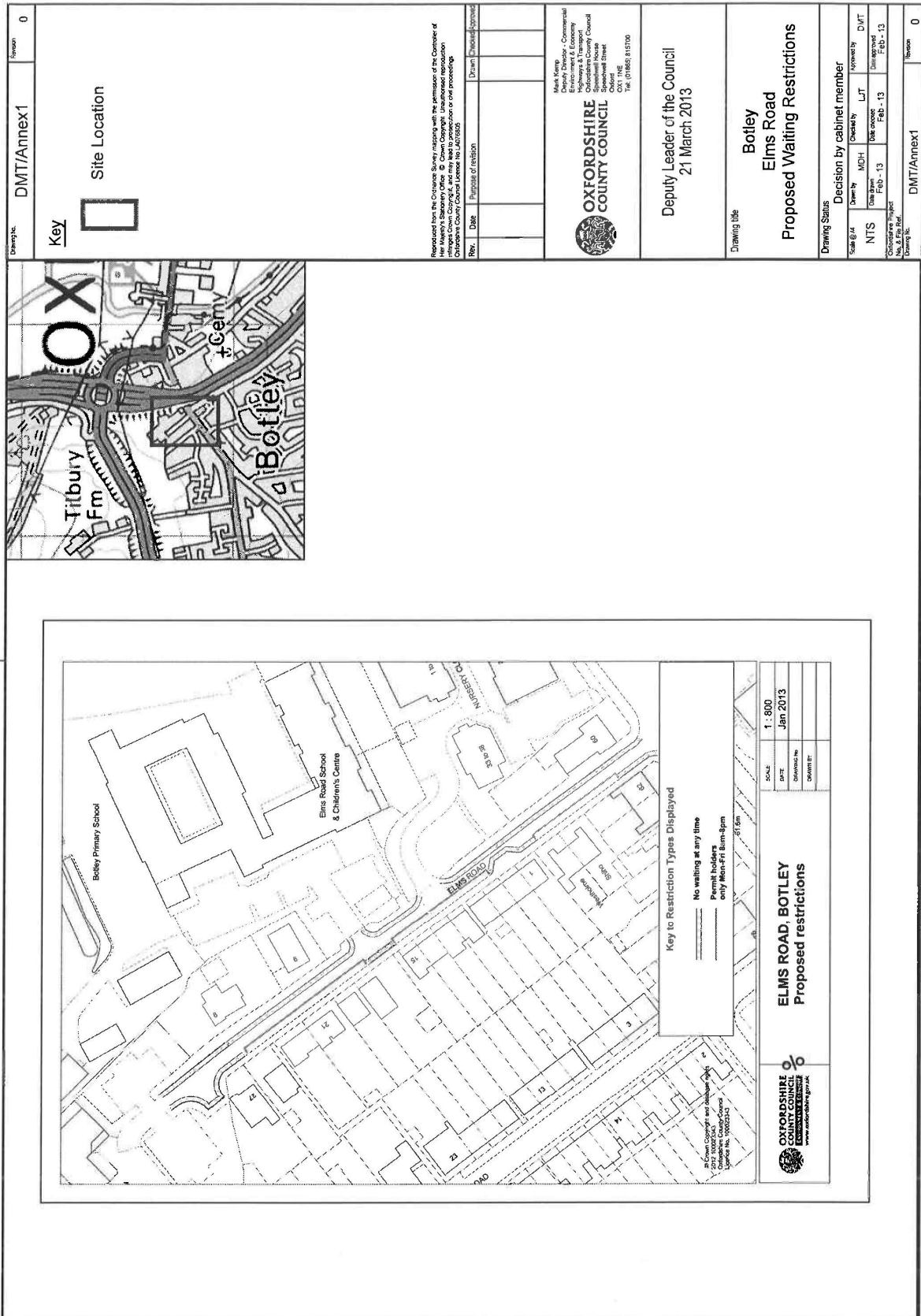


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ELMS ROAD, BOTLEY Proposed restrictions

SCALE	1 : 800
DATE	Jan 2013
DRAWING No.	
DRAWN BY	



RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	OFFICER RESPONSE
Two residents of Elms Road	Parking problems on Elms Road have intensified in recent years. We very strongly support the proposals	Noted
Two residents of Elms road	Commuters continue to park in the road which causes parking problems. We are totally in favour of the scheme	Noted
Resident of Nursery Close	Occasionally parks in Elms Road (mainly in the evenings) so am concerned that the restriction applies until 8pm and would rather it finished at 6pm and/or residents of Nursery Drive able to have permits	The scheme is intended to ensure Elms Road residents have priority for parking. The restrictions will not apply at weekends and alternative parking is available in the West Way shopping car park
Resident of West Way	Need to park in Elms Road as have the only property in this part of West Way without off-street parking. Alternatively, could the times of the restrictions be reduced? Never experienced any problems parking in Elms Road	Agreed that this property is unique in the locality in having no alternative parking available and therefore it is proposed to include it in the list of addresses eligible for permits.
Resident of Elms Road	<p>Agrees with the principle of residents parking but considers that it should apply at all times and every day as there is parking pressure at weekends due to the development of flats nearby, the introduction of charges at Park & Ride, and the growing use of the school and medical sites.</p> <p>Concerned that the forthcoming development of the West Way shopping area will cause problems for Elms Road residents both during construction and when complete as it is likely to reduce the parking opportunities for residents</p> <p>Wants the proposed double yellow lines at the turning point on Elms Road to be reduced to allow more parking – turning can take place in the medical centre site</p>	<p>Noted. The decision to propose a weekdays-only restriction was as a result of informal consultation carried out by Councillor Godden and was felt to meet the concerns of the majority of residents.</p> <p>As this is not yet an approved development its possible effect cannot be considered at this stage. However, the presence of a residents parking scheme will ensure that parking of contractors vehicles in Elms Road is controlled.</p> <p>The medical centre car park is private land and therefore cannot be assumed to be available for use as a turning area.</p>
Resident of Elms Road	<p>Concerned that the imposition of no waiting on much of the upper end of Elms Road will prevent parents from parking to pick up children from school.</p> <p>Not convinced that the proposed scheme will have much effect on the overall parking levels in the street.</p>	In discussion about the proposed scheme the school head teacher has made it clear that she does not wish to have any parking facility for parents on Elms Road and actively encourages the use of other parking areas for school drop-off and collection.

Division(s): Ploughley

DEPUTY LEADER OF THE COUNCIL – 21 MARCH 2013

ARDLEY – PROPOSED PEDESTRIAN CROSSING AND ASSOCIATED ENHANCEMENTS

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

Introduction

1. This report details the results of a public consultation on a proposal to install a puffin crossing on the B430 Station Road, Ardley, approximately 26 metres north of its junction with Somerton Road. The report recommends that approval be granted to proceed to detailed design and implementation. A reduced scale plan of the proposed location and layout of the crossing is shown at Annex 1.

Background

2. There have been on-going requests received from Ardley with Fewcott Parish Council and local residents for improvements to crossing facilities along the B430 Station Road.
3. The proposed facility will improve crossing arrangements for pedestrians across the B430 Station Road.
4. There have also been requests for a reduction of the speed limit on the B430 through the village from the existing 40mph to 30mph. Such a reduction was considered under a speed limit review undertaken in 2009 when the site did not meet the required criteria. However, the speed limit does remain under constant monitoring and review. Two traffic speed surveys have been undertaken in February 2013 which indicate that at the southern end of the B430, average mean speeds northbound are 38mph and southbound are 41mph. To the north of the Ardley Road they are northbound 38mph and southbound 38mph.

Consultation

5. Public consultation on the proposed puffin crossing and associated works was undertaken between 7 February 2013 and 1 March 2013.
6. Consultation was carried out with emergency services, local County Councillors, Cherwell District Council, Ardley with Fewcott Parish Council and road user groups. Residents within the length of the crossing area were also consulted. Copies of the public notice were posted on street furniture in the vicinity of the proposed crossing as well as in the local press.

7. Nineteen (19) letters of support have been received during the consultation process, although some responses requested that the street lighting impact on the wider environment should be minimised. All representations from village residents also requested consideration be given to reducing the existing 40mph speed limit on the B430 Station Road to 30mph.
8. Ardley with Fewcott Parish Council are in unanimous support of the proposed puffin crossing and also expressed support for a reduction of the existing 40mph speed limit to 30mph. Parish councillors have also responded individually to the consultation, also in favour.
9. Two (2) objections have been received to the proposed crossing. Objections are based on:
 - i) light pollution and the potential negative environmental impact from the new street lighting system that accompanies it;
 - ii) a query as to the proposed location of the crossing suggesting it may be better placed 100 metres to the north; and
 - iii) noise impact on adjacent properties from the 'audible warning' signal to the crossing.
10. Thames Valley Police do not object to the crossing. However, informal consultation with them on a reduction to the speed limit revealed that they would object to the lower limit during any formal consultation. The reasons for objecting to the speed limit reduction were given as follows:
 - i) it is unlikely that the stretch of road would meet the frontage requirements suggested within the appropriate guidance on setting speed limits;
 - ii) there is no injury collision in the last three years so there is no safety argument that the current limit is inappropriate; and
 - iii) compliance with the current 40mph speed limit is exceptional (95% speeds of 41.7mph over 24 hour period surveyed) making the limit appropriate.

Officers Comment on Consultation Responses

11. As described above in paragraph 4, speed surveys were undertaken at two sites on the B430 during February 2013. Although the mean average speeds were at or below the current speed limit, the surveys also recorded that vehicle speeds in excess of the limit were evident and it is therefore proposed to employ high speed loop detection equipment, to each approach to the crossing, to maximise road safety.
12. Controlled pedestrian crossings require illumination to a set level as specified within BS 5489 to ensure the crossing can be readily seen during the hours of darkness. The lanterns used will be of the 'cut off' variety that will direct the light source downwards resulting in no direct up-light. The 'audible warning' aids visually impaired users. However, it is possible for this to be switched off

or even set on a timer, so that it is not heard between certain hours. This can be considered further during the detailed design process.

13. The proposed crossing location has been assessed as best meeting the potential desire lines of pedestrians. In addition, the existing road layout i.e. the staggered junction of the B430 with Fritwell and Bucknell Roads plus the public house frontage, reduces the number of feasible sites. Visibility requirements, as laid out in Local Transport Note 2/95, are achieved in that forward visibility to any signal head is in excess of 150 metres (LTN 2/95 recommends for an 85%ile approach speed of 45mph, desirable minimum visibility requirement = 125 metres or absolute minimum = 95 metres).
14. A summary of responses received along with officer comments is included at Annex 2. Copies of the consultation responses are available for inspection in the Members' Resource Centre.

How the Project Supports LTP3 Objectives

15. The project meets Local Transport Plan 3 objectives, especially:
 - (a) Improving accessibility to work, education and services.
 - (b) Securing infrastructure and services to support development.
 - (c) Developing and increasing cycling and walking for local journeys, recreation and health.

Equality and Inclusion

16. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation, age or disability.
17. However, during the detailed design process liaison with local inclusive mobility and access groups will continue, to inform the final design in order to offer the most advantageous design for all users.

Financial and Staff Implications (including Revenue)

18. Staff resources from the Environment & Economy Directorate will be required to deliver the project.
19. Contributions for the delivery of the puffin crossing have been secured through negotiations with nearby developments.

RECOMMENDATION

20. The Deputy Leader of the Council is RECOMMENDED to:

- (a) approve the installation of puffin crossing on the B430 Station road, Ardley north of its junction with Somerton Road for delivery in 2013 / 14; and**
- (b) delegate authority to the Deputy Director for Environment & Economy (Commercial) in consultation with the Deputy Leader of the Council to deal with any specific matters relating to detailed design.**

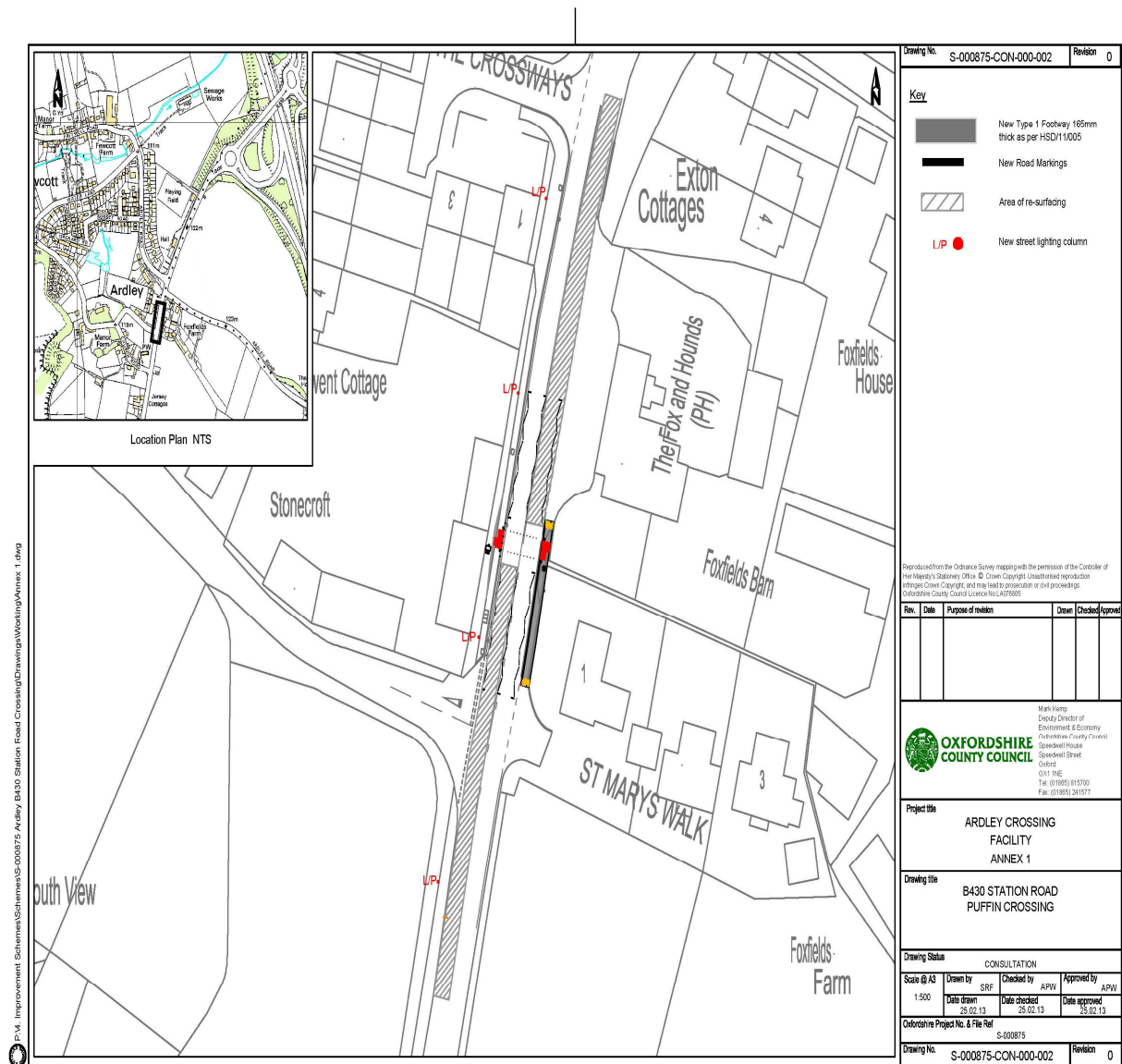
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation Documentation

Contact Officer: Jim Daughton

March 2013



ANNEX 2**Summary of comments received during Consultation**

Respondent	Support proposal	Comments	Officer Comments
Guide Dogs	Y	No objection to the crossing provision but raised a concern that it was located close to the junction of Somerton Road.	Design guidance suggests that a minimum distance of 20 metres from an approach to a side road should be achieved. This has been applied in this instance and the location chosen best suits the overall road layout and potential desire lines.
Resident of Ardley and Fewcott(14)	Y	<p>Very much in favour of the proposed crossing.</p> <ul style="list-style-type: none"> • Would also like to see the existing speed limit reduced from 40mph to 30mph to further enhance the safety for all villagers. • Consider undertaking a review of all speed limits within the village. • Would welcome all and any calming measures. • Consider relocating the Vehicle Activated Sign to a more suitable location. • Consider provision of additional footway / street furniture to the south side of the B430. • Ensure street lighting is 	<p>This consultation covers the crossing proposal only at this time. However, recent speed surveys on the B430 suggest that the mean average speed northbound was 38mph with southbound 41mph.</p> <p>As above.</p> <p>As above.</p> <p>This can be considered further during the detailed design phase.</p> <p>This can be considered further during the detailed design phase.</p> <p>'Cut off' lanterns are to be</p>

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Respondent	Support proposal	Comments	Officer Comments
		sympathetic to the area. i.e. light source downwards only, can they be on timers?	used to ensure light source is directed downwards only.
Resident of Ardley and Fewcott(2)	N	<p>Not convinced that a puffin crossing and additional lighting is the best solution and would rather see a reduction in the speed limit to 30mph. Objection is on the grounds of light pollution and negative environmental impact from the new street lighting system that accompanies the crossing.</p> <p>Suggests that the proposal is on a blind spot when approaching from the north and a better location would be 100 metres north. Further comments on the street lighting were made, as above.</p> <p>Noise impact on adjacent properties from the 'audible warning' to the crossing. (If this is de-activated at the time of installation of the crossing this objection will be withdrawn).</p>	<p>'Cut off' lanterns are to be used to ensure that light source is directed downwards only.</p> <p>The crossing location chosen has been assessed as best meeting the potential desire lines of pedestrians. Visibility requirements, as laid out in Local Transport Note 2/95, are achieved in that forward visibility to any signal head is in excess of 150 metres (for example, an 85%ile approach speed of 45mph, desirable minimum visibility requirement = 125 metres or absolute minimum = 95 metres).</p> <p>This 'audible warning' aids visually impaired users. However it is possible for this to be switched off or even set on a timer so that it is not heard between certain hours.</p>
Parish Councillor (1)	Y	Fully supports the puffin crossing proposal and would also support a reduction in the speed limit.	Comments as above.

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Respondent	Support proposal	Comments	Officer Comments
Ardley with Fewcott Parish Council	Y	Unanimously supports the proposed crossing and also support reduction of the B430 speed limit from 40mph to 30mph.	Comments as above.
Thames Valley Police	Y	Do not object to the proposed crossing but would object to the lowering of the speed limit during any formal consultation.	No comment to add.

DEPUTY LEADER OF THE COUNCIL– 21 MARCH 2013**PROPOSED PROHIBITION OF MOTOR VEHICLES
THORPE WAY/ALMA ROAD, BANBURY****Report by Deputy Director for Environment & Economy (Commercial)****Introduction**

1. This report considers objections to a formal consultation on a proposal to prevent cars, vans and lorries travelling between the residential area of Alma Road and the Thorpe Way industrial estate in Banbury.

Background

2. The original concept for the highway design of the Cattlemarket site was for all general traffic to be connected with the existing highway network only via Merton Street, supplemented with a bus-only link at Back Edward Street and an emergency link into Thorpe Way (see plan at Annex 1). As the site was being developed it became clear that a bus service through the estate was unlikely to be sustainable in the long-term. Therefore the bus-only link was deleted from the design.
3. A link was created from the established industrial area of Thorpe Way into the Cattlemarket site to allow construction traffic to avoid using Merton Street during the redevelopment. Whilst this has been closed by the developer from time to time, it has generally been open to traffic. As a result the eastern end of Alma Road is being used by greater numbers and much larger vehicles than it was designed to accommodate and there have been a number of complaints about the effect this is having on residents living in the area and requests that action is taken to close the route as originally intended.
4. Separately, a site adjacent to the Cattlemarket has been developed into flats and given Alma Road addresses. Consequently, the most appropriate location to close the route between the industrial and residential areas has changed to one which is on adopted highway (Alma Road is yet to be adopted as public highway). There is now therefore a requirement to formally advertise a Traffic Regulation Order to this effect.
5. The proposed closure would be achieved by the construction of a build-out reducing the width of the carriageway and the installation of bollards across the remainder, some of which will be lockable and thus capable of being removed in emergencies.

Formal Consultation

6. In late January 2013 Oxfordshire County Council sent an explanatory letter and copy of the public notice containing the proposed changes to over 500 dwellings on the Cattlemarket site and to around 100 businesses along Thorpe Way. At the same time, notices were displayed on site and in the Oxford Times and supporting documentation and plans deposited for public inspection at County Hall, Cherwell District Council offices and Banbury Library. They are also available for inspection in the Members' Resource Centre.
7. A total of 30 responses were received regarding the proposals which are summarised at Annex 2. Of these, four were in favour of the proposals whilst the others – including a business on the industrial estate and a youth, community and homelessness charity based in the Cattlemarket estate – all objected. At the time of preparing this report, responses had yet to be received from the emergency services – these will be reported orally at the meeting.
8. The principle reason cited by objectors was the high level of congestion that already exists along Merton Street and which it is felt would be exacerbated by the removal of Thorpe Way as an alternative route out of the Cattlemarket estate. Further, for those travelling to and from the M40 and other key routes away from the town centre, Thorpe Way is a much more convenient and direct route. Other issues raised include doubts about the actual volume of traffic using Alma Road as a cut-through and suggestions that large vehicles could be prevented by using width or height restrictions rather than complete closure.
9. In response to the concerns about congestion on Merton Street and the difficulties that residents of the Cattlemarket estate would have in exiting from Alma Road if Thorpe Way was closed, this is clearly an issue that will need to be carefully monitored and early consideration given to possible remedial measures, which might include the removal of some daytime on-street parking, adjustment to signal timings and reinforcement of yellow-box markings. In addition it should be noted that as part of the forthcoming upgrading (and subsequent adoption) of Higham Way there will be an additional exit from the Cattlemarket estate created off Marshall Road. It is not intended to implement the closure of Thorpe Way until this new link is in place.

Conclusion

10. Whilst it is recognised that most of the respondents to this consultation have objected to the proposed closure, this is by no means the majority of the residents of the Cattlemarket estate. Subject to receipt of the views of the emergency services, it is suggested that the closure proceeds and the effects on congestion along Merton Street be monitored and remedial measures considered as appropriate.

Financial and Staff Implications (including Revenue)

11. The cost of the advertising, consultation and subsequent works described in this report will be met from Section 106 funds relating to the Cattlemarket site.

