

## ***Delegated Decisions by Cabinet Member for Transport***

***Thursday, 6 October 2011 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 14 October 2011 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**



Peter G. Clark  
County Solicitor

September 2011

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Note: Date of next meeting: 17 November 2011

**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. Replacement of Commercial Bus Services** (Pages 1 - 2)

*Cabinet Member:* Transport

*Forward Plan Ref:* 2011/123

*Contact:* Allan Field, Bus Services Manager Tel: (01865) 815826

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

- 5. Disabled Persons' Parking Places - Oxford City (Southfield Road & Peat Moors)** (Pages 3 - 6)

*Forward Plan Ref:* 2011/159

*Contact:* Mike Ruse, Traffic Regulation Officer Tel: (01865) 815978

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

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Division(s): All

## **CABINET MEMBER FOR TRANSPORT - 6 OCTOBER 2011**

### **REPLACEMENT OF COMMERCIAL BUS SERVICES**

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

#### **Introduction**

1. This report considers the future of two bus services which had been operated commercially but which were now subsidised under delegated powers.
2. Earlier in 2011 commercial bus service 275 (Oxford – Tetsworth – Postcombe – Stokenchurch – High Wycombe) and off-peak journeys on service X15 (Witney – Standlake – Southmoor - Marcham – Abingdon) were due to be withdrawn by the commercial operators concerned. Under delegated powers a subsidy was provided to keep the journeys operating whilst a review was undertaken.

#### **Financial Position – Current Year (2011-12)**

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

	£000's
Bus Subsidy Budget	£2,892
Rural Bus Subsidy Grant (RBSG)	£1,737

4. The combined budget total of £4,629,000 represents a cut of £268,000 from the 2010/11 budget. Next year's budget will remain the same as this year (excluding inflation) but further cuts of £250,000 in both 2013/14 and 2014/15 are scheduled. Thus, because of the length of the contracts being tendered, awards will be assessed on the available budget in 2014/15.

#### **Service 275**

5. The majority of passengers on this service actually travel to/from or wholly within Buckinghamshire and therefore it has been agreed that Buckinghamshire County Council will become lead authority for the tendering of this service. Additionally Buckinghamshire County Council has identified that cost savings can be made by diverting service 275 over the route of another bus service currently subsidised by that authority.
6. This bus service is the only regular public transport service for the villages of Postcombe, Tetsworth and Milton Common and consultation will take place with the relevant Parish Councils and local Members.

7. Following the tendering of this service Buckinghamshire County Council will seek a financial contribution from Oxfordshire County Council for the section of route within our County.

### **Service X15**

8. This new bus service commenced in 2004 as a result of a successful bid for central Government Rural Bus Service Challenge funds. It was the first direct bus service to link Witney and Abingdon and was underpinned by the movement of students between the Abingdon and Witney College's two main campuses. The service runs approximately two hourly throughout the day and has opened up new travel opportunities between Witney, Standlake, Southmoor and Abingdon.
9. Oxfordshire County Council has provided a small subsidy for some journeys between Witney and Standlake and, since September 2011, for off-peak journeys between Standlake and Abingdon previously operated commercially.
10. In order that the subsidy for the off-peak service can be rationalized it is proposed that the contract for the journeys between Witney and Standlake be terminated with effect from 2 June 2012. Additionally the current subsidy for the southern section would be extended until 2 June 2012 and then the whole off-peak service can be reviewed and tendered together as part of the review of subsidised bus services to be reported to the Cabinet Member for Transport in March 2012.

## **RECOMMENDATION**

11. **The Cabinet Member for Transport is RECOMMENDED to:**
  - (a) **authorise the Director for Environment & Economy, in consultation with the Cabinet Member for Transport to negotiate the best level of bus service, at the lowest cost, with Buckinghamshire County Council for the Oxfordshire villages served by bus service No. 275 following consultation with the relevant Parish Councils and local Members;**
  - (b) **terminate Contract PT/W 21 on 2 June 2012 and extend Contract PT/W 22 until 2 June 2012 and ask officers to undertake a full review of bus service No. X15 and invite bids to operate journeys on service X15 that are not commercial and report the results of that review to the Cabinet Member for Transport for decision in March 2012.**

STEVE HOWELL

Deputy Director for Environment & Economy (Highways & Transport)

Contact Officer: Allan Field, Bus Services Manager (Tel: Oxford 815826)

September 2011

Division(s): East Oxford, Leys & Lye

## **CABINET MEMBER FOR TRANSPORT – 6 OCTOBER 2011**

### **DISABLED PERSONS' PARKING PLACES – OXFORD CITY (SOUTHFIELD ROAD & PEAT MOORS)**

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

#### **Introduction**

1. This report considers the proposed provision of a new disabled persons' parking place (DPPP) in the southern half of Southfield Road, East Oxford; and the proposed removal of a DPPP in Peat Moors, Headington. This follows the publication of the draft Oxfordshire County Council (Disabled Persons' Parking Places - Oxford) (Variation No.2) Order 20\*\*.