RECOMMENDATION

18. **The Deputy Leader of the Council is RECOMMENDED to approve the proposed prohibition of motor vehicles in Thorpe Way/Alma Road, Banbury as advertised in the Oxfordshire County Council (Banbury, Thorpe Way) (Prohibition of Motor Vehicles - Except Motor Cycles) Order 20**, to take affect once the new link provided by Higham Way was in place.**

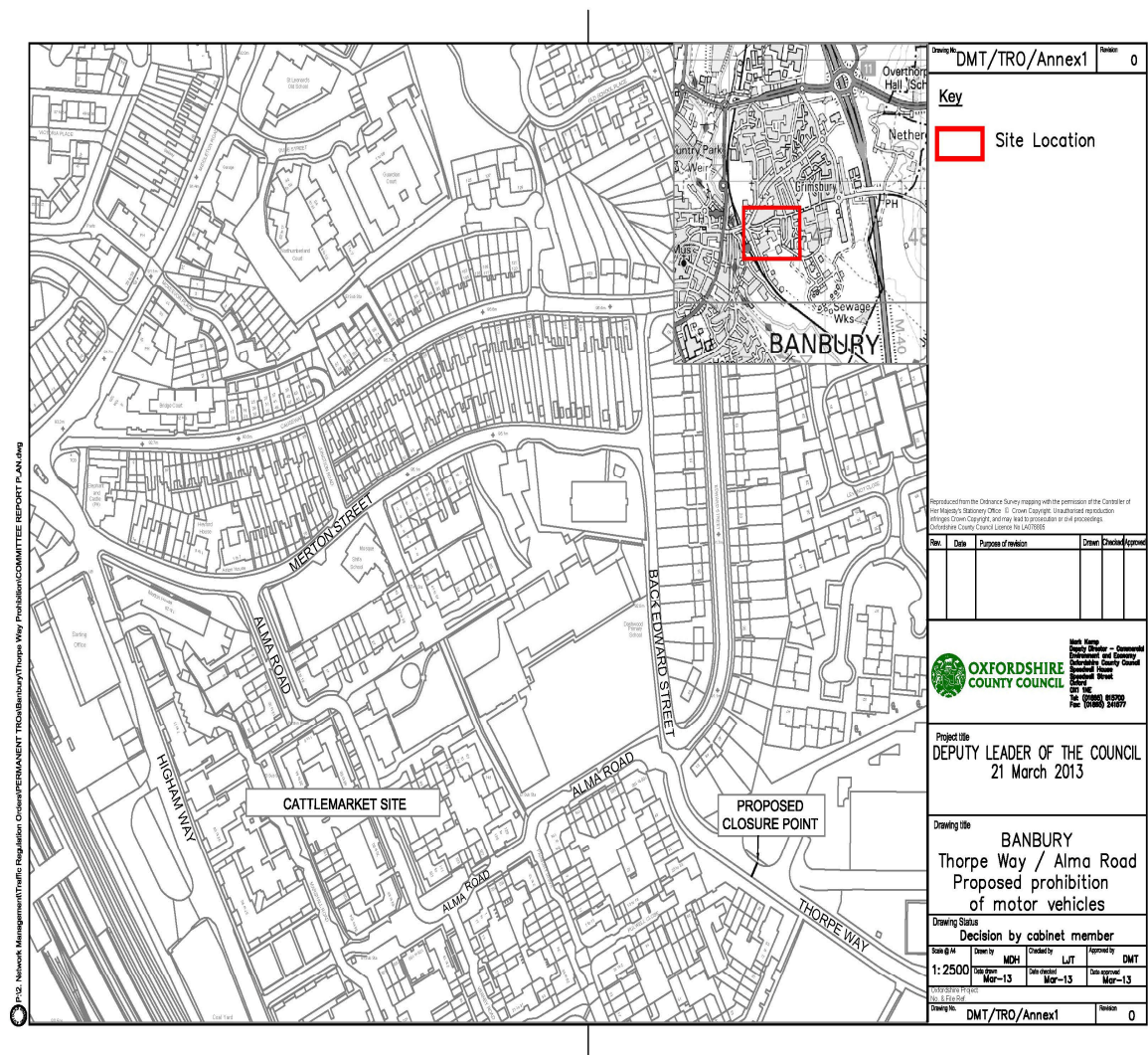
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

March 2013



RESPONSES TO CONSULTATION

RESPONDENT	COMMENT
Resident of Alma Road	I think this is a brilliant proposal and we will very much welcome the closure of this link. At present it is very busy with all sorts of vehicle passing till very late in night.
Resident of Alma Road	We purchased the lease of a flat located on Alma Road some 5 years ago and our understanding at the time of the purchase from the developer was that this road would be restricted but, I guess, better late than never! You have my full support for this proposal and the sooner the better.
Resident of Alma Road	I am fully in favour of closing off the road as the traffic trying to get in and out of the estate during commuting times is ridiculous and I'm sure the volume of traffic is higher than anticipated and therefore now having a great effect on the area. There are also issues of parking on the estate with people using it for access to the Mosque, the station and the school. The road system on Merton Street has proved utterly ridiculous and has caused more problems than it has solved! It should have been made completely one way instead of only partially.
Resident of Verney Road	I am very pleased to learn about the proposal although I would like to know how exactly you intend to reinforce this proposal.
Auto Repairs Ltd Thorpe Way	I do not think it will be a good idea to close this access to all but cycles, motorcycles and emergency vehicles. Many people who visit Thorpe Way use this access and if restricted it will cause more traffic on the Middleton Road into town and this is congested enough at certain times of the day. I appreciate Thorpe Way/Alma Road is used as a "rat run" by certain drivers but instead of stopping cars and vans why not have a width and weight restriction which will stop heavy vehicles using it. Maybe it would be sensible to put a speed restriction on it and even speed bumps. I feel that reducing traffic flow especially at night will encourage burglars and vandals as they know no-one will be about to spot them. Possibly the reason why residents of Alma Road are complaining is because of the poor design and narrowness of the roads.
Chief Executive Officer, BYHP	BYHP runs youth and community work and homelessness services from 2 Chandos Close and we have a staff and volunteer team of 20. Our work also spans extensive work with families throughout northern Oxfordshire, many of whom access our site by car. Our Centre is extremely difficult to direct people to and from via the Merton Street entrance to the estate, which acts as a major hindrance to people being able to access our services. One way we have been able to overcome this has been to direct them through the industrial estate to us. A small number of our staff currently use this road to be able to get in and out of the area easily so that they can do outreach and in addition our clients use this access to get to our services.

	<p>We are objecting to the proposed road closure on the grounds this would make our service even more difficult to access from the M40. As we are constantly out and about on the estate, none of our staff team have ever noticed HGV's using this route. We suggest the proposed reasons for the road closure are not adequate, as we feel that the problem could be addressed without cutting off one entrance to the estate and making it even more inaccessible.</p> <p>I would recommend that a simple solution would be to install a chicane that would prevent larger vehicles like HGV's passing through the link road, but allow residents access to the industrial estate.</p>
Resident of Verney Road	<p>Whilst I can understand the position of some of my neighbours surrounding the occasional heavy vehicles using this route via our estate (typically Grundon waste lorries, as a shortcut to their depot behind the Market Quarter estate), I think this closure may do more harm than good.</p> <p>During rush hour, the route via Thorpe Way is the only sane way to get to and from the Axis/Moo-ve estate. The extreme number of vehicles parked on Merton Street and on the parts of Alma Road nearest Banbury Mosque, combined with the terrible traffic situation at the Merton St/Bridge St junction (largely caused by traffic on the Bridge St/Concord Ave/Cherwell St crossroads), will only get worse if this proposal goes through. I expect it will add a good 10-20 minutes to my commute, each way, every time. Along with the increased risk of damage to property and people as the already choked Merton Street has even more cars trying to pass each other with only an inch or two of clearance, usually resulting in someone mounting the pavement.</p> <p>One juggernaut rolling through a residential estate every other day is unfortunate. Being choked by traffic multiple times a day is bad planning.</p>
Resident of Alma Road	<p>Whilst I accept that the link was only ever a temporary one during the building works on the site of the Alma Road estate, I oppose any such proposal to permanently close it to cars, vans and lorries, whilst allowing it to remain open to motorcycles.</p> <p>My main reason for opposition to this proposal is that of access. The Thorpe Way route out of and into the estate eases access greatly, particularly at rush hour and peak times. The 'official' access route into the Alma Road estate is via Merton Street, which owing to 'on street' parking has become effectively a single carriageway road. Traffic can only move in one direction as there simply is not enough space for two vehicles to pass safely side by side. The result of this is that at peak times the flow of traffic is severely restricted and gridlocked along Merton Street into Alma Road. The situation is equally severe from the opposite direction; traffic cannot pass safely and this has the knock-on effect of stationary traffic spilling into (and obstructing) Bridge Street and obstructing entry into Marshall Road, the Royal Mail sorting office and the Waterperry Court office block. Cars regularly have to take to the pavement in Merton Street to be able to flow side by side, and it is frankly amazing that no pedestrians have been hurt by a car driving up the kerb. It is farcical that this narrow residential road was ever considered suitable as a main access route into a large and busy housing estate, as anyone who lives in Alma Road and has to access or exit the estate at busy times will testify</p>

	<p>The access point at Thorpe Way provides relief for traffic exiting Alma Road, in particular traffic heading towards the M40, as well as the trading estates and industrial areas nearby. To close this point of access would exacerbate an already dire congestion problem on Merton Street. Instead of cutting access into Alma Road I would suggest the following measures which would greatly ease access and improve safety for road users and pedestrians:</p> <ul style="list-style-type: none"> • Widen Merton Street to allow the safe and easy passage of two way traffic. • Reinststate the double yellow lines and parking restrictions in Alma Road. • Install speed bumps on Alma Road.
Resident of Marshall Road Banbury	<p>I would like to object to the proposal. The closure would mean that all traffic from the Alma Road and Marshall Road estates would have to use Merton Street and Higham Way as their only means of access and exit, these junctions are already extremely busy and on occasions gridlocked! There is also a proposal for a 700 space multi storey car park for the railway station that would be built on Higham Way with its only access via Merton Street meaning that this area would be at standstill for large parts of the day. I understand the concerns of residents of Alma Road as it is certainly not suitable as a through road especially as children play in the area, but if the multi storey is built this may be the only way off the estates.</p>
Resident of Alma Road	<p>I have the following objections to this proposal:</p> <ol style="list-style-type: none"> 1. Closing the road will mean there is only one access route into and out of what is quite a large estate. This is the junction of Alma Road and Merton Street. The problem here is that Merton Street gets very congested and there is only one lane for both directions of traffic due to one side of the road being lined with cars from residents of Merton Street. There is also a lot of regularly parked cars for users of the mosque. It would be chaotic forcing all the estate traffic onto that single-lane road. I am aware that on previous communications it has been stated that the Marshall Road/Merton Street junction comprises the second access point to the estate; this is not fit for purpose since Marshall Road is not actually a road but a glorified car park with blind corners and pedestrians (including children) walking everywhere. That route is simply not safe, leaving only the Alma Road/Merton Street junction, which is also not adequate for the volume of traffic. 2. The proposed closure point on the map does not leave turning space for cars that travel from Alma Road onto the small stretch of Thorpe Way. A lot of cars park along that stretch of road.
Resident of Marshall Road	<p>I am afraid if the proposal goes ahead I will be forced to move off the estate. Getting out of the west side of the estate (via Merton St) is almost impossible between 8:30am and 9:30am due to traffic at the Bridge St lights, queuing traffic on Merton St westbound, queuing traffic west bound on Bridge St and traffic from the post office.</p> <p>As such setting off for work I have to drive down Thorpe Way, Ermont Way to turn west on the A422, then north up the A423 to Southam. Closing Thorpe Way will not only make it harder to get out of the estate, the traffic will increase on Merton St.</p> <p>Also in slippery weather it is impossible for normal cars to get up the small hill just before the traffic lights.</p> <p>I am all for closing the throughway to heavy goods vehicles, perhaps with weight or height restriction (with a max height barrier). But the only exits left for the estate is onto Merton St that is already overloaded.</p>
Resident of Fulwell Close	<p>As a nearby resident who frequently uses the route proposed to be closed, I understand why the proposal has been put forward, but I would like to still see cars permitted to use the road, with only vans and lorries banned.</p>

		<p>The only reason I use that route is to avoid having to drive down Merton Street (where it joins Alma Road). This road in my opinion is much more of a hazard, with cars parked all along one side, sometimes illegally, and only room for one car to drive through. Many taxis speed through that road as well. If the proposed road closure goes ahead there will be multiple problems instead on Merton Street.</p>
Residents of Padbury Drive		<p>We would like to raise a few points for consideration -</p> <p>Whilst we understand that this road being open has led to some traffic cutting through the estate to get out onto the industrial estate and vice versa it has also allowed us residents to also exit that way and avoid the constant congestion found on Merton Street.</p> <p>The junction from Alma Road onto Merton Street is horrendous and no matter what day or time of day it is, there is constant congestion and traffic flow issues due to the sheer volume of traffic and parked cars trying to get around that area, especially now the Mosque has also been expanded. By closing the exit onto Thorpe Way it will significantly increase the traffic there and will be impossible to access the housing estate without major delays as it all becomes gridlocked and it also backs onto Middleton Road.</p> <p>This is particularly a problem in the area by the Royal Mail Sorting office and the development of flats there and the constant cars parking on double yellow lines that make a congested area even more difficult to travel through.</p> <p>It is also worth considering that if other proposed planning applications such as the proposed Merton Street car park are approved there will be even more traffic in this area and making it even more impossible to enter the housing estates.</p> <p>I would suggest that perhaps it is worth investigating to see if there is a way of slowing and limiting traffic that use the road from Alma Road onto Thorpe Way such as speed bumps and maybe a form of height/weight restriction so that general cars can still use it but not lorries and commercial traffic?</p>
Resident of Fulwell Close		<p>I have no objections to the proposals, as a resident on this estate for the past 5 years, I was under the impression that this part of the road was to be blocked off for traffic on the completion of the build. I am surprised that the Council have taken so long to implement the original plans. The present system is dangerous not only for drivers on this estate, but more importantly, it is dangerous for pedestrians and especially children walking to the local school. As there are no proper pavements for pedestrians on this part of the estate there is a particular danger on the corner of Thorpe Way and Alma Road.</p> <p>Currently, drivers from other parts of town are using this estate as a 'rat-run', making it a very busy thorough-fare, especially during peak times.</p>
Resident of Alma Road		<p>With regards the proposed closure, I believe that it will compound an already problematic congestion on Merton Road. This is a real problem and I have witnessed arguments between drivers that try to use this route, part of the problem being that the residents of Merton mostly park on the main road outside their homes, this reduces it to single lane, added to this the visitors to the mosque that park anywhere on this route that they can find a space. A lot of the residents on Alma and the surrounding Closes use the Thorpe Way as an alternative, even when needing to go in the other direction as it is much simpler and congestion free.</p> <p>I do not see any hgv's on Alma Road as it is too narrow for most, we do get vans, but this is acceptable and a lot of them are actually visiting residents anyway.</p>

Resident Verney Road	of	<p>I do not object to the road closer per se (as I witness dangerous driving on a daily basis and fear for the safety of local residents and my own family due to taxi's, vans, lorries etc) but I have some concerns/queries with regards to existing road issues which I believe will be exacerbated by this course of action.</p> <ol style="list-style-type: none"> 1. Sensible access to housing estate - Congestion on both Merton Street and Alma Road, which is exacerbated by Mosque traffic/parking and lack of parking restriction on both roads (I am aware of a 'planned' opening of an additional access road to the Cattlemarket housing estate but timing is paramount to this being relevant) at the present time there are no parking restrictions in place on the Cattlemarket housing estate (Alma Rd etc) which means you get cars parked all the way down the left side of the road (when entering the estate) and sometime the right as well) this makes access/exit extremely difficult and creates a bottle next back the Bridge St traffic lights. 2. Will emergency vehicles be able to access via the industrial estate via a drop barrier? I am the mother of a toddler as well as being pregnant and planning a home birth, I like to think that the emergency services/my midwife could actually get to us as and when required and of not this creates a real health & safety issue for your risk assessment of this planned road closure
Resident Fulwell Close	of	<p>I appreciate the intention of the proposals but think the solution will cause terrible traffic along Merton Street. Assuming the proposal goes ahead there will be only two remaining routes to leave our estate.</p> <p>One route will be to turn right onto Merton Street – a narrow road with only on road parking and home to Banbury's only mosque. Traffic along this road is already difficult due to on-road parking it is almost impossible to see from the sorting office end if it is safe to travel along the road. Frequently two cars will meet halfway along the road, the only solution being for one to reverse the length of the road. If there is a big event at Banbury Mosque buses and cars can make it impossible to use this exit; in fact before the Marshall Road exit was available residents would have been trapped on our estate on a number of occasions were it not for the Thorpe Road exit. This is not the fault of the Mosque but we have a lot of people trying to use a tiny road.</p> <p>The alternative exit is to cut through the parking area of the flats on Marshall Road. This route is also narrow, again with poor visibility and there are no pavements for residents. I believe forcing more traffic through this route is an accident waiting to happen.</p> <p>Have the council considered putting a height restriction on the link between the industrial and residential areas so that lorries (which I'm assuming are the cause of the complaints) cannot reach Alma Road but other traffic can? This would stop lorries using a road that hasn't been designed with them in mind without forcing other traffic that is trying to leave Banbury to travel along the already busy roads.</p> <p>The only other sensible alternative that I can see would be to re-open Causeway and make Merton Street one-way in one direction and Causeway one-way in the opposite direction.</p> <p>I'd strongly suggest that the Thorpe Way / Alma Road link should be left open. Given a choice I'd much rather suffer the lorries through the estate than the chaos that will ensue forcing additional traffic along Merton Street, Bridge Street, Middleton Road and Marshall Way.</p>
Resident Verney Road	of	<p>Currently most the traffic coming out of the development and going towards M40, A422 and A361 is using Thorpe Way route avoiding Merton Street access. Merton Street and Middleton Road junction in already very congested at peak</p>

	<p>times and can add extra 15 minutes when coming out of the development and joining Middleton Road.</p> <p>If Thorpe Way access is blocked then all the traffic will be diverted towards Merton Street and Middleton Road junction which will add to the existing problem and also will leave only one entrance and exit for this big development.</p> <p>Is it possible to not to close but put height barriers so only cars, motorcycles and emergency vehicles can go past not the big lorries to stop them coming into the development?</p>
Resident of Padbury Drive	<p>I object to this proposal due the poor traffic flow along Merton Street, which is the only route out of this development.</p> <p>Merton Street has residents cars parked permanently, so theoretically making it a one way street, there is heavy traffic along this road and at peak times you can be waiting over twenty minutes to exit from the Alma Road junction or from the Marshall Road Junction. Cars are always forced into the kerb, therefore potentially endangering pedestrians.</p> <p>As you can imagine closing the access via Thorpe Way will only move the congestion towards the Middleton Road, which directly junctions with Merton Street.</p>
Resident of Marshall Road	<p>I object to this proposal due the poor traffic flow along Merton Street, which is the only route out of this development.</p> <p>Merton Street has residents cars parked permanently, so theoretically making it a one way street, there is heavy traffic along this road and at peak times you can be waiting over twenty minutes to exit from the Alma Road junction or from the Marshall Road Junction. Cars are always forced into the kerb, therefore potentially endangering pedestrians.</p> <p>As you can imagine closing the access via Thorpe Way will only move the congestion towards the Middleton Road, which directly junctions with Merton Street.</p>
Resident of Alma Road	<p>If all residents only have access to and from the Alma Road estate via Middleton Road/Merton Street this will increase congestion which, along with the issue that residents park along Merton Street and Alma Road (effectively making them a single lane), would make entering and exiting the estate extremely difficult. Furthermore, because vehicles are parked along Merton Street and Alma Road, we often witness vehicles, especially vans and lorry's mounting the pavement to get past, which is a danger to pedestrians. If these larger vehicles could no longer exit from the estate via Thorpe Road they would have no choice but to use the narrow roads at the front of the estate which would surely be a health and safety issue.</p> <p>Secondly, we are concerned that with this amount of congestion, this would delay the time it would take for an emergency vehicle to access the estate. Even though you have stated that they would still be able to access the estate via Thorpe Way, it would take them longer to get to this access point as they would still need to drive through the congestion at the front of the estate to get to the Thorpe Way entrance point.</p> <p>If you are going to prevent vehicles from entering and exiting the estate via the Thorpe Way entrance, then surely the only thing that you can do to resolve the problem of congestion and prevent these large vehicles from mounting the pavements to get passed the parked cars is to paint double yellow lines along Merton Street and Alma Road. Or perhaps a height barrier at the Thorpe Way Entrance so that smaller vehicles can still use this access point to at least reduce some of the congestion from the front of the estate?</p> <p>Finally, I do ask that you at least monitor the congestion that we already have at the Merton Street/Middleton Road entrance during busy times so that you understand our concerns and will hopefully see that this proposal will only exasperate this problem.</p>

Resident of Alma Road	<p>I wonder, would it be possible/feasible to keep the access open for both motor cars and motor cycles. I totally agree there is a problem with larger and heavier vehicles cutting through the development and this does need to be stopped as soon as possible.</p> <p>I do hope that if the closure as outlined in your letter goes ahead, it will not pave the way to propose opening up any other access onto the development, in particular I am thinking from the railway station side of the development. There was a proposal to do this some time ago which would prove hugely detrimental to residents on the development. We are aware that non-residents drive onto the development to park up for the day in visitor parking areas free of charge while they go off to work. If another access way were to be opened up it would draw in people using the rail services taking full advantage of parking that was not intended for that purpose.</p>
Resident of Verney Road	<p>I currently use the access to get to work in Adderbury. I do understand the need to close this road as I have noticed a large amount of traffic using this as a through road but I do have concerns due to the difficulty getting in and out of the estate at peak times. If you try to get out on to Middleton Road after 8am in the morning, it can take a very long time, due to cars coming from Grimsbury blocking the junction. Something would need to be done to address this, such as hatching or enforcement. It's very busy as it is and with the additional traffic coming out I feel it would make it considerably worse.</p> <p>Access in and out of the estate is already difficult, due to cars parking along Alma Road and Merton Street and I think that with the closure of this access and no other measures in place, it would only deteriorate.</p>
Resident of Alma Road	<p>I think that it would be a bad mistake to close off this road. Yes I agree that we shouldn't have large lorries trying to get through it. I know for sure that a lot of people use this way through to our homes, as trying to get up Merton Street, then right into Alma Road by the Mosque is absolutely a nightmare. Being able to get home via Thorpe Way when Merton Street is blocked with traffic and parked cars, is a godsend.</p> <p>This is a big estate in which there is a lot of vehicles using it, by closing off Thorpe Way will cause more congestion at Alma Road/Merton Street.</p> <p>I myself have had 3 wing mirrors hit, because cars racing up Merton Street, to get passed the parked vehicles, which has cost me every time because people don't stop.</p> <p>I have seen many a bump from other vehicles trying to run gauntlet of Merton Street/Alma Road.</p> <p>Please put up signs so that the lorries cannot get through, but leave it free for cars, motorbikes and bicycles.</p>
Resident of Alma Road	<p>The main entrance to Alma Road used to have double yellow lines but since it was re-surfaced some time ago, the yellow lines have not been re-applied. Although the signs are still in place regarding clamping vehicles, there continues to be constant parking of vehicles along both sides of the road and even on the grass areas. Can you please tell me when the double yellow lines will be re-applied and the clamping re-instated.</p> <p>The side entrance to Dashwood Primary School is accessible from Alma Road and is constantly used to drop pupils off by car causing a major traffic headache for any resident wanting to enter or exit Alma Road. I have already witnessed one pupil being hit by a car as there are limited pavements and no parking spaces for school drop off. There needs to be something done about this urgently before a pupil is seriously injured or worse by the irresponsible behaviour of both the school and the parents.</p>

Resident of Marshall Road	<p>I would like to note my objection to closing the road between Thorpe Way/Alma Road, Banbury. Living not far from this road I believe that it is not used heavily and provides an vital link to the M40 when the Middleton Road is gridlocked at rush hour.</p> <p>I believe it will become even more vital for residents living in Alma Road / Marshall Road to be able to leave the estate if planning permission goes ahead for the new railway 707 space multi story car park on Higham Way.</p>
Resident of Fulwell Close	<p>I strongly object the plan. I don't see any big problems causing by the traffic through Alma Road so far, instead, it gives huge convenience to people locally to access to the main road etc. M40. Our bedroom is actually facing the Thorpe Way, don't hear any noise during the night, and cannot see any problems causing by the traffic.</p> <p>The only alternative once the road close to access to the main road is through the other side of Alma Road and Merton Street which has lots of car parked on the road side. The street is very narrow, only can have one car drive through at one time, cannot cope with traffic, and also the Middleton Road is already very busy during the peak hours. It will make it worse if Thorpe Way is closed. It just solves one problem but creates another which is even bigger.</p> <p>We do agree there should be some kind of traffic control in the Thorpe Way, e.g. stopping big vehicles, putting speed control, but definitely not to close the road for all vehicles.</p>
Identical letters sent by three residents	<p>I am against the closure of the road to all vehicles for the following reasons.</p> <p>By closing the Thorpe Road access, the housing estate traffic will have no option but to use Merton Street by either travelling along Alma Road or Marshall Road.</p> <p>Merton St is a street which is already almost impossible to navigate as a result of permanently parked cars which effectively creates a single lane in a very congested area. When the Thorpe Road access from the estate was temporarily closed some months ago I regularly sat for 15 minutes and more in a line of cars which were unable to travel from the town centre towards Alma Road as the single lane of Merton Street was totally congested with standstill traffic attempting to travel towards the town centre. I have witnessed cars mounting the pavement in order to try and squeeze down the street. From a pedestrian point of view this is totally unacceptable and highly concerning from a safety point of view.</p> <p>The traffic lights on Merton Street are an added issue which creates queuing and hold ups and prevents free flow of traffic.</p> <p>Merton Street is a feeder road to the Banbury train station which is exceedingly busy much of the time and as I understand that there are plans to extend the parking facilities at the station – the number of vehicles travelling to and from the station can only increase with the obvious effect.</p> <p>For as long as residential traffic from the estate has used the Thorpe Way link – this has had the effect of reducing congestion in the Merton Street area. Closing the link will hugely exacerbate the problem.</p> <p>You state that the reason for closure is to prevent larger heavier vehicles using Alma Road. I have lived on the estate for two years and not seen any abnormally large vehicles using the road. Thorpe Way is an industrial estate that has quite a few very large HGV lorries daily. I have never seen these vehicles enter the estate so cannot understand the reasoning for the closure. If you are referring to delivery vans then these are an essential part of today's society and no street is exempt from them.</p>

	<p>I would suggest that the erection of a Regulatory sign restricting vehicles of a certain weight/width would solve the problem of larger and heavier vehicles using the road.</p> <p>I can see no benefit by the closure other than to a few homes at the edge of Alma Road. Overall, the closure will cause a greater amount of traffic and a larger amount of complaints from disgruntled residents.</p> <p>For many people a major factor to moving to the estate was the ease of access to the motorway via Thorpe Way. If we decide to sell our properties, we will not be able to use the selling point 'easy access to the motorway', as was used when selling the property to us. Will this result in loss in value in property?</p> <p>You mention that the road will be closed to all vehicles other than emergency vehicles. I would be interested to know how these vehicles will access a closed road.</p> <p>If this is anticipated to be by way of gated entry/security fob it would make sense to allow residents of the estate similar access. This would resolve the added congestion onto Merton Street and prevent the alleged use by larger heavier vehicles.</p> <p>The closure of the Thorpe Way link would have a disastrous effect on an already congested Merton Street and Bridge Street and not least on the safety of pedestrians using that road.</p>
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Division(s): Wroxton

DEPUTY LEADER OF THE COUNCIL– 21 MARCH 2013

PROPOSED PERMANENT CLOSURE TO MOTOR VEHICLES OF TOLLGATE COTTAGE ROAD AT THE JUNCTION WITH THE A361 AT WILLIAMSCOT

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report presents an objection and other comments received to a formal consultation on the proposed permanent closure to motor vehicles of the junction of Tollgate Cottage Road with the A361 at Williamscot, in Wardington parish. The location of the proposed closure is shown on the plan at Annex 1.

Background

2. The closure has been requested by Wardington Parish Council in response to a history of road accidents over the last 5 years at the junction, including 1 fatal, 2 serious and 3 slight and also concerns over the dangers posed by non-local traffic using the narrow Tollgate Cottage Road, in preference to a more suitable nearby route. The principle of the closure on safety grounds is supported by Thames Valley Police.

Consultation

3. A formal consultation on the proposed closure was carried out between 24 January and 22 February 2013.

Objection

4. Residents of one property in Tollgate Cottage Road have written to express concerns that the proposed closure will hinder access to their own and neighbouring properties by large vehicles, such as those used for refuse collection and fuel deliveries, although otherwise they support the proposal.
5. In response to the above concerns, it should be noted that in putting forward the proposed closure Wardington Parish Council have negotiated with Cherwell District Council the use of a smaller refuse collection vehicle and will also enlarge an existing turning area close to the property in question. These measures are considered sufficient to address the concerns raised.

How the Project supports LTP3 Objectives

6. The proposed closure will improve road safety at this location.

Financial and Staff Implications (including Revenue)

7. The cost of the work if approved will be met from County Councillor George Reynold's area stewardship fund allocation together with other funding secured by Wardington Parish Council. .
8. Design and consultation has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

9. **The Deputy Leader of the Council is RECOMMENDED to approve the closure of Tollgate Cottage Road to motor vehicles at its junction with the A361 as advertised.**

MARK KEMP

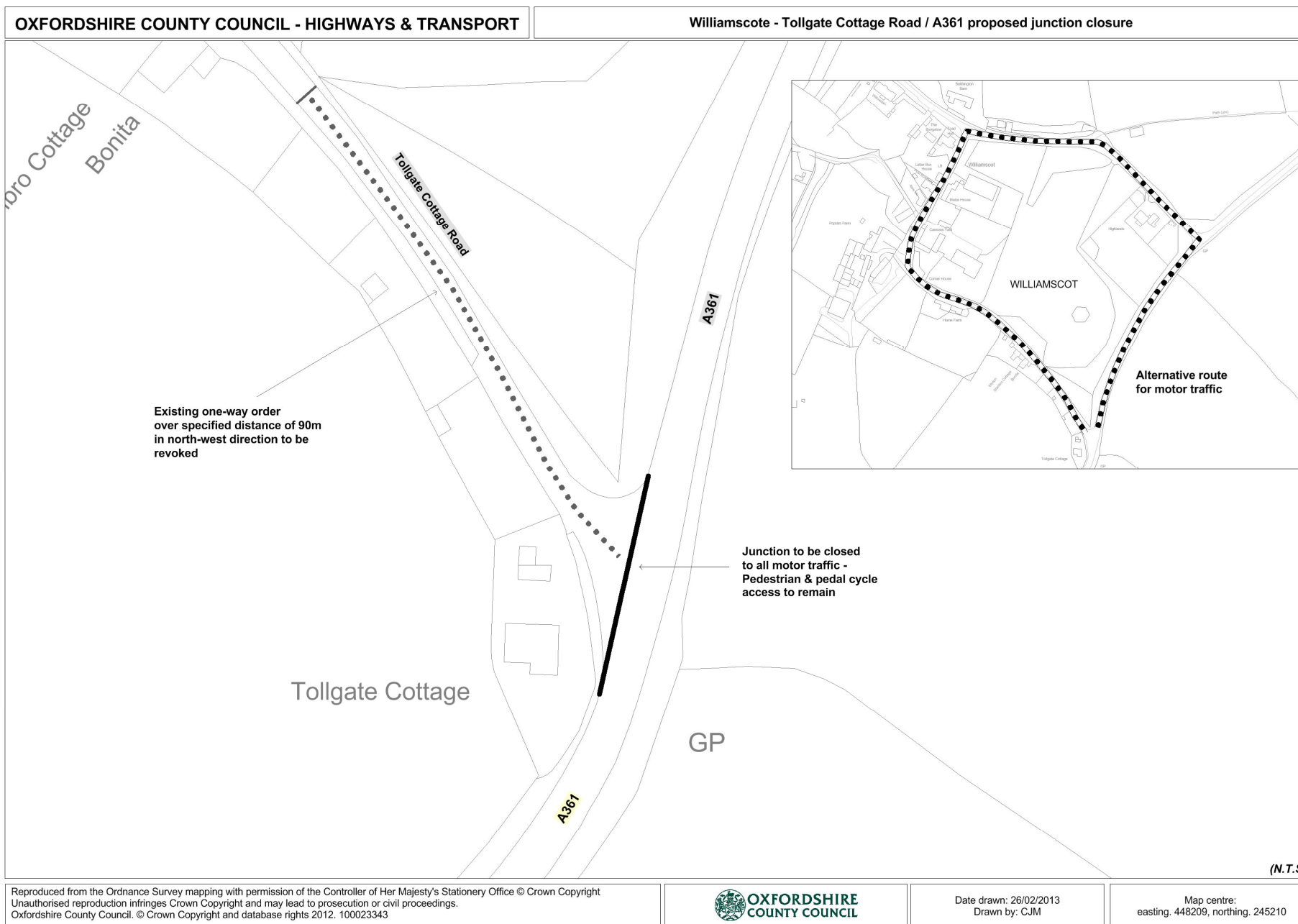
Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officer: Anthony Kirkwood Tel 01865 815704

March 2013

Annex 1 - Plan showing location of proposed road closure



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DEPUTY LEADER OF THE COUNCIL– 21 MARCH 2013

PROPOSED DISABLED PERSONS PARKING PLACES – SOUTH OXFORDSHIRE, WEST OXFORDSHIRE AND THE VALE DISTRICTS

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) in South Oxfordshire, West Oxfordshire and the Vale of White Horse Districts.

Background

2. The report considers the proposed provision of new disabled persons' parking places (DPPP) in the following locations:
 - Cuddesdon – location as shown at Annex 1;
 - Didcot – location as shown at Annex 2;
 - Henley – location as shown at Annex 3;
 - Wheatley – location as shown at Annex 4;
 - Woodstock – location as shown at Annex 5 and
 - Marcham – location as shown at Annex 6.

This follows the publication of the draft Oxfordshire County Council - (South Oxfordshire District) (Disabled Persons Parking Places) (Amendment No. 8) Order 20**, (West Oxfordshire District) (Disabled Parking Places) (Amendment No.7*) Order 20**, and (The Vale of White Horse District) (Disabled Persons' Parking Places) (Amendment No.7) Order 20**.

3. During 2012 a request was made by Cuddesdon Parish Council, for a DPPP in the High Street outside Cuddesdon Village Hall. Requests were also made by disabled residents in Blake's Field, Didcot; The Close, Henley; Bell Lane, Wheatley; Cockpit Close, Woodstock and Duffield Place, Marcham for DPPPs near their homes. Site visits were made and plans and schedules drawn up.
4. This report considers the outcome of a formal consultation held on the proposals. All other DPPP proposals advertised at the same time were unopposed and have therefore, been dealt with under my delegated authority to avoid unnecessary delays to applicants.

Formal Consultation

5. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing all the proposed DPPP changes to formal consultees on 24 January 2013. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall, South Oxfordshire District Council offices at Crowmarsh Gifford, West Oxfordshire District Council Town Centre Shop Witney, Abingdon-on-Thames Town Council Offices in Abbey Close, Abingdon, and Abingdon, Didcot, Henley, Thame, Watlington, Wheatley, Witney and Woodstock libraries. They are also available for inspection in the Members' Resource Centre.
6. At the same time, the Council wrote to local residents, affected by the proposed restrictions, asking for their comments. Finally, public notices were displayed at each site and in the Oxford Times.
7. A total of 27 responses were received. 6 in response to the proposal in The Close, Henley and 6 to the proposal at Cockpit Close, Woodstock. Other parking bay proposals received only one or two responses each. All responses received are summarised at Annex 7.
8. Six residents have objected to the proposed DPPP in The Close. Henley and have advised that there is no parking problem in the road. The DPPP is planned to be a short distance away from the applicant's house, which is on a bend. The DPPP would be between two access ways on the opposite side of the road. The objectors believe the applicant would continue to park opposite the house and the DPPP would remain empty. Currently, a parking survey is being carried out and the results will be reported at the meeting.
9. Some residents in Cockpit Close who objected to the proposal felt that the DPPP would be abused by the applicant's family and could cause problems for residents nearby. They would prefer the provision of marked out parking bays along the length of the road and a sign saying "Residents Only" at the entrance. They would prefer any DPPP to be at one end of the road or the other and not outside the applicant's home. A Residents Only sign is not in the Signs and Lines regulations and could not be installed legally on adopted public land. Caroline Court is private and the rules don't apply here. In view of their cost, parking schemes can only be considered with outside funding. A DPPP at either end of the Close would defeat the purpose of helping the applicant.
10. Responses to the other proposed DPPPs were either in support or raised questions about the precise location of the bays or the level of disability of the applicant, or were requesting action be taken on matters beyond the responsibility of the County Council. These responses are included at

Annex 7. In all cases it is considered that the proposed DPPP should be installed as proposed.

Financial and Staff Implications (including Revenue)

11. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose and Section 106 money.

RECOMMENDATION

12. **The Deputy Leader of the Council is RECOMMENDED to approve the proposed DPPPs as set out in this report.**

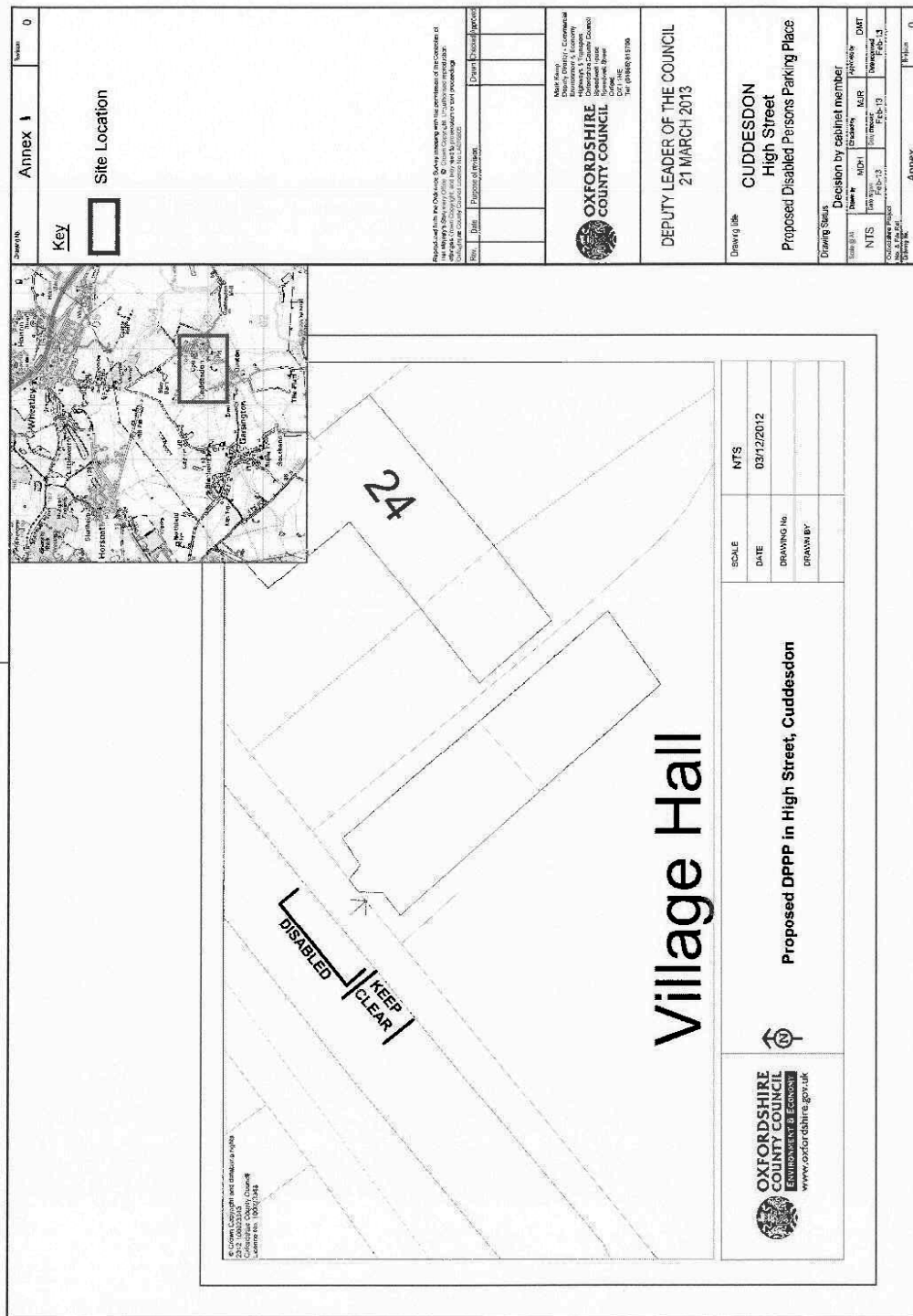
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

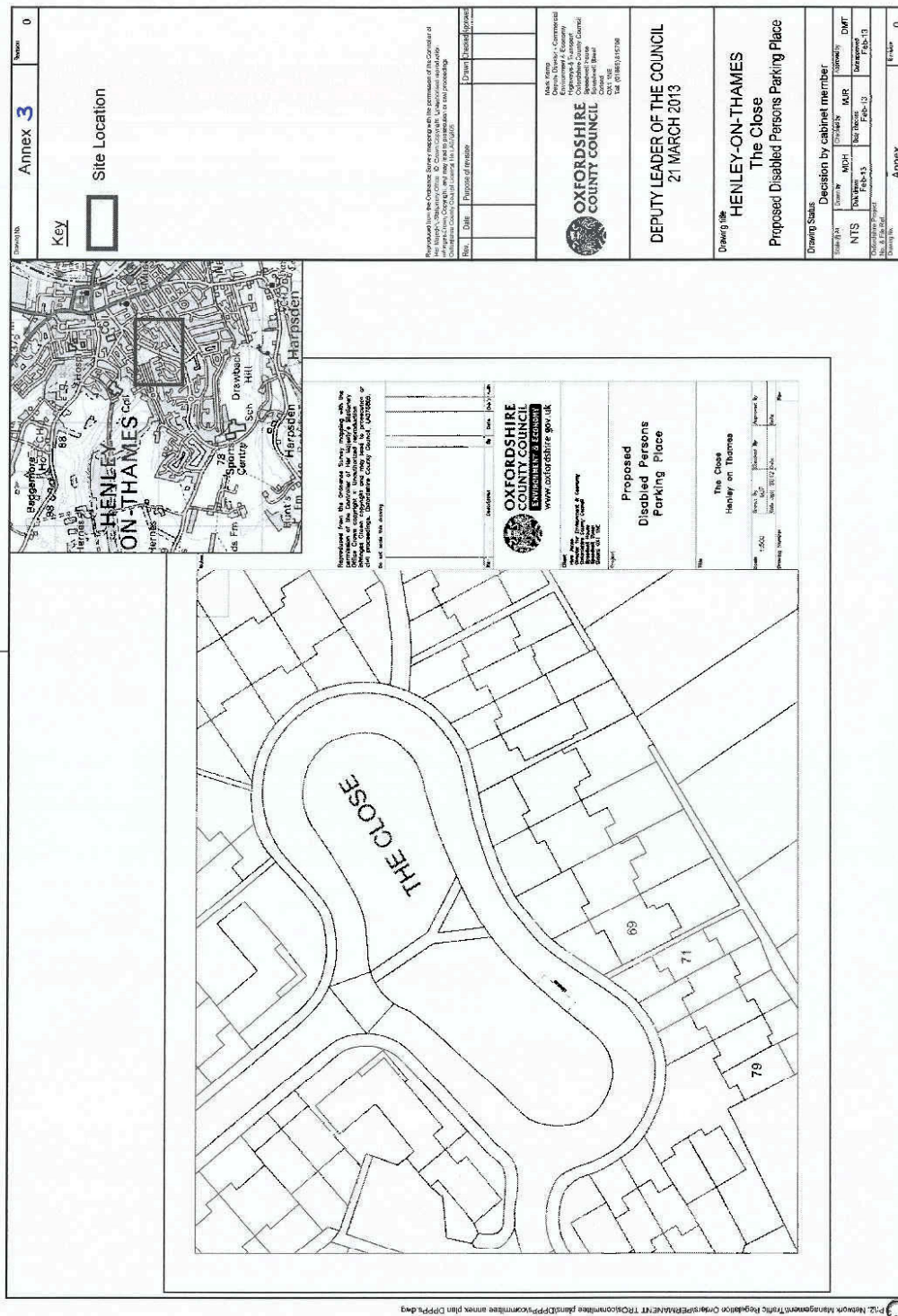
Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

February 2013



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Page 1 of 1

UNCONTROLLED PARKING

OXFORDSHIRE COUNTY COUNCIL
ENVIRONMENT & ECONOMY
www.oxfordshire.gov.uk

Proposed DPPP Bell Lane, Wheatley

Scale: 1:500

DATE: 04/10/2012

DESIGNED BY: [Redacted]

DRAWN BY: [Redacted]

NTS

04/10/2012

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P-12. Network Management Traffic Regulation Orders (PERMANENT TROs) committee files: DPPs/committee annex.pdf DPPs.dwg

1 to 6

DUFFIELD

Key to Restriction Types Displayed

Disabled Badge Holders Only

Proposed DPPP
Duffield Place, Marcham

OXFORDSHIRE
COUNTY COUNCIL
www.oxfordshire.gov.uk

NTS
13/04/2012

Page 1 of 1

Annex 6

Site Location

Key

OXFORDSHIRE
COUNTY COUNCIL

DEPUTY LEADER OF THE COUNCIL
21 MARCH 2013

Drawing Title
MARCHAM
Duffield Place
Proposed Disabled Persons Parking Place

Drawing Status
Decision by cabinet member

Drawn	Checked	Approved	DMT
NTS	MCH	MCH	DMT
13/04/12	13/04/12	13/04/12	13/04/12

Annex 6

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
A resident of High Street, Cuddesdon	The available parking in the area is already over over-used with vehicles parking over the KEEP CLEAR marking. The proposed DPPP would take up more than 1 car space and would be under-used. If an off-street car park was installed for residents the DPPP would not be a problem.	OCC has no power to provide parking areas on non-adopted land. The DPPP is intended for disabled users of the village hall.
A resident of High Street, Cuddesdon	Lives near to village hall and parks in his drive/garage. The space between his dropped kerb and the proposed DPPP will be a bit tight for 2 cars. Is concerned that parked vehicles will overlap his drive and make it difficult for access. Requests a Private Access Protection Marking (PAPM) if DPPP goes ahead.	There should be room for 2 vehicles but if the proposal goes ahead a PAPM will be installed at the same time.
A resident of Blake's Field, Didcot	Applicant is not disabled and is away on holiday for a good part of the year. There is not enough parking here for the residents as it is.	Applicant holds a current Blue Badge and is eligible for a DPPP. When parking is congested it affects the disabled more.
6 residents of The Close, Henley	Most residents have off-street parking so never a parking problem on the road. Applicant parks opposite No 75 without difficulty so it is likely that the DPPP will be unused. The residents are considerate to other residents in their parking practices so a DPPP is neither needed nor cost effective.	A parking survey is currently being carried out.
A resident of Bell Lane, Wheatley	Is "strongly" in favour of the proposal.	Noted.
A resident of Bell Lane, Wheatley	Parking is congested so the loss of possibly 2 parking spots here would make it difficult for the residents as a whole. As the applicant's home is rented they may move leaving an unusable space which may be difficult to remove.	The proposed DPPP would replace a length of Double Yellow Lines so no current parking spaces would be lost. If the disabled tenant moves the DPPP would be removed.