#### **Background**

2. In November 2010, an application form and copies of driving documentation was received from a disabled resident in Southfield Road for a DPPP. As the applicant appeared to meet the eligibility criteria for a DPPP, a site visit was made and a plan and schedule drawn up.
3. Separately in January 2011, a request was received by the user of a DPPP in Peat Moors to have it removed as he no longer had a car and the DPPP was no longer needed. Parking in the area was so congested that the space was needed for unrestricted parking.
4. This report considers the outcome of a formal consultation held on the proposals. All other DPPP proposals in Oxford City advertised at the same time were unopposed and have therefore been dealt with under my delegated authority to avoid unnecessary delays.

#### **Formal Consultation**

5. The Directorate sent a copy of the draft amendment order, statement of reasons and a copy of the public notice appearing in the local press, containing all the proposed DPPP changes in Oxford City, to formal consultees on 26 July, 2011. These documents, together with supporting documentation as required, and plans of all the DPPPs were deposited for public inspection at County Hall and Blackbird Leys, Cowley, Headington, and Summertown libraries. They are also available for inspection in the Members' Resource Centre.
6. At the same time, the Directorate wrote to local residents in each area where the proposed new DPPPs would be sited asking for their comments, and also to local residents in areas where it was proposed to remove existing DPPPs

that were no longer required. In addition public notices were displayed at each site and in the Oxford Times.

### **Southfield Road**

7. Two comments were received in respect of the proposed DPPP in Southfield Road, East Oxford. One local resident fully supported the proposal but a call was received from a resident who wished to remain anonymous, to advise that the disabled applicant was resident in another City for most of the time and only came to visit his family in Southfield Road occasionally. A copy of the letter and a note of the telephone call are on deposit in the Members Resource Centre.
8. Although the applicant's driving licence and vehicle registration document both showed the Southfield Road address, this is not complete proof that he is resident there. He had previously indicated that he was a student but had returned to Southfield Road to live permanently. It is the long-standing policy of the Council that DPPPs are only installed where there are parking problems; if they are not going to be used on a regular basis then they will only worsen the parking situation. Therefore a letter was sent to the applicant at the Southfield Road address asking him to confirm that he is living there permanently. A copy of the letter can be viewed at the Members' Resource Centre. As a result of the letter a meeting was held with the applicant at home to resolve this issue.

### **Peat Moors**

9. A comment was received from a local disabled resident in respect of the proposed DPPP removal in Peat Moors, Headington. She advised that she relied on the DPPP being available for her carers, family, and friends, since she could not walk very far on her own. Because of commuter parking the DPPP was often the only free space in the road. She asked for the DPPP to remain. A copy of the letter can be found at the Members' Resource Centre.
10. A response was sent to this resident on 25 August explaining that the DPPP was originally provided for a disabled driver resident in the same block. He no longer had a vehicle and had asked for the DPPP to be removed to alleviate the parking situation for other residents in the light of the problems with commuter parking here. It was also pointed out to the commenter that able bodied carers, family, and friends could only use the disabled resident's Blue Badge to park in the bay to take her out or to bring her back, and not purely to visit. The latter would amount to a misuse of the badge. A copy of the letter is available at the Members' Resource Centre.

### **How the Project supports LTP2 Objectives**

15. Removal of the DPPP that is no longer required by a disabled driver will improve the street environment by reducing sign clutter and result in better management of parking.

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

16. The cost of the works described in this report is estimated to be approximately £400 and will be met from the existing revenue budget provided for this.

## **RECOMMENDATION**

18. **The Cabinet Member for Transport is RECOMMENDED to authorise variations to the Oxfordshire County Council (Disabled Persons' Parking Place - Oxford) (Variation No 2) Order 20\*\* to:**
  - (a) **approve the proposal to provide a new DPPP near the southern end of Southfield Road, East Oxford as proposed in this report;**
  - (b) **remove the DPPP in Peat Moors, Headington as proposed in this report.**

STEVE HOWELL

Deputy Director for Environment & Economy (Highways & Transport)

Background papers: Consultation documentation

Contact Officer: Mike Ruse, Tel 01865 815978

September 2011

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