CMDDL9

A resident of Bell Lane, Wheatley	As above. Would like the Double Yellow Lines outside his house replaced with a parking bay.	As above. If no reported problems with passing traffic may be able to do this.
Relation of a resident of Holloway Road, Witney	Would also like a DPPP here for his mother, or an off-street parking place.	Mother does not drive so not eligible. OCC does not have jurisdiction over non adopted land. They will approach Cottsway Housing Association.
A resident of Cockpit Close, Woodstock	Parking in the Close is very limited, is worried that the proposed DPPP will be abused by the applicant's family members. Doesn't consider that the applicant is disabled. Would prefer a DPPP at the bottom end nearer to town centre, or in the car park in Rectory Lane, nearer to the Post Office etc.	Badge misuse is always a possibility but it can only be used in a DPPP for the purpose of conveying the Badge holder – not just to visit. The applicant has a current Badge and drives and it is OCC policy to provide bays near Badge holders' homes to help with access.
6 residents of Cockpit Close, Woodstock (including the above resident)	They believe that the applicant has no mobility problems, and they believe there may be a case for a "general" bay to help those residents with disabilities park in the Close. There is currently no car at the address and thus the space would be abused by family members visiting. 85% of the time parking is not an issue and residents can park outside their homes. The rest of the time parking is congested and they would prefer the Close as a whole was marked out with parking bays with a DPPP at one end or the other, for any Badge Holder to use, and a residents' only sign.	As above. There is a car permanently at the property but it is currently away being repaired. Resident's Permit Parking bays are a possibility but the cost would have to be provided externally in the present financial climate. The type of "Residents Only" sign in Caroline Court is on private land and would not be possible on the public highway.

CMDDL9

A resident of Duffield Place, Marcham	Believes the DPPP will cover the whole lay-by. Would prefer residents' parking here, or provide parking on the grass area in front of the bungalows.	The DPPP would be at the opposite end of the lay-by to this resident. Residents' parking would require external funding in the current financial climate. The grassed area is not adopted Highway so OCC has no jurisdiction.
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CMDDL9

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DEPUTY LEADER OF THE COUNCIL– 21 MARCH 2013

PROPOSED PARKING RESTRICTIONS – STATION ROAD, CHINNOR

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections received to a formal consultation on proposals to introduce new parking on parts of Station Road in Chinnor.

Background

2. Concerns have been raised about traffic congestion caused by parking, particularly in the light of additional traffic from the new housing development on the former cement works site.
3. Following discussions with County Councillor David Wilmshurst and the Parish Council, proposals were developed to introduce 'no parking' (double yellow line) restrictions on three sections of Station Road, which will have the effect of creating several 'passing places' and thus improve traffic flow without significantly inconveniencing local residents and businesses. One of the sections is in that part of Station Road which forms the main B4009 through the village; the others were on the minor road leading south out of Chinnor. These are shown on the plan at Annex 1.

Formal Consultation

4. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press containing the proposed changes, to consultees on 29 June 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Chinnor Library. They are also available for inspection in the Members' Resource Centre.
5. At the same time, the Council wrote to local residents where the proposed restrictions would be, asking for their comments. In addition public notices were displayed on site and in the Oxford Times.
6. A total of 12 responses were received, 6 regarding the proposals on B4009 and 6 regarding the proposals on the other section of Station Road. These are summarised at Annex 2.

7. The principle concern of respondents to the B4009 proposal was to have the location of the restriction amended to retain parking for businesses and those residents without off-street parking. In addition several respondents considered that the reported congestion was not severe enough to justify action. The responses to the restrictions proposed on the other part of Station Road were more mixed but generally expressed concern about parking displacement, the effect on residents without off-street parking and the potential for a clearer road to encourage speeding.
8. The results of the consultation have been discussed with Councillor Wilmshurst and representatives of the Parish Council who have suggested some amendments. Firstly, that the restriction on B4009 be adjusted to cover a section slightly further north, thus avoiding affecting businesses and the residents without off-street parking. In respect of the other part of Station Road, they suggest not proceeding with the restriction outside the former Kings Head public house, thus retaining space for those residents without off-street parking.
9. Although not an area stewardship funded project, officers have worked in the same collaborative way with the local Councillor and Parish Council to develop the scheme and it is therefore suggested that their proposed changes in the light of the consultation be acceded to. The modified scheme is shown at Annex 3.

Financial and Staff Implications (including Revenue)

10. The cost of the works described in this report will be met from developer contributions arising from the redevelopment of the Cement Works site.

RECOMMENDATION

11. **The Deputy Leader of the Council is RECOMMENDED to approve the advertised parking restrictions on Station Road, Chinnor as amended in this report and shown in Annex 3 to this report.**

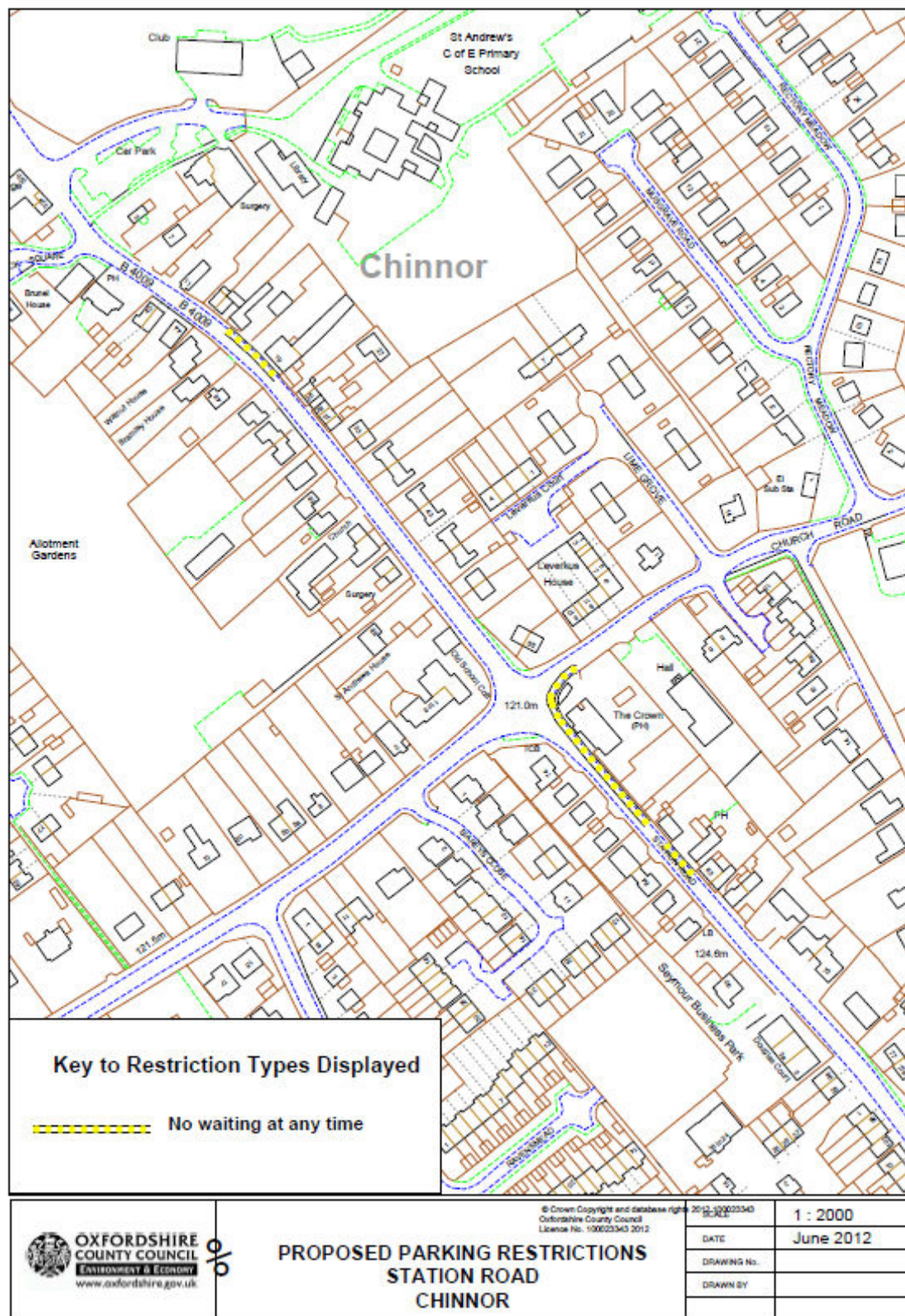
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

February 2013



RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Person employed at Robert House 19 Station Road	Is disabled and so needs to park on road close to Robert House Asks that the parking restrictions be adjusted accordingly.	The revised proposal will address this concern.
Director of company which owns Robert House 19 Station Road	<p>Has lived and worked in Chinnor area for many years and does not consider that there is any congestion caused by parking on B4009.</p> <p>In considering the planning application for housing on the former cement works there were no complaints of congestion then, hence the lack of money allocated for traffic calming in Chinnor and on the B4009 to the M40.</p> <p>Asks if there has been a traffic survey done to verify any increase in traffic? If the volume has not increased and the situation is the same as the years before, why change things?</p> <p>The cars parked in this section of Station Road act as traffic calming, without which the Council would be being asked for traffic calming measures to slow traffic down. By introducing yellow lines outside Robert House, these cars will merely move up two car parking spaces towards the Crown, hence not achieving anything. If traffic has to wait to pass the parked cars in the morning and evening rush hours, it is a positive thing because it is the parked cars which are slowing the traffic down.</p> <p>The proposals will be taking away two overflow parking spaces for</p>	<p>This is not the view of the County Councillor nor the Parish Council.</p> <p>No survey has been carried out.</p> <p>The benefit of having some vehicles parked thus providing informal traffic calming is acknowledged. The proposal seeks to ensure that there will be a short length where parking does not occur and thus forms a 'passing place'.</p> <p>The revised proposal will address this</p>

CMDDL10

	occupants and visitors to Robert House and requests that Yellow Lines are not put outside Robert House and No 17 Station Road.	concern.
Resident of Station Road	Regarding the roadside parking that residents currently have access to. Will there be permit parking available in the spaces that are not "yellow lined" to those that live on the road that don't have driveway parking or garage?	Permit parking is not proposed. However, the revised proposal will address this concern.
Resident of B4009 part of Station Road	The concerns about congestion in B4009 section of Station Road are valid, and I believe that the proposed restrictions will help to alleviate this. However, my main concern is that the restriction placed outside number 17 and Robert House will encourage parking further west along the road particularly outside number 11 the 'Old Forge'. As can be seen from the map the road curves here making a clear view up the road for eastbound traffic difficult, this leads to further congestion when traffic is parked here. Because of this curve the view when exiting the shared driveway for numbers 40/42/44 Station Road is very restricted. Parking outside number 11 means that traffic exiting the shared driveway and turning right will be forced to face oncoming traffic without a clear view of westbound traffic. I am concerned about the safety implication of this. Extending the proposed restrictions to include parking outside number 11 would solve the problems mentioned. Anyone seeking to park in the road should not be unduly inconvenienced as there is a car park outside the doctor's surgery.	The revised proposal will address this concern.
Resident of southern part of Station Road	Who will police this initiative? The section of yellow lines between No 17 to Robert House restriction is too short as the main issue is parking on the corner, between No11 and Robert House.	Thames Valley Police. The revised proposal will address this concern.

CMDDL10

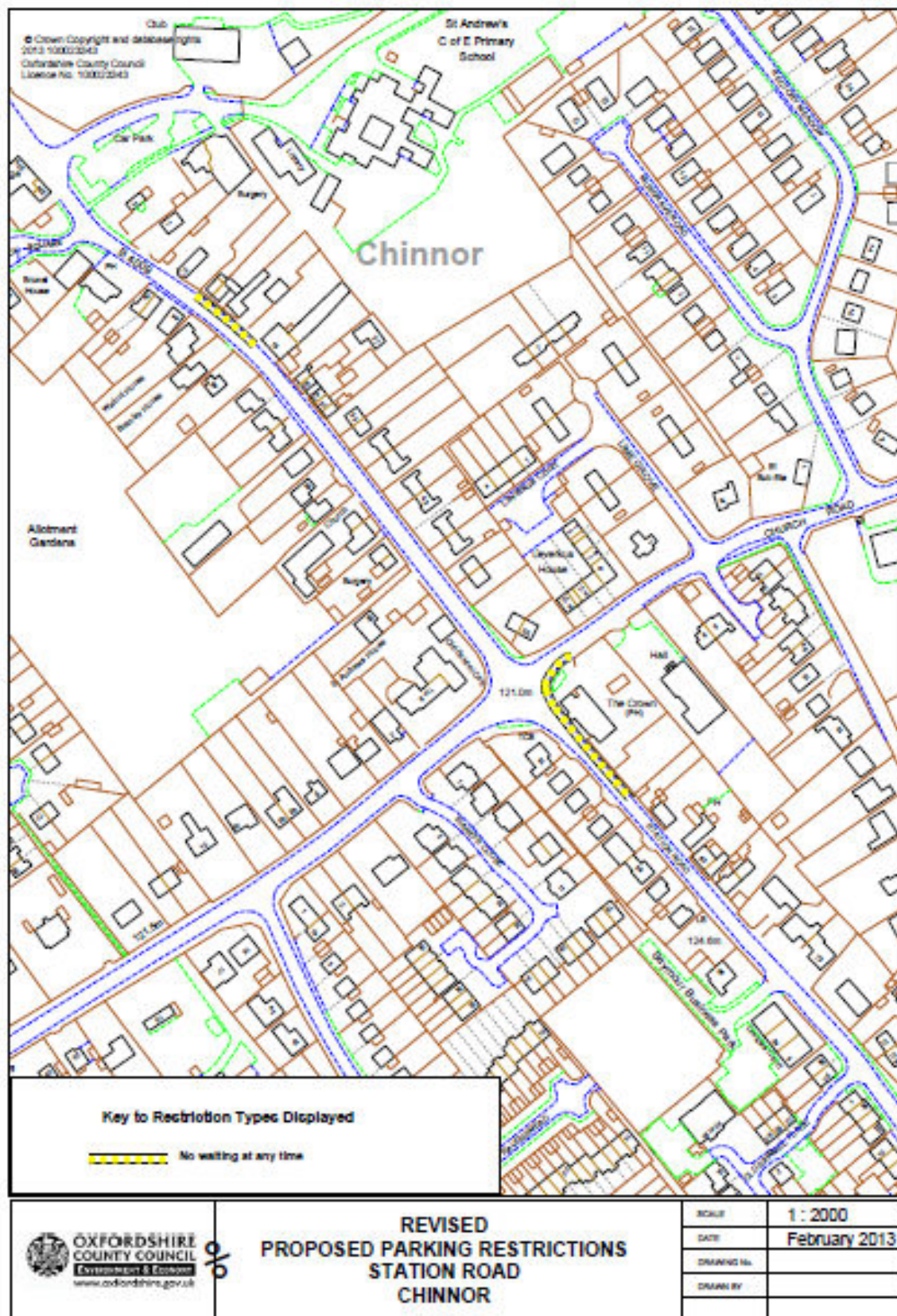
Resident of southern part of Station Road	<p>The plan will only bring about parking on the opposite side of the road thereby penalising those that already use their drives, making it much more difficult to exit from their drive safely.</p> <p>Parking will move further up the road, as it has done in the past, thereby maintaining the same problem. Parking outside my property already makes it most difficult to exit from the drive as there is no view, in the fastest stretch of the road; it also makes it difficult for large vehicles to access adjacent business park.</p>	This is unlikely to occur given the current 'natural' parking pattern.
Resident of southern part of Station Road	<p>I have only two minor concerns which both can be corrected in a single modification to your current plan.</p> <p>With your proposed parking restrictions on the lower part of Station Road, outside the two public houses namely The Crown and the King's Head, vehicles which currently park there will be forced to park further up Station Road starting at no. 63 and further on.</p> <p>If this happens then any vehicles parking in the road outside my house, particularly if they are parked tight to my exit, would not permit me to be able to safely back out and align my car with the road way in order to get a safe line of sight of traffic travelling in both directions. To overcome this problem could we double yellow line my part of the drive, and outside my frontage?</p>	The revised proposal will address the key points of these concerns – the addition of a White Access Protection marking will further assist.
Two residents of southern part of Station Road	We are alarmed at your proposal. By putting yellow lines along this part of the road and preventing parking, it will encourage drivers who already drive well beyond the speed limit along this stretch to travel	Inappropriate traffic speed in this section of road is likely to be partly a result of frustration caused by the

CMDDL10

	<p>even faster and we believe that drivers having to stop at various points as they make their way up the road helps to restrict speed. The pavements on both sides of the road are very narrow. Your proposal strikes us as an inexpensive way of dealing with the problem. Yes the traffic has increased since the new development but we believe other traffic calming measures should be put in place and alternative parking spaces provided for residents who do not have parking facilities.</p>	<p>congestion which will be alleviated by the proposed restrictions.</p> <p>Noted.</p>
Resident of southern part of Station Road	<p>No's 63 and 65 Station Road, being older period properties, have no off-street parking available and therefore the facility of being able to park on the road outside our houses is crucial. This has the beneficial effect of slowing traffic down which otherwise comes down the hill usually well in excess of the 30 mph speed limit. However, other residents and people visiting the King's Head Pub often park on this stretch of road, even though other residents have off-road parking available on their driveways or garages and the pub has a car park. Therefore, while we are pleased to see that your proposals do not include putting double yellow lines directly outside our house, the effect may be to concentrate parking by other people on the road outside our house and make it less likely that we will be able to park outside or anywhere near our own house. To remedy this we propose a marked residents-only parking bay for No 63 and 65.</p>	<p>Permit parking is not proposed, however the revised proposal will address these concerns.</p>
Resident of southern part of Station Road	<p>I cannot see how just putting the restriction up to The Kings Head is going to resolve matters. The yellow line needs to run the length of Station Road from the Roundabout up to Church Lane. All that will happen with your proposed restricted parking double yellow line will be to encourage cars to park further up Station Road to Church Lane.</p>	<p>Such extensive restrictions are inappropriate in a road such as this. It is acknowledged that the proposed restrictions will lead to some displacement but the revised proposals will reduce this.</p>

CMDDL10

	<p>People are already concerned that with new developments only one and a half parking places are allocated surely the Council should amend this to at least three depending on the size of the house. If you build an extension you have to provide additional parking so why doesn't the same apply to new builds. I realise this is not the problem at the moment but it is a matter that needs attention.</p>	<p>This is not a matter for this consultation.</p>
<p>Resident of southern part of Station Road</p>	<p>I am writing to express my concerns with regard to the proposals to ban parking between the Crown PH and the Kings Head PH as I live in one of the only 2 properties on that stretch of road that do not have off street parking.</p> <p>I believe that should parking restrictions be imposed, then one of 2 things will happen:</p> <p>1) Everyone will 'move up' the road , meaning that as I and my partner work long hours, we will have problems parking anywhere near our home, causing significant inconvenience.</p> <p>2) People will choose to park on the other side of the road where there is no proposed parking restriction. This would make it dangerous for people reversing out of their driveways. This would also be unsatisfactory for me from a safety point of view having a young child and having to cross the road etc. Furthermore, the footpath is not wide enough for vehicles to park against the curb on that side as wing mirrors, overhanging etc. would make pedestrian/ wheelchair access impossible.</p> <p>I would propose residents' parking permits for 63 and 65 Station Road, to be provided outside the properties, 2 permits per household.</p>	<p>It is acknowledged that the proposed restrictions will lead to some displacement but the revised proposals will reduce this</p> <p>Permit parking is not proposed.</p>



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Division: Chipping Norton

DEPUTY LEADER OF THE COUNCIL – 21 MARCH 2013

PROPOSED PARKING RESTRICTIONS ROCKHILL FARM COURT, CHIPPING NORTON

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions in Rockhill Farm Court, Chipping Norton. Annex 1 sets out a plan of the proposals.

Background

2. The proposals in this report are aimed at protecting the access into the residential 'courtyard' development of Rockhill Farm Court and also the entrance to Chipping Norton War Memorial Community Hospital.
3. Opposite to Rockhill Farm Court on London Road is the entrance to Holy Trinity Primary School. In common with many primary schools, at dropping off and picking up times, a lot of parking occurs as close to the school entrance as possible. Although school keep clear 'zig-zag' markings are present to safeguard the school entrance and are also across the entrance to the nursery school outside Holy Trinity Catholic Church (which is slightly further west on London Road), the amount of parking taking place at school times can lead to an overspill of problems into Rockhill Farm Court. This causes access problems for residents, ambulances ferrying passengers to Hospital and, potentially, other emergency vehicles.
4. Councillor Hilary Hibbert-Biles has agreed to use some of her area stewardship fund to promote 'No waiting at any time' restrictions throughout the access road and around the turning head of Rockhill Farm Court and adjacent parts of London Road.

Formal Consultation

5. A copy of the draft traffic regulation order, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed changes were sent to statutory consultees on 30 January 2013. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall, West Oxfordshire District Council's Town Centre Shop, Witney, and Chipping Norton Library. They are also available for inspection in the Members' Resource Centre.

6. Officers also consulted frontagers affected by the proposed restrictions. Public notices were also displayed on site and advertised in the Oxford Times on 31 January.
7. A total of 9 responses were received. All are summarised at Annex 2.
8. It can be seen from the summary that whilst there is general support for some restrictions to be introduced the main issues raised by those commenting are concerns about possible displacement of parking problems to Russell Way (on the other side of the Hospital development) and further along London Road, and also that the proposals will prevent overnight and weekend parking by local residents and their visitors.

Conclusion

9. The responses to the consultation have been discussed with Councillor Hibbert-Biles and whilst it is recognised that the restrictions may lead to some additional parking on London Road and Russell Way, the proposals should proceed as advertised but the situation be kept under review.

Financial and Staff Implications (including Revenue)

10. The cost of the advertising, consultation and any subsequent works described in this report will be met from County Councillor Hibbert-Biles' area stewardship fund allocation.

RECOMMENDATION

18. **The Deputy Leader of the Council is RECOMMENDED to approve the restrictions as advertised in the Oxfordshire County Council (Various Roads – West Oxfordshire)(Prohibition And Restriction Of Waiting And Permitted Parking) (Variation no.2*) order 20****

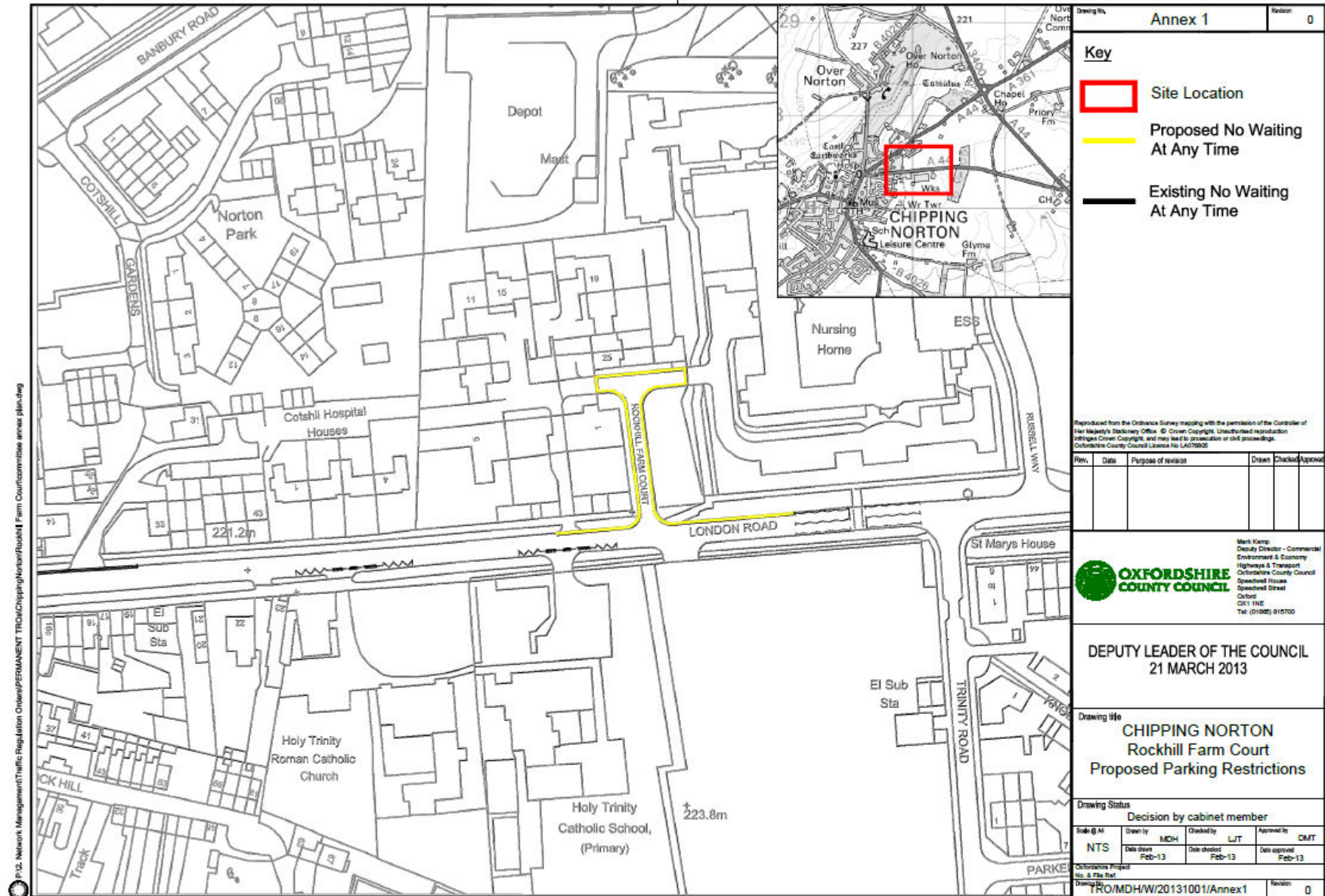
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officer: Jim Daughton 01865 815803

February 2013



RESPONSES TO CONSULTATION

Proposed parking restrictions Rockhill Farm Court, Chipping Norton

<u>Respondent</u>	<u>Comment</u>	<u>Officer response</u>
Site Administrator Chipping Norton War Memorial Community Hospital Out-Patient Unit	I fully appreciate the need to implement the proposed parking restrictions around Rockhill Farm Court.	Noted
	The parking around the area of Holy Trinity School (on London Road) is always a cause for concern. Over the last few weeks I have noticed that parents have been parking to drop off and collect children in the entrance of Russell Way. This is the service road to our Out-Patient Unit and as such has to be clear at all times. I wrote to the head teacher, politely requesting that she remind parents not to park in Russell Way. My concern now is that if the restrictions go ahead around London Road and Rock Hill Farm Court, Russell Way will become even more appealing.	Parking near schools is often problematic for short periods of the day, and apart from keeping pedestrian exits clear of parked vehicles (by use of 'school keep clear' markings) it is not easy to find solutions to school travel problems. With regard to any overspill of these problems onto Russell Way, this road is wide enough to accommodate parking on one side, and is located further away from the school than Rockhill Farm Court.
A resident of Rockhill Farm Court	I agree to the proposed parking restrictions, but I'd like to highlight an issue. I am aware that the worst time of day is during school drop off and pick up due to the amount of traffic and also cars parking on London Road. I would like to suggest a parking restriction from 9am-5pm Monday to Friday. This allows local residents mainly in the courtyard I live in to have parking on weekends and during the night. It is often required that we park outside the courtyard especially when snow is forecast	The proposals are aimed at safeguarding access to both the courtyard residences themselves, but also the hospital entrance which necessitates the restrictions applying at all times

	<p>overnight, as the courtyard is a large area to clear of snow and is not salted in adverse weather due to not being serviced by the council.</p> <p>Also on a personal level, We have limited space for visitors and the road serves as useful overflow parking for us as residents. This requirement is obviously more likely during weekends or in the evenings/ overnight when other school traffic isn't adding to traffic flow problems.</p>	
A resident of Rockhill Farm Court	We would also like to see further parking restrictions applied to London Road from the school down to the garage/police station.	This suggestion was also initially requested by Councillor Hilary Hibbert-Biles but, following discussion with the Town Council, was not taken forward.
A resident of Rockhill Farm Court	I agree that some restriction for parking in this close is necessary but wonder if it is desirable to include the north side. Its availability could be helpful to visitors to Rockhill Farm Court, but presumably should be restricted to, say, 30 minutes.	The proposals are aimed at safeguarding access to both courtyard residences and also the hospital entrance.
5 residents of Rockhill Farm Court	Support the proposals.	Noted.

Division(s): Bicester, Banbury, Ashbury, Goring, Lewknor

DEPUTY LEADER OF THE COUNCIL - 21 MARCH 2013

BUS SERVICE SUBSIDIES REVIEW: BICESTER, BANBURY, ASHBURY, LEWKNOR and GORING.

Report by Deputy Director for Environment and Economy (Commercial)

Introduction

1. 18 subsidised bus services mostly in the Bicester and Banbury area, but also some services in the Ashbury, Lewknor and Goring areas are due for review. This report, following officer review, seeks to:
 - (A) Provide the outcome of the review of the subsidised bus services, confirming the ongoing need/support for these services
 - (B) Recommend the contract award to serve these routes/services.

Background

2. Detailed information for each of the services/routes under review are contained at Annex 1.
3. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in a Supplementary Exempt Annex 2 together with the recommendations. The overall impact on the Public Transport budget will not be known until tenders have been evaluated.
4. The tender prices contained in Annex 2 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 Decision Meeting decides 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 will remain confidential after the date of this meeting for 10 days (until Monday 1 April) under the objection period specified in the Public Contract Regulations 2006.
5. Further background, including exemption from the Council's call-in procedure and subsidy prices/contract dates, are included at Annex 3.

Review of Subsidised Bus Services in the Bicester and Banbury area

6. Subsidised bus services in the Bicester and Banbury area are due for review and, unless stated otherwise, tenders have been invited for new contracts to run from 2 June 2013 until 1 June 2019. Contract length for tendered routes is extended from the previous standard four-year duration to six years as a result of revisions to the area review schedule for subsidised bus services.

7. Details of all of the services concerned together with information on the present subsidy cost and patronage data are contained in Annex 1 Section A. A full consultation exercise was conducted between late October and late December 2012, and details of any comments received are summarised under the respective contract headings at Annex 1.

Consultation during review

8. Extensive consultation has been conducted during the course of this review and a significant number of responses were received. A summary of all the comments received is set out in each item detailed within Annex 1. In addition, public meetings were held in Bicester and Banbury in November 2012 to which all consultees were invited and at which various proposals were outlined and comments received and discussed.
9. This review has also utilised Oxfordshire County Council's Consultation Portal as a means of attracting comments from local residents.
10. Local Members and the Growth and Infrastructure Scrutiny Committee have been 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 are included as an appendix to Supplementary Exempt Annex 2.

Considerations in review process

11. A number of factors have had to be taken into consideration during the course of the review as follows.

Entire or partial commercial declarations by operators

12. Commercial journeys are those which operate without any subsidy. All existing contractors were approached early in the review regarding the declaration of any route or section of route currently supported by the County Council that could be continued without subsidy (i.e. commercially). No commercial declarations were received for entire services during the review process: details of any minor or ongoing commerciality that may have been identified by operators are detailed in Supplementary Exempt Annex 2.

'De minimis' prices sought

13. Previous reviews have usefully employed 'de minimis' contracts as a means of securing enhancements or extensions to existing commercial services by negotiation with the incumbent operator, without the need to tender competitively. However, the value of 'de minimis' contract awards should not exceed a threshold of around 25% of the total bus subsidy budget: the current value of these contracts is at this threshold, which means that it is not possible to award new 'de minimis' contracts of significant value. Many existing contracts awarded on a 'de minimis' basis are under review.
14. Details of future 'de minimis' or tender prices received for the above contracts along with proposed methods of award for each contract are contained under the relevant item headings in Supplementary Exempt Annex 2.

Cross-boundary services

15. Although not technically under review, several contracts administered by Warwickshire County Council linking villages in North Oxfordshire with Banbury serve the review area. These contracts are awarded by Warwickshire until May 2016. Officers informed Oxfordshire communities served by these contracts that while significant changes would not be possible, minor revisions to enhance travel opportunities may have been possible at Warwickshire's discretion. Any such comments were forwarded to officers at Warwickshire County Council for their consideration.

Home-to-School Transport – carriage of students on scheduled bus services

16. The Bicester Town Network of bus services (Contract PT/C40: Item A) was timetabled to carry students to Bicester Community College from Bure Park, Southwold and Caversfield when this contract was last awarded in 2009. However, school and college start times were amended during the current contract award period, meaning that the bus service became impractical as a means of accessing the site without significant 'mid-contract' amendment to the timetable and a resulting detrimental effect on other journey opportunities provided by this contract.
17. This review has enabled officers to revise the timetable with a view to re-accommodating student travel to Bicester Community College: officers have ensured that this can be achieved without significant inconvenience to existing bus passengers.

Exploration of other methods of transport provision in the review area

18. Many communities served by service 37 (Item C - Contract PT/C40: Finmere to Bicester), service 81 (Item D - Contract PT/C30: Bicester to Banbury) and service 81A (Item E – Contract PT/C40: Somerton to Bicester) generate negligible patronage, yet would be considered by local representatives as 'lifeline' services given the lack of alternative travel options.
19. It is worth noting that officers have been in early discussions with officers from Northamptonshire County Council regarding the potential for serving many of the communities listed above via extension of the 'County Connect' demand-responsive bus service, which after initial free registration enables passengers to book travel to a range of destinations (including town centres, shopping centres, medical and educational facilities and transport interchanges) a minimum of one hour in advance.
20. However, as investigations continued it became clear that the legal complexities and procurement-related issues that would result from pursuing this scheme could not be resolved within the timescales required by the tendering process. It was therefore decided that the 'County Connect' concept would not be pursued at this stage for the area under review: however, officers are keen to investigate its suitability for future reviews and will resume discussions with officers from Northamptonshire at an appropriate time. Tenders have been invited for ongoing 'conventional' provision of the Oxfordshire-subsidised services listed in paragraph 28: financial details of all possible options are outlined in Supplementary Exempt Annex 2.

Developer Funding – Section 106 Agreements

21. Section 106 agreements currently contribute toward the Bicester Town service network (Contract PT/C40: Item A) and service 25A between Bicester and Upper Heyford (Contract PT/C49: Item B). Ongoing funding contributions toward future provision of these services has been explored: further additional funding is anticipated to be made available for enhancement of service 25A (Contract C49 – Item B: Bicester to Oxford) to a half-hourly frequency between Upper Heyford and Bicester during the contract period.

Publicity

22. Following this review, timetable booklets will be produced for the Bicester and Banbury areas, including other commercial services and those not under review. It is anticipated that this will be distributed locally and carried on board buses serving this area.

Integrated Transport Unit

23. The Council's Integrated Transport Unit has now registered as a potential tenderer for subsidised bus services, and had the opportunity to tender via the South-East Business Portal in the same way as any other bus operator. Details of their bids if potentially significant are contained under the relevant item numbers of Supplementary Exempt Annex 2.

Adoption of improved tendering procedure

24. New procurement procedures have been followed using the South-East Business portal. Interest from operators in the contracts being tendered has been encouraging, and it is anticipated that no adverse effect on the number of bids received will result from the new procedure.
25. The new tendering procedure also includes the compulsory submission of a 'Statement of Requirements', which officers used to conduct a quality assessment of each potential bidder. This document also informs operators that a credit check will be carried out to assess the financial stability of the company.

Contracts for other subsidised bus services under review (Ashbury/Lambourn, Lewknor Taxibus, Goring Dial-a-Ride)

Swindon – Ashbury – Lambourn

26. This service is procured by Swindon Borough Council, and is subject to contributions from Oxfordshire County Council (for serving Ashbury and Idstone) and West Berkshire County Council (for serving Lambourn). The contract is being re-tendered by Swindon Borough Council and following award (which is anticipated in May) Oxfordshire County Council's contribution will require reassessment. Officers are seeking delegated authority to determine the level of contribution relative to the frequency of service that results.
27. It is hoped that tender prices for this service will not increase significantly, and that as a result the level of service provided will at least remain at the current broadly two-hourly frequency. Based upon this assumption officers would look to maintain

this authority's contribution at around the current level. However, a significant increase in tender prices or reduction in the level of service will clearly have a bearing on the level of contribution to the service going forward.

28. The timescales for Swindon Borough Council's procurement of this service mean that it will not be possible to agree a contribution to the service at the Decision Meeting that is considering this report: officers are therefore requesting delegated authority to negotiate an appropriate level of contribution on the basis that the Deputy Leader and County Councillor for Shrivenham will be informed of the outcome of officers' deliberations when completed and approval sought for any ongoing expenditure.

29. **Lewknor Taxibus**

A consultation exercise has been undertaken regarding the 'Lewknor Taxibus' service as the existing funding agreement comes to an end on Sunday 2 June. The service is operated by Go Ride and connects with peak hour 'Oxford Tube' journeys to London in the morning and corresponding return journeys in the evening. Oxfordshire County Council intervened to maintain this service in August 2011 following its withdrawal by Watlington Community Interest Company. A decision is now required on its future: details of the service are contained in Annex 1 and financial information regarding the possible implications of continuation or withdrawal in Supplementary Exempt Annex 2.

30. **Goring Dial-a-Ride**

Oxfordshire's grant contribution to the Goring Dial-a-Ride service is under review as the current funding agreement concludes in March 2013. This service transports people who have difficulty using conventional transport to Reading on Thursdays only. Full details of the service as it currently stands are contained in Annex 1, and the financial implications resulting from continuation or withdrawal of funding are detailed in Supplementary Exempt Annex 2.

Financial and Staff Implications

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

Bus Subsidy Budget	£2,572,000
Rural Bus Subsidy Grant (RBSG)	£1,840,000
Total	£4,412,000

The combined budget total of £4,412,000 represents a reduction of £366,000 from the 2012/13 budget.

32. Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £500,000 of income from developer, partnership and other local authorities (for cross boundary routes). 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 already taken into account in any references to the subsidy cost to the Council of the services concerned.

Financial Position – Banbury and Bicester Review

33. The current annual net cost to the bus subsidy budget of the contracts under review is approximately £866,000. Where external contributions benefit contracts under review, details are reported in Supplementary Exempt Annex 2.
34. Following a meeting with the Cabinet Member for Transport during the review, officers were advised that due to current budgetary pressures it would not be possible to explore significant enhancements. It is not expected to be possible to meet requests for, for example, new evening and Sunday services, although some such requests were received during the consultation exercise. However, it may be possible to meet one or two requests for new services provided by small diversions, extensions or additional journeys so long as they can be achieved at minimal additional cost or via external funding (for example from Section 106 agreements).
35. The full financial implications for each service/route as they relate to bus service subsidies will be dealt with in Supplementary Exempt Annex 2. There are no staff implications.

RECOMMENDATION

36. **The Deputy Leader of the Council is RECOMMENDED to:**
 - (a) **make 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 this report;**
 - (b) **confirm that these decisions 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) **authorise delegated authority to the Deputy Director for Environment & Economy (Commercial) to enter a contract with Swindon Borough Council, as set out in paragraph 28 of this report.**

MARK KEMP

Deputy Director – Environment and Economy (Commercial)

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

Contact Officers: Trevor Askew, Service Manager, 01865 323678

February 2013

Bicester and Banbury Area Review Contracts to commence June 2013

A: Services under review in Bicester and Banbury area

BICESTER AREA SERVICES						
ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
A	22/23	C40	Bicester town services	Mon – Sat	Heyfordian	2
B	25/25A	C49	Oxford – Bicester and Bicester – Woodstock via villages	Mon – Sat	Heyfordian	3/4
C	37	C40	Finmere - Bicester	Tues/Weds	Heyfordian	5
D	81	C30	Banbury – Bicester *	Sat	Heyfordian	6
E	81A	C40	Somerton – Ardley – Bucknell – Bicester	Tues/Weds	Heyfordian	7
F	90	C31	Upper Heyford – Banbury	Thurs	OCC	8
G	94	C44	Bicester – Blackthorn – Oxford *	Mon – Sat	Charlton Services	9
H	S5	C47	Oxford – Ambrosden late eve.*	Fri – Sat	Stagecoach	10

BANBURY AREA SERVICES						
I	488/489	C12	Chipping Norton - Banbury via Bloxham*	Mon-Sat	Stagecoach	11
J	B1/B2	C17	Banbury: Easington, Bodicote & Cherwell Heights*	Mon-Sat	Stagecoach	12
K	B1/B2/ B5/B8	C16	Banbury town services	Sun & BH	Stagecoach	13
L	B5	C2	Banbury - Bretch Hill evenings*	Daily	Stagecoach	14
M	B7/B10	C14	Banbury - Grimsbury & Hanwell Fields	Mon-Sat	Heyfordian	15
N	S4	C7/C8 C23	Oxford - Banbury via Middle Barton & Deddington* Route diversion to serve Kidlington Airport	C7: Mon-Sat C8: Sun C23: Mon-Sat	Stagecoach	16/17
O	'County Connect'	n/a	North Oxfordshire Dial-a-Ride	Mon-Sat	Centre Bus	18/19

B: Services under review elsewhere

P	47	V67	Ashbury – Swindon/Lambourn	Mon-Sat	Thamesdown	20
Q	W1	n/a	'Lewknor Taxibus'	Mon-Fri	Go Ride	21
R	n/a	n/a	Goring Dial-a-Ride	Thursday	Goring Dial-a-Ride	22

* *Certain journeys only (see detailed service descriptions for clarification)*

Notes

Parishes served: Where a parish is listed in [square brackets], the service passes through the parish but does not serve the main area of population. Another service operates to the area of population (listed under alternative services).

Alternative services: Services only serving Banbury, Bicester, Gosford & Water Eaton, Kidlington and Oxford City are not listed for clarity.

A: Contracts under review in Bicester area**ITEM A****Services 22/23: Bicester Town Services****Contract C40**

A “figure of eight” circular service serving north and south areas of Bicester. The two routes operate in alternate directions round the loop every hour.

Operator Heyfordian**Days of operation** Monday to Saturday**Frequency** Combined frequency of every 30 minutes in alternate directions**Parishes served** Bicester, Caversfield**Alternative services**

The estates in Bicester (Bure Park, Fields Farm, Langford and Southwold) served by this contract do not have any alternative services, with the exception of Langford which is also served by Stagecoach service S5 to Bicester Bure Place and Oxford. Currently this service leaves Langford at xx49 in the off-peak: services 22 and 23 depart at xx22 and xx50. Returning from Bicester, service S5 departs Bure Place at xx27: service 22 and 23 depart at xx15 and xx45.

Current subsidy per annum £44,623 (+£40,000 S106 funding via Bicester ITS)***Continued financial support from this and other sources of external funding in Bicester are currently being explored*****Average passenger journeys per day** 276

Cost per passenger journey £0.50 (cost to bus subsidy budget only)
£0.98 (total contract value)

Comments from consultation

- Request for bus service via Launton Road and improved services to rail stations received via travel behaviour research
- Go-Ride CIC: divert Bicester town services to cover ‘Eco-Town’

Prices sought

C40A: current service with times adjusted to enable carriage of students to and from Bicester Community College

C40B: current service with times adjusted to enable carriage of students to and from Bicester Community College, with additional half-hourly service to Launton Road

ITEM B**Service 25: Woodstock-Kirtlington-Weston-Wendlebury-Bicester****Service 25A: Oxford-Kirtlington-Heyfords-M.Stoney-Bicester****Service 25A: Fri/Sat evening journeys****Contract C49****Hourly peak and off-peak service**

Operator Heyfordian Travel**Days of operation** Monday to Saturday

Frequency **AM Peak:**
Three journeys on 25A route to Bicester and Oxford

PM peak:
One peak journey on 25A route from Oxford, one on 25 route, plus a 'short' 1630 25 (terminates Kirtlington) and an 1805 and 1905 25A.
1605/1705/1810 25A from Bicester (1705 serves Chesterton on request)

Off-peak: Hourly 25A service and two- hourly 25 service with interchange available at Kirtlington (Gossway Fields) to enable travel between Weston, Wendlebury and Bletchington and Oxford

Fri-Sat evenings: single round trip on 25A route, primarily to enable access to Oxford for evening entertainment.

Parishes served Bicester, Bletchington, [Bucknell], Chesterton, Gosford & Water Eaton, Hampton Poyle & Gay, Kidlington, Kirtlington, Lower Heyford, Middleton Stoney, Oxford City, Upper Heyford, Wendlebury, Weston-on-the-Green, Woodstock

Alternative services

- Chesterton is served by one morning peak service 21 journey into Bicester
- Lower Heyford and Upper Heyford are also served by market day service 90 to Banbury on Thursday.
- This contract provides the only bus service to the villages of Bletchington, Hampton Poyle, Kirtlington, Upper and Lower Heyford (to Oxford/Bicester), Enslow and Weston-on-the-Green.
- Chesterton (approx. 1/3 mile) and Wendlebury (approx. 250 yards) are served by Service S5 to Bicester and Oxford daily. Stops exist for both villages on A41, but travel to and from each place entails crossing the busy dual-carriageway (generating objections from residents).

Current subsidy per annum £158,486 (plus £30,000 S106 funding from Upper Heyford Development)

Average passenger journeys per day

Overall 321 (excluding Summertown/Cutteslowe/Gosford pax)
17 (Friday / Saturday night extras)

Individual services Service 25: 52 (excluding journeys between Oxford and Summertown/Cutteslowe/Gosford)
Service 25A: 251 (excluding journeys between Oxford and Summertown/Cutteslowe/Gosford)

Cost per passenger journey £2.29 (excluding Friday/Saturday night extras and external contributions)
£6.46 (Friday/Saturday night only)
£1.98 (total cpj from total contract value)

Comments from consultation

- *Bletchington: Woodstock extension not well-used. 25/25A connection often tight, due to lateness of 25. Travel expensive. Requests for additional midweek evening journeys, Sunday service, service to Islip Surgery/Station and Kidlington shops*
- *Chesterton: maintain current level of service*
- *Go-Ride CIC: Withdraw 25 extensions to Woodstock and improve frequency: extend 25A to Bicester North*
- *Gosford: retain services to Banbury/Bicester*
- *Kidlington: run 25 to centre of Kidlington.*
- *Kirtlington: run 25 to Islip/JR? Retain 25A. Woodstock extension not greatly used due to timings*
- *Middleton Stoney: general support for existing level of service, with requests for additional journeys*
- *Upper Heyford: retain 25A and 90*
- *Wendlebury: retain 25 via village at current level of service*
- *Weston-on-the-Green: general calls for retention of service to Bicester and Oxford as a minimum, plus additional requests for direct services to Oxford, Bicester Avenue and Bicester Village, plus earlier/later 'commuter' journeys and reinstatement of stops on A34*
- *Woodstock: no observed usage of 25*

Prices sought

C46A: Two-hourly shoppers' service (service 25 only)

C46B: Two-hourly shoppers' service with later start time (service 25 only)

C48A: Two-hourly shoppers' service via Chesterton (service 25 only)

C48B: Two-hourly shoppers' service via Chesterton with later start time (service 25 only)

C49A: Hourly service on 25A: 25 extended to Woodstock

C49B: Hourly service on 25A: 25 extended to Kidlington Tesco

C49C: Hourly service on 25A: 25 extended to Kidlington Tesco with minor change to Saturday service (1100 service 25 journey from Bicester terminates at Kirtlington)

C50A: Hourly service 25A only via Chesterton and Bucknell Road, Bicester

C50B: Hourly service 25A only omitting Chesterton and Bucknell Road, Bicester

ITEM C

Service 37: Finmere – Bicester

Contract C40

Tuesday and Wednesday service introduced at last review in 2009

Operator Heyfordian Travel

Days of operation Tuesday and Wednesday

Frequency Two return trips

Parishes served Finmere, Newton Purcell, Fringford, Hethe, Hardwick, Stoke Lyne, Bicester

Alternative services

- Fringford and Hethe are also linked with Bicester by two-hourly off-peak Stagecoach service 8, to which Oxfordshire makes a financial contribution but which is not under review at this time
- Stoke Lyne is also served by Saturday service 81 (see item D) and by the commercial service provided by Heyfordian between Bicester and Banbury on Thursday and Friday
- Finmere is linked with Buckingham and Brackley by Red Line Buses service 132 on Monday to Friday (single round trip) and additionally with Banbury on Saturdays (two round trips)
- Newton Purcell has no other bus service at any time

Current subsidy per annum: £13,852 (includes service 81A: see Item E)

Average passenger journeys per day 12 (Service 37: 10. Service 81A: 2)

Cost per passenger journey £13.39 (services 37 and 81A combined)

Comments from consultation

- *No comments received*

Prices sought

C42A: Tuesday and Wednesday service

C42B: Tuesday service only

C42C: Monday/Tuesday service (service 81) and Wednesday/Thursday service (service 37)

C42D: Monday/Tuesday service (service 81) and Thursday only service (service 37)

ITEM D**Service 81: Bicester – Banbury via Ardley, Fritwell, Somerton and Souldern****Contract C30*****This service is also operated commercially on Thursdays and Fridays by Heyfordian***

This service passes through Northamptonshire (without contribution), serving Aynho.

Operator Heyfordian Travel**Days of operation** Saturday**Frequency** Three journeys towards Bicester, two towards Banbury (enabling bi-directional travel)**Parishes served** Adderbury, Ardley, Banbury, Bicester, [Bodicote], Bucknell, Clifton, Deddington, Fritwell, Somerton, Souldern, Stoke Lyne**Alternative services**

- Adderbury, Bodicote (Oxford Road) and Deddington are served by daily service S4 to Banbury and Oxford
- Ardley, Bucknell, Fritwell, Somerton and Souldern are also served on Tuesday and Wednesday by Heyfordian service 81A (see item E), and by the commercial service provided by Heyfordian over the same route between Bicester and Banbury on Thursday and Friday.
- Clifton is also served by the commercial service provided by Heyfordian between Bicester and Banbury on Thursday and Friday.
- Stoke Lyne is also served by Tuesday and Wednesday service 37 (see item C) and by the commercial service provided by Heyfordian between Bicester and Banbury on Thursday and Friday.
- Bucknell, Ardley and Fritwell are served by Tex Cars commercial service T1A, which runs broadly two-hourly to Bicester and Banbury on Monday to Saturday.

Current subsidy per annum £10,219**Average passenger journeys per day** 40**Cost per passenger journey** £4.82**Comments from consultation**

- *Banbury: 81 needs more time in Banbury on Saturday. Enhance Grimsbury end of B7 to half-hourly and run via Cattle Market development. Retain all other services at current frequency*
- *Bucknell: general requests for improved services*
- *Deddington: requests for improved service to Bicester*
- *Somerton: important service*

Prices sought

C30A: 'De minimis' price requested for continuation of Saturday service

ITEM E**Service 81A: Fritwell – Somerton – Ardley – Bicester
Contract C40**

Operator Heyfordian Travel**Days of operation** Tuesday and Wednesday**Frequency** Two return trips**Parishes served** Ardley, Bicester, Bucknell, Fritwell, Somerton, Souldern**Alternative services**

- All villages catered for by this contract are also served on Saturday by Heyfordian service 81 (see item D), and by the commercial service provided by Heyfordian between Bicester and Banbury over the same route on Thursday and Friday
- Bucknell, Ardley and Fritwell are served by Tex Cars commercial service T1A, which runs broadly two-hourly to Bicester and Banbury on Monday to Saturday. **Somerton and Souldern are not served by service T1A, but are served by the Thursday and Friday commercial service 81 and the subsidised service 81 on Saturday (see Item D)**

Current subsidy per annum: £13,852 (includes service 37: see Item D)**Average passenger journeys per day** 12 (Service 81A: 2. Service 37: 10)**Cost per passenger journey** £13.39 (services 37 and 81A combined)**Comments from consultation**

- *Bucknell: general requests for improved services*

Prices sought

C42A: Tuesday and Wednesday service

C42B: Tuesday service only

C42C: Monday/Tuesday service (service 81) and Wednesday/Thursday service (service 37)

C42D: Monday/Tuesday service (service 81) and Thursday only service (service 37)

ITEM F**Service 90: Upper Heyford – Banbury****Contract C31**

Weekly shoppers' service linking the villages listed below to Banbury

This service was withdrawn commercially by Heyfordian Travel in June 2011 and been operated by Oxfordshire's Integrated Transport Unit since December 2011 when it was re-tendered

Operator Oxfordshire County Council

Days of operation Thursday only

Frequency Single return trip via all villages listed

Parishes served Lower Heyford, Upper Heyford, Steeple Barton, Sandford St Martin, Worton, Duns Tew, Deddington (Hempton Road: does not serve Market Place), Barford St John and St Michael, Milton, Adderbury, Banbury

Alternative services

- Adderbury and Deddington (Market Place) are also linked with Banbury and Oxford by broadly hourly Monday to Saturday services S4 (Stagecoach)
- Duns Tew and Middle Barton are also linked with Banbury and Oxford by Monday to Saturday service S4 (Stagecoach: 3 off-peak journeys to Banbury/from Oxford, 4 from Banbury/to Oxford plus single morning peak hour journey to Banbury/Oxford and evening peak journeys back)
- Lower Heyford and Upper Heyford are also linked with Oxford and Bicester by broadly hourly Monday to Saturday peak/off-peak service 25A (Heyfordian) which is also under review (see item B)
- Sandford St Martin is linked with Chipping Norton on Wednesday (Heyfordian: single return trip)
- Worton, Barford St John and St Michael, Milton and Hempton have no other bus service

Current subsidy per annum: £2,534

Average passenger journeys per day 22

Cost per passenger journey £2.18

Comments from consultation

- *Deddington: request improved service via Hempton. Divert S4 via 90 route to Middle Barton. General support for existing services.*
- *Sandford St Martin: retain 90 via Sandford*

Prices sought

C31A: Thursday only service

C31B: Monday to Friday service (revised route including Wigginton and South Newington)

C31C: Monday to Saturday service (revised route including Wigginton and South Newington)

C31D: Monday to Friday service (revised routes with 'split' services)

C31E: Monday to Saturday service (revised routes with 'split' services)

C33A: Saturday only service (Upper Heyford – Clifton – Deddington – Banbury)

ITEM G

**Service 94: Blackthorn – Oxford (Mon-Fri a.m peak & Mon-Sat single return shoppers' journey)
Charlton – Ambrosden – Bicester (Mon-Fri single return shoppers' service)**

Contract C44

Enhancement of commercial service (except Saturday: no commercial journeys)

Operator Charlton-on-Otmoor Services

Days of operation Monday to Saturday

Frequency As above

Parishes served Ambrosden, Arncott, Blackthorn, Bicester, Charlton-on-Otmoor, [Fencott & Murcott], Gosford & Water Eaton, Islip, Kidlington, Merton, Oddington, Oxford City, Piddington

Alternative services

- On Monday to Friday commercial service 94 journeys operate to Oxford (early morning), and from Oxford (late afternoon and evening peak)
- Ambrosden is served by Stagecoach S5 to Bicester and Oxford daily.
- Piddington and Blackthorn are served by market day service 30 to Bicester on Friday.
- Islip is served by rail services to Bicester and Oxford Monday to Saturday.
- Fencott and Murcott are served by service 95 to Oxford on Wednesday and Friday.
- Bicester and Oxford are linked by frequent Stagecoach service S5.

Current subsidy per annum £43,543

Observed passenger journeys **0735 school journey:** 42 per day
Oxford shoppers' journeys: Average of 9.5 per day
Bicester shoppers' journeys: Average of 8 per day
Saturday journey: 17 per day

Cost per passenger journey £1.82

Comments from consultation

- *Ambrosden: consider MOD Graven Hill developments and housing developments in Arncott and Ambrosden. Retain evening services, and start 94 at Bicester also serving Arncott*
- *Go-Ride CIC: Operate 94 two-hourly.*
- *Merton: retain current service*
- *Piddington: restore 'routine' operation of morning journey from Piddington. Low-floor buses desirable. Extend stopping provision to other parts of the village. Divert some S5s via Piddington along with Z&S service 112 (Waddesdon to Thame, Weds/Fri)*

Prices sought

C43A: Monday to Saturday service (Otmoor to Bicester only)

C43B: Monday to Friday service (Otmoor to Bicester only)

C43C: Wednesday and Friday service (Otmoor to Bicester only)

C45A: Monday to Saturday off-peak service (current timetable)

C45B: Wednesday, Friday and Saturday off-peak service (current timetable)

C45C: Monday to Saturday service (revised timetable)

C45D: Wednesday, Friday and Saturday off-peak service (revised timetable)

C45E: Oxford service only: Monday to Saturday

C45F: Oxford service only: Wednesday, Friday and Saturday off-peak service

ITEM H**Service S5: Oxford – Ambrosden Fri/Sat late evening****Contract C47*****Additional weekend evening journeys introduced at last review***

Operator Stagecoach**Days of operation** Friday and Saturday**Frequency** Single journey from Oxford at 2310**Parishes served** Ambrosden, Arncott, Bicester, (other parishes are served but journey would continue to operate as a normal S5 if subsidy were not continued)**Alternative services**

No alternative service links Oxford with Arncott and Ambrosden at this time.

Current subsidy per annum £2,646**Average passenger journeys per day** 2-3 per evening (anecdotal evidence from operator)**Cost per passenger journey** £8.39 (based on 3 passengers per evening on each of Friday and Saturday evening)**Comments from consultation**

- *Ambrosden: Retain evening service*

Prices sought

None: contracted journeys declared commercial

B: Contracts under review in Banbury area

ITEM I

Service 488: Banbury – Bloxham – Milcombe – Hook Norton – Over Norton – Chipping Norton

Service 489: Journeys diverted via South Newington and/or Wigginton

Contract C12

Hourly Monday to Saturday peak/off-peak service: contract is for enhancement to hourly level of service from commercial two-hourly service

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Mondays to Saturdays broadly hourly
Parishes served	Banbury, Bloxham, Chipping Norton, Hook Norton, [Little Tew], Milcombe, Over Norton, Rollright, South Newington, Swerford, Wigginton.

Alternative services

- This route provides the only regular bus service to the villages of Great Rollright, Milcombe and Hook Norton, although all (along with Bloxham and Over Norton) are also served by commercial Bakers service 6 on Tuesday only (single shoppers' service to Moreton-in-Marsh, not Banbury)
- Wigginton and South Newington are served by morning and evening peak journeys facilitating travel to work in Banbury, along with a single off-peak round trip to facilitate access to shops and services in Banbury. South Newington is also served by two additional early morning journeys to Chipping Norton and an afternoon school bus which returns schoolchildren to the village from Chipping Norton School
- Pulhams service 806 links South Newington and Bloxham with Banbury on Thursday (single return trip)
- Over Norton is also linked with Chipping Norton by early morning and early evening journeys on Monday to Saturday 50 (Chipping Norton to Stratford-upon-Avon), as well as two off-peak journeys. This service is not part of this review

Current subsidy per annum £122,333

Average passenger journeys per day 254 (subsidised journeys only)

Cost per passenger journey £1.58 (subsidised journeys only)

Comments from consultation

- *Bloxham: maintain two-hourly daytime service and pursue S106 enhancements as discussed*
- *Lower Tadmerton ('Highlands' community: Tadmerton Road): request for bus service*
- *South Newington: many requests for improved bus service, and to serve Banbury Station. Retain current level of service as a minimum*
- *Wigginton: retain service, with possible extra journey to Chipping Norton*

Prices sought

C12A: 'De minimis' price for continuation of existing service plus various minor enhancements

C32A: Thursday only service (Wigginton – South Newington – Lower Tadmerton - Banbury)

C32B: Monday to Friday service (Wigginton – South Newington – Lower Tadmerton - Banbury)

C32C: Monday to Saturday service (Wigginton – South Newington – Lower Tadmerton - Banbury)

C32D: Monday to Friday service with peak journeys (Wigginton – South Newington – Lower Tadmerton - Banbury)

C32E: Monday to Saturday service with peak journeys (Wigginton – South Newington – Lower Tadmerton - Banbury)

ITEM J**Services B1/B2: Banbury – Easington/Cherwell Heights/Bodicote****Contract C17*****Half-hourly peak/off-peak service linking residential areas with Banbury town centre***

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Broadly half-hourly service on each route
Parishes served	Banbury, Bodicote

Alternative services

The major areas of population served by these routes have no alternative services to Banbury town centre. However, hourly service S4 operates along Oxford Road to and from Banbury, giving a nominal service for Bodicote and Easington to the town centre (albeit with a walk required from most housing in these areas).

Current subsidy per annum	£73,411
Average passengers per day	B1: 295 B2: 336 COMBINED MON-SAT AVERAGE FOR SERVICES B1/B2: 632
Cost per passenger journey	£0.38

Comments from consultation

- *Banbury: Retain services at current frequency.*
- *Bodicote: reduce Monday to Saturday service to hourly to 'save' Sunday service?*

Prices sought

C19A: Current level of service for services B1 and B2

ITEM K**Services B1/B2/B5/B8: Banbury town network (Sunday services)****Contract C16*****Sunday services in Banbury urban area***

Operator	Stagecoach
Days of operation	Sundays and Bank Holidays
Frequency	B1 and B2: two-hourly B5: 0900 journey only (evening service also subsidised: see Item L) B8: hourly daytime
Parishes served	Banbury, Bodicote

Alternative services

All the places served by these routes have no alternative services to Banbury town centre on Sunday. However, service S4 operates along Oxford Road four times a day to and from Banbury, giving a nominal service for Bodicote and Easington to the town centre (albeit with a walk required from most housing in these areas).

Current subsidy per annum	£23,573
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Average passengers per day	258
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Cost per passenger journey	£1.58
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Comments from consultation

- *Banbury: retain at current frequency*
- *Bodicote: reduce Monday to Saturday service to hourly to 'save' Sunday service?*

Prices sought

C16A: 'De minimis' price for continuation of existing service

C16B: 'De minimis' price for continuation of service B8 only

ITEM L**Service B5: Banbury – Bretch Hill evenings****Contract C2*****Daily evening service***

Operator Stagecoach**Days of operation** Daily evenings**Frequency** Half-hourly service: 1830 – 2330 Monday to Saturday, 1830 – 2230 Sunday**Parishes served** Banbury**Alternative services**

No alternative services links Banbury town centre with Bretch Hill at this time

Current subsidy per annum £56,678**Average passengers per day** 119**Cost per passenger journey** £1.31**Comments from consultation**

- *Banbury: retain at current frequency*

Prices sought

C2A: Daily service

C2B: Thursday, Friday and Saturday evening service

ITEM M**Service B7: Banbury – Grimsbury/Edmunds Road****Service B10: Banbury – Hanwell Fields****Contract C14*****Broadly hourly Monday to Saturday peak/off-peak services linking residential areas with Banbury town centre***

Operator	Heyfordian Travel
Days of operation	Monday to Saturday
Frequency	Broadly hourly peak/off-peak (though service B7 does not serve Edmunds Road in peak hours)
Parishes served	Banbury

Alternative services

Although other bus services do operate via ‘arterial’ roads and some major roads through housing developments served by these routes, none serve many of the smaller residential streets covered by these routes in Grimsbury, Bretch Hill, Poets Corner and Hanwell Fields.

Current subsidy per annum	B7: £53,000 (approximate cost: combined contract) B10: £68,300 (approximate cost: combined contract)
Average passengers per day	B7: 228 B10: 149
Cost per passenger journey	B7: £0.76 B10: £1.50

Comments from consultation

- *Banbury: serve Cattle Market development with service B7 if possible. Retain B10 at current frequency*

Prices sought

C14A: Current level of service (route B7)

C20A: Current level of service (route B10)

ITEM N

**Service S4: Banbury – Deddington – Oxford and Middle Barton – Banbury/Oxford Monday to Saturday
Contract C7**

Service S4: Banbury – Deddington – Oxford Sunday

Contract C8

Service S4: Kidlington Airport diversion Monday to Saturday

Contract C23

Operator Stagecoach

Days of operation Daily

Frequency **Contract C7**

Subsidy is paid for enhancement of frequency of direct S4 service, as follows:

0607, 0845, 1145, 1445 ex-Banbury

0715, 1015, 1305, 1615, 1915 ex-Oxford

0729 (M-F), 0744 (Sat) Steeple Aston – Banbury

Additionally, diversion of morning and evening peak journeys via Middle Barton and Duns Tew in each direction plus three off-peak journeys to Oxford (from Banbury) and two off-peak journeys to Banbury (from Oxford)

Contract C8

Two-hourly Sunday/Bank Holiday service

Contract C23

Broadly hourly peak/off-peak diversion to serve Langford Lane and Kidlington Airport

Parishes served Adderbury, Banbury, Bodicote, Deddington, Duns Tew, Gosford & Water Eaton, Kidlington, Middle Aston, North Aston, Oxford City, Rousham, Shipton-on-Cherwell & Thrupp, Steeple Aston, Steeple Barton and Tackley

Alternative services

- A frequent and fast train service is provided (daily) direct from Oxford to Banbury, taking about third of the journey time of the bus. Tackley and Lower Heyford also have stations
- Bodicote has a regular 30 minute daytime service to Banbury via partially-subsidised service B1/B2 (Contract PT/C17: see item N) and a broadly two-hourly Sunday daytime service (Contract PT/C16: see Item M)
- Twyford also has a two hourly service on route 499/508 to Brackley (Mon-Sat), which is subsidised by Northamptonshire County Council
- Adderbury and Deddington are also linked with Banbury by partially-subsidised Heyfordian service 81 on Thursday, Friday and Saturday (Contract PT/C30: see Item A) and by Oxfordshire County Council subsidised service 90 on Thursday (Contract PT/C31: see Item B). Duns Tew and Steeple Barton are also served by service 90 on Thursday
- Steeple Aston and Steeple Barton are also linked with Chipping Norton by Wednesday subsidised service 23A (Contract PT/W43)
- Tackley is linked with Woodstock by a single Monday to Friday return trip via Heyfordian subsidised service 201, which also links Shipton-on-Cherwell with Kidlington and Woodstock via four Monday to Friday off-peak return trips
- Kidlington is linked with Oxford by high-frequency service 2 among others
- Kidlington Airport and Langford Lane are served by no other bus route from Banbury, and are only served by buses to and from Oxford in the morning and evening peak
- **Apart from Banbury, Bodicote, Kidlington and Oxford, no communities on the S4 route benefit from any alternative Sunday bus service. Middle Barton and Duns Tew are not served on Sundays.**

Contract C8 (Sunday): £13,496

Contract C23 (Monday to Saturday): £3,611

Average passengers per day

Contract C7 (Monday to Saturday):

Passengers per day to/from Duns Tew and Middle Barton:

56.5

Passengers per day on 'end-to-end' subsidised journeys: 303.5

Contract C8 (Sunday): 182

Contract C23 (Monday to Saturday): 12

Cost per passenger journey

Contract C7 (Monday to Saturday): £1.58

Contract C8 (Sunday): £1.28

Contract C23 (Monday to Saturday): £0.98

Comments from consultation

- *Adderbury: remove time-consuming diversions via Duns Tew and Kidlington Airport*
- *Banbury: retain at current frequency*
- *Deddington: many requests for earlier/late S4 journeys. Divert S4 via 90 route to Middle Barton. General support for existing services. Fill morning gap between 0756 and 0907? Request for late evening buses from Banbury/Oxford.*
- *Go-Ride CIC: Retain Sunday S4 and maintain diversion via Duns Tew if possible.*
- *Steeple Aston: retain current S4 frequency. Add later journeys from Banbury and Oxford. Increase Sunday frequency. Fill a.m gap in service. Introduce late evening Fri/Sat journey from Oxford based upon diversion of existing 2330 rail replacement bus. Enhance service to Bicester by diversion of service 25 (daytime and/or evenings)*
- *Steeple Barton: add late pm return journey from Oxford. Additional bus stops Rayford Lane/Duns Tew turn. Remove Summertown/Kidlington stops. Concerns about reliability of shuttle bus should this be necessary.*
- *Tackley: additional morning peak journey on S4*

Prices sought

C7A: 'De minimis' price for continuation of existing service

C8A: 'De minimis' price for continuation of existing service

C23A: 'De minimis' price for continuation of existing service

ITEM O**'County Connect' Service**

Contribution toward Northamptonshire 'Dial-a-Ride' service for inclusion of four Oxfordshire villages in their area of coverage. After registering to use the service, travel can be booked from the villages covered to Banbury or Brackley at any time between the hours of 0700 and 1900 (0800 and 1800 Saturdays). Travel can be booked a minimum of an hour in advance by phone, text or e-mail, and can facilitate journeys to shopping centres, supermarkets, surgeries and main schools and colleges. There are no eligibility criteria: the service is 'open to all'.

Operator	County Connect
Days of operation	Monday to Saturday
Frequency	Demand-responsive
Parishes served	Banbury, Claydon with Clattercote, Cropredy, Great Bourton, Little Bourton, Prescote, Wardington, Mixbury PLUS POTENTIALLY PARISHES SERVED BY SERVICES 37, 81 AND 81A (SEE ITEMS C, D AND E)

Alternative services

Many of the villages served by this contract are also served by Stagecoach service 277, which offers two shoppers' return journeys for most places served on Monday to Saturday. However, Claydon is only served by the outbound morning journey: on its return from Banbury this village is only served on request, meaning that it does not benefit from a 'guaranteed' facility to travel to Banbury for afternoon shopping via this bus service. This service is subsidised by Northamptonshire County Council: Oxfordshire contributes to the subsidy cost of this service, but this contribution is not under review at this time.

The subsidy contribution toward 'County Connect' offers improved access to Banbury for the above-listed villages than would be affordable by procuring Monday to Saturday bus services, and permits travel for all from early morning to early evening every day except Sunday. Users must however be registered before using the service.

Current subsidy per annum	£15,000
Average passengers per annum	868 (based on estimate from six months of data)
Passengers April - Sept 2012	Cropredy 278 (circa one to two per day) Claydon 12 (circa 1 every 15 days) Great Bourton 84 (circa one every two days) Little Bourton 30 (circa 1 every five days) Mixbury 42 (circa 1 every four days) Prescote NO PASSENGERS Wardington NO PASSENGERS
Cost per passenger journey	£17.28 (low overall annual subsidy for Oxfordshire communities covered should be considered)

Comments from consultation

- *Bourtons: various suggestions for enhancements/amendments to 66/277 (particularly increased 'spacing' of service 277 journeys). Support for retention of 'County Connect'*
- *Claydon: return regular stop at Claydon to 277 route to facilitate two trips to Banbury. Stop at Clattercote? Additional stops at Hanwell Fields turn and Southam Road (for Tesco).*
- *Cottisford (including Juniper Hill): retain a service for parishes covered by service 8*
- *Cropredy: disappointment that 277 will not be reviewed until 2014*
- *Shenington with Alkerton: retain 269 and 270 (n.b: services not technically under review)*

Prices sought

CMDDL13E

Contribution for continuation of existing service is under discussion, along with contribution to potential new 'County Connect' service in Bicester/Brackley/Banbury area to cover majority of villages served by services 37, 81 and 81A (see Items C, D and E), plus Oxfordshire villages of Cottisford, Hethe, Fringford and Stratton Audley which are currently covered by Northamptonshire-subsidised service 8 and which result in a contribution to this service from Oxfordshire of £24,000 per annum

B: Contracts under review elsewhere in Oxfordshire**ITEM P**

**Service 47: Lambourn-Ashbury-Swindon
Contract V67**

Contribution toward two-hourly Swindon Borough Council tendered service operating via the Oxfordshire villages of Ashbury and Idstone. Swindon Borough Council's contract for provision of this service comes to an end in September: the new award will be decided in May, and officers are therefore seeking delegated authority to negotiate Oxfordshire's ongoing contribution toward the service.

Operator Thamesdown Transport

Days of operation Monday to Saturday

Frequency Two-hourly peak and off-peak

Parishes served Ashbury

Alternative services

Ashbury has no alternative bus services on Monday to Friday, although it is linked with Wantage and Swindon on Saturday by service X47, which enables to access to Wantage (single round trip) and Swindon (two round trips).

Current subsidy per annum £15,850

Average passenger journeys per day 13

Cost per passenger journey £4.00

Comments from consultation

Ashbury Parish Council: retain service at current level

Prices sought

Officers are seeking delegated authority to negotiate an ongoing contribution to Swindon Borough Council contract for this service when their procurement exercise has concluded.

ITEM Q**Service W1: 'Lewknor Taxibus'**

Provides peak hour connection between Lewknor Village and Oxford Tube to and from London at B4009. Service introduced to attempt to reduce car parking on verges of B4009 at intersection with M40 Junction 6. Also serves Aston Rowant on request.

Operator	Go Ride
Days of operation	Monday to Friday
Frequency	Peak hours only: timetabled service, but requires pre-booking
Parishes served	Lewknor, Aston Rowant
Alternative services	None
Current subsidy per annum	£11,730
Average passenger journeys per day	11
Cost per passenger journey	£4.21

Comments from consultation

Bix & Assendon, Highmoor, Nuffield, Stoke Row, Checkendon: not aware that anybody from parishes uses the mini-bus to commute. Seems to be well used and serves a useful function of reducing car journeys and parking.

Ipsden: unable to identify any resident who use the Watlington Tube service. I am therefore unable to express my informed comment on the service.

Wallingford: local residents rarely use this service at present, as they would have to drive to Watlington to access it. However, in a Wallingford transport survey last year, several residents said that they would use the service if it was extended to Wallingford.

Great Milton: not aware that this service is used by Great Milton. Those spoken to use the Sandhill Park and Ride which they can connect with at Wheatley using the 280 Arriva or Brookes Bus.

Beckley: replied asking for further information: no further response received.

Benson: no feedback received on this issue, other than a stated view that a proper car park should be constructed at Junction 6 to serve Oxford Tube passengers with cars.

Nettlebed: no personal experience of using the Watlington WI tube service. Usage numbers prove a very useful facility to local people: continuation supported.

Watlington: service meets a need for local residents which would be better met by an enhanced service proposed by Go-Ride. Current service targeted mainly at regular commuters which puts a severe limit on its usage. A service that could also meet the needs of shoppers and those who wish to visit exhibitions, theatres or other London attractions would certainly attract more users.

Parking space at Junction 6 is now very heavily used so that after the morning rush hour it is frequently difficult to find available space, making an overflow into Lewknor village more likely.

Proposed improvements to Junction 6 parking area will not increase the total space available, and may even reduce it slightly, so problem will continue.

Increased crime at Junction 6 parking area is a concern for Watlington users. The availability of a link bus means that it is possible for them to use the Oxford Tube service without risking damage to or theft from their cars. Full survey of Watlington users of the service not conducted, but anecdotal evidence indicates that there are a number of Watlington people who use the Oxford Tube quite regularly but are not regular users of the W1 shuttle service. Making the service more convenient for these users could significantly increase the usage. In addition, Go-Ride's ambition to extend the service to other villages in the area, including Ewelme and Benson could help substantially in improving the viability of the service.

Prices sought

Officers are in discussions with Go Ride as regards the cost of future provision: details of potential future costs are outlined in Supplementary Exempt Annex 2.

ITEM R**Goring Dial-a-Ride: Thursday only**

Contract for Dial-a-Ride service linking Goring with Reading on Thursdays. Contract expired on December 31: extension granted following discussions with provider and to enable review

Operator	Readibus
Days of operation	Thursday
Frequency	Demand-responsive
Parishes served	Goring

Alternative services

Service is specifically for disabled and mobility-impaired users: no similar service exists linking Goring with Reading on Thursday, but Oxfordshire Dial-a-Ride provides similar facilities on Wednesday and Friday linking Goring with Didcot and Wallingford, and on Monday linking Goring with Oxford and Abingdon or any location in South Oxfordshire.

Current subsidy per annum	£1,355
Average passenger journeys per day	14 (approximate figure)
Cost per passenger journey	£2.78 (approximate figure)

Comments from consultation

Goring Parish Council: retain service to enable access to Reading for those who cannot easily use public transport

Prices sought

Details of potential future costs are outlined in Supplementary Exempt Annex 2.

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Annex 3 – Additional Background and supporting information

Subsidy Prices

If further support for any contract is not agreed at the meeting on Thursday 21 March 2013 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 1 June 2013. The only exception to this may be if a settlement will be left with no other form of public transport. In such cases, a recommendation for extension of an existing contract or contracts until December 2013 may be sought to allow time for alternative facilities to be explored (such as voluntary community transport).

Exemption from Call-in

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 1 June 2013, 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.

With regard to that provision, local members and Growth and Infrastructure Scrutiny Committee Members will be advised of the recommended contract awards at least one week before the date of this meeting, which will allow them the opportunity to put their comments in writing or arrange to speak at the meeting.

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 possible 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 before Monday 1 April 2013 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Contract Numbering

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 the award of new contracts.

Contract Termination

Contracts may be terminated on any date by mutual agreement in writing between the parties, or by either party notifying the other of intended termination at not less than 16

weeks' notice prior to one of the two annual authorised change dates.

Division(s): All

DEPUTY LEADER OF THE COUNCIL – 21 MARCH 2013**RE-TENDER OF EMERGENCY CONTRACTS FOR SUBSIDISED BUS SERVICES FORMERLY OPERATED BY RH TRANSPORT****Report by Deputy Director for Environment and Economy (Commercial)****Introduction**

1. RH Buses entered administration in early October 2012. Emergency contracts were issued to guarantee ongoing short-term coverage of their former services until June 2013, pending further re-tender. This report, following officer review, seeks to:
 - (A) Provide the outcome of the tendering process for contracts formerly operated by RH Transport
 - (B) Recommend the contract award of bus services, formerly operated by RH Buses, in the Chipping Norton and Witney area and the Wantage and Faringdon area.
2. Detailed information for each of the services/routes being retendered is contained in Annex 1.
3. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annex 2 together with the recommendations. The overall impact on the Public Transport budget will not be known until tenders have been evaluated.
4. The tender prices contained in Annex 2 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 Decision Meeting decides 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 will remain confidential after the date of this meeting for 10 days (until Monday 1 April) under the objection period specified in the Public Contract Regulations 2006.
5. Further background, including exemption from the Council's call-in procedure and subsidy prices/contract dates, are included in Annex 3.

Consultation during review

6. Extensive consultation has been conducted during the course of this review, though few responses were received. A summary of all comments received is set out in each item detailed within Annex 1.
7. This review has also utilised Oxfordshire County Council's Consultation Portal as a means of attracting comments from local residents.
8. Local Members and the Growth and Infrastructure Scrutiny Committee have been 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 are included as an appendix to Supplementary Exempt Annex 2.

Considerations in review process

9. A number of factors have had to be taken into consideration during the course of the review as follows.

Service 98: Didcot to Great Western Park

10. Service 98 (Contract S79: Item K) links the Great Western Park housing development with Didcot Town Centre and Didcot Parkway Station by provision of a half-hourly circular 'bespoke' service. The service is currently funded in its entirety by Section 106 funds resulting from the development.
11. Other contracts formerly operated by RH Buses in the Wantage, Faringdon and Didcot area are next scheduled for full review from autumn 2014 with new contracts to commence in May 2015. As a result contracts for ongoing coverage of most of these services in this area following the expiry of the current emergency contracts will be awarded until the end of May 2015. However, given that the 'spine road' through Great Western Park is likely to be completed before then, officers have tendered for a shorter contract duration for this particular service as the change in road layout will generate additional possibilities for serving the estate via diversion of existing routes, possibly on a commercial or semi-commercial basis.
12. The shorter contract length will enable a more flexible approach to serving the development, and may create improved travel opportunities for residents if longer-distance routes serving employment centres and nearby towns are able to operate via Great Western Park.
13. When awarded to RH Buses in February 2012, officers were advised that Section 106 funds were available to meet the cost of service provision until the termination of the contract in December 2013. Confirmation has been received that such funds are available to cover the cost of the remainder of the contract should an award be made until the revised end date of May 2014.

Service 700: Thornhill Park and Ride to Churchill

14. The contract for service 700 was operated by RH Buses at the time the company entered administration. A contract for emergency coverage was awarded at the same time as those for other services dealt with in this report. It was intended that a new contract for service 700 would be procured to commence in March 2013 as part of the LSTF (Local Sustainable Transport Fund) package for improved bus services in the Headington area. However, for technical reasons the start of the longer-term LSTF contract has been delayed and therefore is not covered by this report.

Publicity

15. Following this review, timetable booklets will be produced for the Bicester and Banbury areas, including other commercial services and those not under review. It is anticipated that this will be distributed locally and carried on board buses serving this area.

Adoption of improved tendering procedure

16. New procurement procedures have been followed using the South-East Business portal. Interest from operators in the contracts being tendered has been encouraging, and it is anticipated that no adverse effect on the number of bids received will result from the new procedure.
17. The new tendering procedure also includes the compulsory submission of a 'Statement of Requirements', which officers used to conduct a quality assessment of each potential bidder. This document also informs operators that a credit check will be carried out to assess the financial stability of the company.

Community Transport

18. Any opportunities identified for potential coverage of the routes under review by Community Transport schemes have been communicated to the Community Transport Strategy and Development Officer. It is not anticipated that Community Transport schemes will cover any of the routes available for tender at this stage, although 'grant aided' bus operators such as Villager Community Minibus are free to submit bids for them via the standard tendering process.

Oxford Low Emission Zone

19. Service 18 (Contract W2: Item A) is specified to serve Oxford City Centre at a broadly hourly frequency from Monday to Saturday, and as such will be subject to the requirements of the Oxford Low Emission Zone from 1 January 2014. Operators have been informed of the need to comply with the LEZ requirements, which broadly state that vehicles entering the Zone should meet 'Euro 5' emission standards from this date, though with some exemptions and relaxations based upon frequency and vehicle standards. Full details of the Traffic Regulation Condition (which at the time of writing was undergoing consultation) have been made available to prospective tenderers for this service.
20. Service 63 (Contract V61: Item I) is also specified to serve Oxford City Centre, but is exempt from the requirements of the Low Emission Zone as it does not attain the required number of journeys per day or per week to trigger the requirement for compliance.

Home-to-School Transport – carriage of students on subsidised bus services

21. Services 67/67A (Contract PT/V79: Item J) and service X15 (Contract PT/W21: Item H) are timetabled to carry schoolchildren to and from King Alfred's School in Wantage and Abingdon and Witney College's Abingdon site respectively. Re-tendering of these subsidised bus services on the current basis will ensure that pupils will continue to be carried.

Financial and Staff Implications

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

Bus Subsidy Budget	£2,572,000
Rural Bus Subsidy Grant (RBSG)	£1,840,000
Total	£4,412,000

Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £500,000 of income from developer, partnership and other local authorities (for cross boundary routes). 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 already taken into account in any references to the subsidy cost to the Council of the services concerned.

Financial Position – RH Buses’ former contracts

23. Before RH Buses entered administration, the total annual value of bus subsidy contracts held by the company was approximately £734,000. Following the award of emergency contracts to other operators to maintain services in October 2012 the annualised cost increased to £1,192,155. This increase was not totally unexpected because of the emergency nature of the tendering exercise and subsequent contract awards.
24. The cost implications of the re-tendering of each individual contract are outlined in Supplementary Exempt Annex 2. Annualised contract prices for the original award to RH Buses, the emergency award from October 2012 until June 2013 and the new price from June 2013 until either May 2014 or May 2015 (dependent on geographical area served) are shown for reference.

RECOMMENDATION

25. **The Deputy Leader of the Council is RECOMMENDED to:**
 - (a) **make 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;**
 - (b) **confirm that these decisions 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.**

MARK KEMP

Deputy Director – Environment and Economy (Commercial)

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

Contact Officers: Trevor Askew, Service Manager, 01865 323678

February 2013

Review of emergency contracts to cover services formerly operated by RH Buses

Contracts to commence June 2013

A: Contracts under review in Witney and Chipping Norton area

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
A	18	W2	Clanfield – Bampton – Eynsham – Oxford	Mon-Sat	Stagecoach	2
B	19	W5	Witney – Bampton – Carterton via Shilton Park	Mon-Sat	Stagecoach	3
C	64	W10	Carterton – Lechlade – Swindon	Mon-Sat	Stagecoach	4
D	243	W48	Combe – Stonesfield - Witney	Tues/Fri	Pulhams Coaches	5
E	C1/T1	W40	'Charlbury Railbus'/'Charlbury Taxibus'	Mon-Fri	Go-Ride	6/7
F	X8	W50	Chipping Norton – Kingham - Wychwoods	Mon-Sat	Stagecoach	8/9
G	X9	W56	Witney – Charlbury – Chipping Norton	Mon-Sat	Stagecoach	10/11
H	X15	W21	Witney – Southmoor – Abingdon	Mon-Sat	Stagecoach	12

B: Contracts under review in Wantage and Faringdon area

I	63	V61	Southmoor – Appleton – Oxford	Mon-Sat	Heyfordian	13
J	67	V79	Wantage – Stanford-in-the-Vale – Faringdon	Mon-Sat	Heyfordian	14
K	98	S79	Didcot – Great Western Park	Mon-Sat	Thames Travel	15
L	X47	V68	Ardington – Wantage - Swindon	Sat only	Ridgeways Coaches	16

Notes

Parishes served: Where a parish is listed in [square brackets], the service passes through the parish but does not serve the main area of population. Another service operates to the area of population (listed under alternative services).

Alternative services: Services only serving Banbury, Bicester, Gosford & Water Eaton, Kidlington and Oxford City are not listed for clarity.

A: Contracts under review in Witney and Chipping Norton area**ITEM A****Service 18: Clanfield-Bampton-Eynsham-Oxford****Contract W2**

Offers guaranteed connections with service 19 at Bampton (Contract W5 - Witney – Bampton – Carterton: see Item B) for travel to/from Clanfield and Alvescot.

Operator Stagecoach

Days of operation Monday to Saturday

Frequency Broadly hourly, with alternate off-peak journeys operating via Standlake (Heyford Close) and Northmoor and Bablockhythe

Parishes served Oxford City, Cassington, Eynsham, Stanton Harcourt, Northmoor, Standlake, Aston Cote Shifford & Chimney, Ducklington, Witney, Bampton, Clanfield

Alternative services

- Stagecoach service 19 (Contract W5 - Witney – Bampton – Carterton: see Item B) serves Aston, Ducklington, Witney, Bampton and Clanfield
- Stagecoach service X15 (Contract W21 - Standlake-Witney: see Item H) serves Standlake and Witney two-hourly Monday to Saturday
- Stagecoach service S1 (Witney – Oxford) links Eynsham and Oxford up to every 10 minutes daily
- Stanton Harcourt, Sutton, Northmoor and Bablockhythe each have no alternative bus service.

Annualised value of current emergency contract: £190,788

Subsidy per annum when operated by RH Buses in October 2012: £91,293

Comments from consultation

Bus Users UK: implement experimental Sunday service to coincide with Bampton Morris Event on Monday 27 May

Consultation Portal: Please consider increasing frequency and changing the route of bus 18 to avoid A40

ITEM B**Service 19: Witney – Bampton – Carterton****Contract W5**

Offers guaranteed connections with service 18 at Bampton (Contract W2 - Bampton – Oxford: see Item A) for onward travel to Standlake/Eynsham/Oxford.

Operator Stagecoach

Days of operation Monday to Saturday

Frequency Broadly hourly

Parishes served Carterton, Alvescot, Black Bourton, Clanfield, Bampton, Aston Cote Shifford & Chimney, Ducklington, Witney

Alternative services

- Stagecoach service 18 (Contract W2 - Bampton – Oxford: see Item A) serves Bampton and Aston, and also extends to Clanfield in peak hours
- Stagecoach service X15 (Contract W21 - Abingdon-Witney: see Item H) serves Standlake and Witney two-hourly Monday to Saturday
- Alvescot and Black Bourton have no alternative regular bus service, although both are linked with Carterton and Faringdon on Thursdays only by Pulhams Coaches service 113

Annualised value of current emergency contract: £169,748 (attracts £7,242 Section 106 contribution for hourly service via Shilton Park)

Subsidy per annum when operated by RH Buses in October 2012: £129,920

Comments from consultation

Bus Users UK: implement experimental Sunday service to coincide with Bampton Morris Event on Monday 27 May

Consultation Portal: Please consider increasing frequency

ITEM C**Service 64: Carterton – Swindon
Contract W10**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Two-hourly
Parishes served	Witney, [Minster Lovell], Curbridge and Lew, Carterton, [Alvescot], Kencot, Filkins, Langford, Broadwell, Little Faringdon, Buscot, Coleshill

Alternative services

- There are no alternative services to Kencot, Filkins, Langford or Little Faringdon
- Frequent daily services exist from Carterton to Oxford and Witney via Stagecoach services S1 and S2
- Gloucestershire C.C contributes towards peak journeys from Lechlade to Swindon (officers awaiting confirmation of future potential contributions)
- Swindon B.C contributes towards route in/out of Swindon via Gorse Hill, Elgin and Lower Stratton, (officers awaiting confirmation of future potential contributions)

Annualised value of current emergency contract: £76,549 (minus external contributions from Swindon Borough Council and Gloucestershire County Council totalling £17,121)

Subsidy per annum when operated by RH Buses in October 2012: £48,501 (minus external contributions as outlined above)

Comments from consultation

None received

ITEM D**Service 243****Contract W48: Combe – Leaffield – Witney**

Operator	Pulhams Coaches
Days of operation	Tuesday and Friday
Frequency	Three round trips
Parishes served	Combe, Crawley, Fawler, Finstock, Leaffield, Stonesfield, Witney

Alternative services

- *No alternative direct services link Combe and Stonesfield with Witney at any time.*
- *Crawley has the following additional services:*
Witney (Villager services 14, 21 and 23): Tuesday, Wednesday and Thursday morning
- *Fawler has the following additional service:*
Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat
- *Finstock has the following additional services:*
Witney and Chipping Norton (Stagecoach service X9 – contract W56: see Item G): broadly hourly peak/off-peak service Mon-Sat
Charlbury (Go Ride services C1/T1 – contract W40: see Item E): peak hour ‘railbus’ service and off-peak demand responsive ‘taxibus’
Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
- *Leaffield has the following additional services:*
Charlbury (Go Ride services C1/T1 – contract W40: see Item E): peak hour ‘railbus’ service and off-peak demand responsive ‘taxibus’
Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23)

Annualised value of current emergency contract: £24,960

Subsidy per annum when operated by RH Buses in October 2012: £18,719

Comments from consultation

Go-Ride CIC: Include T1 in new E1/E2 service as per previous review to also include 243.

ITEM E**Services C1/T1**

Contract W40: **Charlbury-Finstock-Leaffield-Ascott-Shipton (peak service)**
 Leaffield-Ramsden-Finstock-Charlbury (off-peak service)

Service C1 provides peak hour links to Charlbury Station, with morning arrivals and evening departures timed to connect with trains to and from London respectively. Off-peak service T1 caters for social need, linking Leaffield with Charlbury. Ramsden and Finstock are also included in the off-peak service, but these are also catered for by the hourly X9 service (see Item G).

Operator	Go-Ride
Days of operation	Monday to Friday peak and 'demand-responsive' off-peak service
Frequency	Peak hour service connects with train arrivals/departures from Charlbury. Off peak service currently connects with some trains, but is broadly designed to fulfil social need rather than facilitate rail journeys.
Parishes served	Ascott-under-Wychwood, Charlbury, Finstock, Leaffield, Milton-under-Wychwood, Ramsden, Shipton-under-Wychwood

Alternative services

- *Ascott-under-Wychwood has the following additional services:*
 Chipping Norton (Stagecoach service X8 – contract W50: see Item F): hourly off-peak service
 Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip
- *Charlbury has the following additional services:*
 Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat
 Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
 Witney and Chipping Norton (Stagecoach service X9 – contract W56: see Item G): broadly hourly peak/off-peak service Mon-Sat
- *Finstock has the following additional services:*
 Witney and Chipping Norton (Stagecoach service X9 – contract W56: see Item G): broadly hourly peak/off-peak service Mon-Sat
 Witney (Pulhams service 243 – contract W48: see Item D): Tuesday and Friday shoppers' service
 Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
- *Leaffield has the following additional services:*
 Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
 Witney: single shoppers round trip on Tuesday, Wednesday and Thursday mornings and Thursday afternoon (Villager services 14/20/21/23), plus Stagecoach service 243 (contract W48: see Item D) on Tuesday and Friday
- *Milton-under-Wychwood has the following additional services:*
 Chipping Norton (Stagecoach service X8 – contract W50: see Item F): hourly off-peak service
 Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip
 Cheltenham (Pulhams service 811): two return journeys on Saturday only, plus single return trip to Chipping Norton
 Witney (Stagecoach service 233): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday
- *Ramsden has the following additional service:*
 Witney and Chipping Norton (Stagecoach service X9 – contract W56: see Item G): broadly two-hourly off-peak service Mon-Sat from village. Hourly service operates along main road
- *Shipton-under-Wychwood has the following additional services:*

Chipping Norton (Pulhams service 806): single Thursday return trip
Chipping Norton (Villager service 13): single Friday return trip
Cheltenham (Pulhams service 811): two return journeys on Saturday only, plus single return trip to Chipping Norton
Witney (Stagecoach service 233): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday
Chipping Norton (Stagecoach service X8 – contract W50: see Item F): hourly off-peak service
Witney (Villager services 14/20A/20B): single Tuesday return trip, and one Thursday a.m and one Thursday p.m return trip

Annualised value of current emergency contract: £65,000

Subsidy per annum when operated by RH Buses in October 2012: £15,472

Comments from consultation

Go-Ride CIC: retain service C1. Include T1 in new E1/E2 service as per previous review.

ITEM F**Service X8****Contract W50: Kingham Railbus (with off-peak extensions to Wychwoods via Idbury)**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Broadly hourly
Parishes served	Ascott-under-Wychwood, Chipping Norton, Churchill, Fifield, Idbury, Kingham, Milton-under-Wychwood, Shipton-under-Wychwood

Alternative services

- *Ascott-under-Wychwood has the following additional services:*
Charlbury (Go Ride service C1 – contract W40: see Item E): peak hour service
Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip
- *Chipping Norton has the following additional services:*
Woodstock and Oxford (Stagecoach service S3): broadly half-hourly peak and hourly off-peak service with limited Mon-Sat evening service and hourly Sunday service
Charlbury (Stagecoach service S3): limited peak hour 'placement' journeys only
Shipston-on-Stour and Stratford (Stagecoach service 50): one morning and evening peak journey in each direction, plus three off-peak journeys each way Mon-Sat
Charlbury and Witney (Stagecoach service X9 – contract W56: see Item G): broadly hourly peak/off-peak service Mon-Sat.
Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
Bloxham and Banbury (Stagecoach service 488/489): hourly service
Cheltenham (Pulhams service 811): two return journeys on Saturday only
- *Churchill has the following additional services:*
Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
Chipping Norton (Villager service 9/12): one round trip on Thursday a.m and one round trip on Friday a.m and p.m
Cheltenham (Pulhams service 811): two return journeys on Saturday only, plus single Saturday return trip to Chipping Norton
Witney (Villager service 24): single Thursday p.m return trip
- *Fifield and Idbury have the following additional services:*
Cheltenham (Pulhams service 811): two return journeys on Saturday only, plus single Saturday return trip to Chipping Norton
Witney (Villager service 21): single Wednesday morning return trip
Witney (Stagecoach service 233): two return trips to Witney
- *Kingham has the following additional services:*
Cheltenham (Pulhams service 811): two return journeys on Saturday only, plus single Saturday return trip to Chipping Norton
Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
Stow-on-the-Wold (Villager service 6): single round trip on Thursday only
Witney (Villager services 14/20/23): single round trip on Tuesday morning and Thursday morning
- *Milton-under-Wychwood has the following additional services:*
Charlbury (Go Ride service C1 – contract W40: see Item E): peak hour service
Chipping Norton and Banbury (Pulhams service 806): single Thursday return trip
Cheltenham (Pulhams service 811): two return journeys on Saturday only, plus single return trip to Chipping Norton

Witney (Stagecoach service 233): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday

- *Shipton-under-Wychwood has the following additional services:*

Chipping Norton (Pulhams service 806): single Thursday return trip

Chipping Norton (Villager service 13): single Friday return trip

Cheltenham (Pulhams service 811): two return journeys on Saturday only, plus single Saturday return trip to Chipping Norton

Witney (Stagecoach service 233): broadly every 90 minutes Monday to Saturday, and 4 round trips on Sunday

Charlbury (Go Ride service C1 – contract W40: see Item E): peak hour service

Witney (Villager services 14/20/23/24): single Tuesday return trip, and one Thursday a.m and one Thursday p.m return trip

Annualised value of current emergency contract: £176,171

Subsidy per annum when operated by RH Buses in October 2012: £135,775

Comments from consultation

Cotswold Line Promotion Group: revise departure times of selected departures from

Kingham Station to give better connections with trains to and from the Hereford direction

Fifield (public response): better service required from Fifield to Kingham Station to enable trips to London

Go-Ride CIC: Reduce service X8 beyond Kingham and introduce service to Burford

ITEM G**Service X9****Contracts W56: Chipping Norton-Charlbury-Witney**

Operator	Stagecoach
Days of operation	Monday to Saturday peak and off-peak service, with two late night journeys provided in each direction on Friday and Saturday
Frequency	Broadly hourly overall
Parishes served	Chadlington, Charlbury, Chipping Norton, Finstock, Hailey, Ramsden, Spelsbury, Witney

Alternative services

- *Chipping Norton has the following additional services:*
Woodstock and Oxford (Stagecoach service S3): broadly half-hourly peak and hourly off-peak service with limited Mon-Sat evening service and hourly Sunday service
Charlbury (Stagecoach service S3): limited peak hour journeys only
Shipston-on-Stour and Stratford (Stagecoach service 50): one morning and evening peak journey in each direction, plus three off-peak journeys each way Mon-Sat
Kingham and Wychwoods (Stagecoach service X8 - contract W50: see Item F): broadly hourly peak/off-peak service Mon-Sat.
Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
Bloxham and Banbury (Stagecoach service 488/489): hourly service
Cheltenham (Pulhams service 811): two return journeys on Saturday only
- *Chadlington and Spelsbury have the following additional services:*
Charlbury and Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
Charlbury, Woodstock and Oxford (Stagecoach service S3: limited peak hour 'placement' journeys only
- *Charlbury has the following additional services:*
Woodstock and Oxford (Stagecoach service S3): broadly hourly peak/off-peak service Mon-Sat
Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
Routes C1 and T1 serve Charlbury, but are largely designed to get people to get residents of surrounding villages **to** the town and rail station.
- *Finstock has the following additional services:*
Charlbury (Go Ride services C1/T1 – contract W40: see Item E): peak hour 'railbus' service and off-peak demand responsive 'taxibus'
Witney (Pulhams Coaches service 243 – contract W48: see Item E): Tuesday and Friday shoppers' service
Moreton-in-Marsh (Bakers service 5): single return shoppers trip on Tuesday only
- *Hailey has no other bus service*
- *Ramsden is currently served by Go Ride service T1 (contract W40: see Item E): off-peak demand responsive 'taxibus'.*
- *Witney has a high-frequency service to Eynsham and Oxford, along with hourly services to Burford and Woodstock and many nearby villages.*

Annualised value of current emergency contract: £162,549

Subsidy per annum when operated by RH Buses in October 2012: £77,104 (service was declared semi-commercial in December 2008: subsidy was paid largely to enhance service to hourly from commercial two-hourly frequency)

Comments from consultation

Charlbury: extend X9 to Chipping Norton Hospital, or offer through fares and connection with X8

Advance morning C1s by 5 mins. New bus to connect with 1903 train arrival from London?

Improve S3/X9 connections at Charlbury

Ramsden: ideal departure times from Ramsden 0940 and 1040. Travellers to Witney require 2 hours in town

ITEM H**Service X15: Witney – Southmoor - Abingdon
Contract W21**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Broadly two-hourly
Parishes served	Witney, [Ducklington], Hardwick with Yelford, Standlake, Kingston Bagpuize w/Southmoor, Frilford, Marcham, Abingdon

Alternative services

- No alternative services link Abingdon and Witney or most of the places on the line of route, except Marcham which is linked with Oxford, Wantage and Abingdon by broadly hourly Stagecoach service 31.
- Kingston Bagpuize w/Southmoor is linked with Faringdon, Oxford and Swindon by broadly half-hourly Monday to Saturday and hourly Sunday Stagecoach service 66.
- Standlake is linked with Eynsham and Oxford by hourly service 18 (Contract PT/W2: see Item A)
- Frilford is linked with Oxford, Wantage and Abingdon by broadly hourly service 31 and with Oxford and Wantage by half-hourly service X30.

Annualised value of current emergency contract: £97,353

Subsidy per annum when operated by RH Buses in October 2012: £39,942 (service previously semi-commercial)

Comments from consultation

Marcham: divert service via North Street and Howard Cornish Road

B: Contracts under review in Wantage and Faringdon area**ITEM I****Service 63: Southmoor-Hinton Waldrist-Longworth-Appleton-Eaton-Oxford
Contract V61**

Operator	Heyfordian Travel
Days of operation	Monday to Saturday
Frequency	Two-hourly off-peak
Parishes served	Oxford, North Hinksey, Cumnor, Appleton w/Eaton, Fyfield, Longworth, Hinton Waldrist, Kingston Bagpuize w/Southmoor

Alternative services

- Cumnor is served by half-hourly Monday to Saturday daytime service and hourly evening and Sunday service 4 to Oxford and Abingdon
- Kingston Bagpuize and Southmoor, Fyfield Turn and Appleton Turn are served by half-hourly Monday to Saturday and hourly Sunday commercial service 66 to Swindon and Oxford
- Kingston Bagpuize w/Southmoor is linked with Abingdon and Witney by broadly two-hourly service X15 (Contract PT/W21: see Item H)
- Hinton Waldrist, Longworth, Fyfield, Appleton and Eaton are linked with Abingdon by Thursday-only service 43
- North Hinksey is linked with Oxford by numerous more frequent bus services running via Botley Road
- Peak and evening journeys linking Longworth, Fyfield, Appleton and Eaton with Oxford are provided by diversion of certain service 66 journeys.

Annualised value of current emergency contract: £72,000

Subsidy per annum when operated by RH Buses in October 2012: £46,643

Comments from consultation

None received

ITEM J**Service 67/67A/67B: Wantage – Stanford-in-the-Vale - Faringdon****Contract V79**

Operator	Heyfordian Travel
Days of operation	Monday to Saturday
Frequency	Broadly every 90 minutes off-peak, hourly peak services 67A/67B). Includes single daily round trip linking Baulking, Uffington, Kingston Lisle, Westcot and Sparsholt with Wantage (service 67)
Parishes served	Baulking, Childrey, East Challow, Great Faringdon, Fernham, Letcombe Bassett, Letcombe Regis, Little Coxwell, Kingston Lisle, Shellingford, Sparsholt, Stanford-in-the-Vale, Uffington, Wantage

Alternative services

- Childrey, Letcombe Bassett and Letcombe Regis are also linked with Wantage on Monday to Saturday by Whites Coaches service 38 and with Wantage and Swindon on Saturday by Ridgeways Coaches service X47 (also under review: see item L)
- Uffington, Wescot, Sparsholt and Kingston Lisle are also linked with Wantage and Swindon on Saturday by Ridgeways Coaches service X47 (also under review: see item L)
- East Challow is also linked with Wantage on Monday to Saturday by Whites Coaches service 38
- Fernham and Little Coxwell are linked with Faringdon and Swindon on Monday to Saturday by Stagecoach service 65
- Shellingford is also linked with Faringdon on Tuesday and Friday by Stanford Community Minibus services 83 and 84
- Faringdon, Wantage and Stanford-in-the-Vale are also linked on Tuesday, Wednesday, Friday and Saturday by Stanford Community Minibus services 83 and 84
- Faringdon is linked with Oxford and Swindon by broadly half-hourly Monday to Saturday and hourly Sunday Stagecoach service 66
- Wantage is linked with Abingdon and Didcot by Monday to Saturday hourly Thames Travel service 32, with Abingdon and Oxford by daily hourly Stagecoach service 31, with Didcot and Abingdon by Sunday two-hourly Thames Travel service 32A, with Oxford by daily half-hourly Stagecoach service X30 (hourly Sundays), with Didcot and Wallingford by hourly Monday to Friday Thames Travel service 36 and with Swindon by Saturday Ridgeways Coaches service X47 (also under review: see item L)
- Baulking has no other bus service

Annualised value of current emergency contract: £105,000

Subsidy per annum when operated by RH Buses in October 2012: £57,555

Comments from consultation

Cllr Judith Heathcoat: maintain services at current level

ITEM K**Service 98: Didcot – Great Western Park****Contract S79**

Operator	Thames Travel
Days of operation	Monday to Saturday
Frequency	Broadly every 30 minutes peak and off-peak, every 15 minutes evening peak
Parishes served	Didcot

Alternative services

No alternative services link Great Western Park with Didcot

Annualised value of current emergency contract: £101,287 (entirely funded by Section 106 agreement for Great Western Park development)

Subsidy per annum when operated by RH Buses in October 2012: £57,384

Comments from consultation

None received

ITEM L

Service X47

Contract V68: Wantage – Letcombes – Uffington – Swindon

Operator Ridgeways Coaches

Days of operation Saturday only

Frequency Three round trips

Parishes served Ardington, Wantage, Childrey, Letcombe Bassett, Letcombe Regis, Sparsholt, Kingston Lisle, Ashbury, Woolstone, [Compton Beauchamp], Uffington, *Swindon B.C*

Alternative services

- Childrey, Letcombe Bassett and Letcombe Regis are also linked with Wantage on Monday to Saturday by Whites Coaches service 38 (also under review: see item G), and with Wantage and Faringdon on Monday to Saturday by Heyfordian service 67/67B (also under review: see item J)
- Uffington, Wescot, Sparsholt and Kingston Lisle are also linked with Wantage and Faringdon on Monday to Saturday by Heyfordian service 67 (also under review: see item J)
- Ashbury is linked with Swindon by two-hourly Monday to Saturday service 47 (subsidised by Swindon Borough Council, West Berkshire County Council and Oxfordshire County Council. Service currently being re-tendered: Oxfordshire contribution to be reviewed based on outcome of procurement exercise)
- Woolstone and Compton Beauchamp have no other bus service
- Wantage is linked with Abingdon and Didcot by Monday to Saturday hourly Thames Travel service 32, with Abingdon and Oxford by daily hourly Stagecoach service 31, with Didcot and Abingdon by Sunday two-hourly Thames Travel service 32A, with Oxford by daily half-hourly Stagecoach service X30 (hourly Sundays), with Didcot and Wallingford by hourly Monday to Friday Thames Travel service 36 and with Faringdon by broadly two-hourly Heyfordian services 67/67A/67B (Contract PT/V79: See item J)
- Ardington is linked with Wantage on Monday, Wednesday and Friday by Oxfordshire County Council-operated shoppers' service A1

Annualised value of current emergency contract: £15,750

Subsidy per annum when operated by RH Buses in October 2012: £8,888

Comments from consultation

Cllr Judith Heathcoat: maintain services at current level

Annex 3 – Additional Background and supporting information

Subsidy Prices

Unless otherwise detailed, all contracts have been re-tendered on the basis of maintaining the current level of service for the relatively short period until their next scheduled review. In all cases the level of service tendered exactly duplicates that operated by RH Buses prior to entering administration and that operated by the emergency contractor (although two contracts contain additional options to address known issues). It was made clear in the consultation documentation that contracts were to be reviewed on this basis. All contracts will be awarded until their next scheduled review date, which in the case of contracts in the Witney and Chipping Norton area is Saturday 31 May 2014 and for those in the Wantage and Faringdon area is Saturday 30 May 2015.

Exemption from Call-in

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 1 June 2013, 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.

With regard to that provision, local members and Growth and Infrastructure Scrutiny Committee Members will be advised of the recommended contract awards at least one week before the date of this meeting, which will allow them the opportunity to put their comments in writing or arrange to speak at the meeting.

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 possible 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 before Monday 1 April 2013 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Contract Numbering

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 the award of new contracts.

Contract Termination

Contracts may be terminated on any date by mutual agreement in writing between the parties, or by either party notifying the other of intended termination at not less than 16

weeks' notice prior to one of the two annual authorised change dates.