



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

***Thursday, 15 November 2018 at 10.00 am
Committee Rooms 1 & 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 23 November 2018 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 blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

November 2018

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 20 December 2018

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. **Burford Weight Limit** (Pages 1 - 6)

Forward Plan Ref: 2018/119

Contact: Owen South, Senior Transport Planner Tel: 07932 605693

Report by Director for Planning & Place (**CMDE4**).

This report seeks Cabinet Member approval in principle for an 18 month experimental environmental weight limit covering the length of Burford High Street between the A40 roundabout to the south and the A361/A424 junction just north of Burford Bridge.

The town council, local residents and local members of the county council have been campaigning for a weight limit for Burford for many years to address concerns about noise, vibration, air pollution and road safety issues associated with lorry traffic as well as the negative impact on the town's tourist economy.

However, this is being taken forwards on a temporary, experimental basis initially because of concerns raised in traffic modelling work that lorries might divert via other towns and villages, transferring these problems there instead. This would not be acceptable but there is some scepticism about how accurately it is possible to predict such diversion and an expectation that much of the lorry traffic diverting away from Burford would do so via major A roads and motorways, particularly in the case of long distance lorry traffic. Traffic monitoring will therefore be carried out at a number of key locations in order to identify any possible, adverse effects.

The cost of implementation, including the major costs of signing and enforcement, would be met by the local community. This project would be the first community funded weight limit in Oxfordshire and can be seen as a pilot for other such schemes elsewhere in future.

The details of enforcement and the operation of a permit scheme (for local access to locations outside Burford High Street for which avoiding the High Street would be too onerous) have yet to be finalised. The intention is to devolve a major part of enforcement activity to Burford Town Council. However, this requires further work by OCC Trading Standards and Legal Services; when this is concluded, a further report will be taken to CMD.

The Cabinet Member for Environment is RECOMMENDED to

- (a) ***approve in principle an experimental weight limit order for Burford, subject to agreement on local funding, evaluation and success criteria, and enforcement arrangements as described above;***
- (b) ***request a further report setting out these proposals in detail for consideration at a future Cabinet Member for Environment Delegated Decisions meeting, to enable the scheme to be implemented subject to their approval.***

5. Oxford: Various Locations - Proposed Amendments to parking and Loading Places (Pages 7 - 24)

Forward Plan Ref: 2018/106

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 99704

Report by Director for Infrastructure Operations (**CMDE5**).

The report presents responses received to a statutory consultation on proposals to amend parking and loading places in High Street, New Road and Little Clarendon Street, Oxford. These changes would allow the city council to carry out the necessary consultation for changes to taxi rank provision in these locations.

The Cabinet Member for the Environment is RECOMMENDED to:

- (a) ***approve the proposals as advertised for High Street and New Road and request that the city council carry out the necessary formal consultation on the provision of taxi ranks;***
- (b) ***note the response to the proposals on Little Clarendon Street and request that the city council carry out the necessary formal consultation on the provision of the taxi rank.***

6. Oxford - Proposed New and Amended Disabled Persons Parking Places (Pages 25 - 36)

Forward Plan Ref: 2018/144

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Operations (**CMDE6**).

The report presents responses received to a statutory consultation to amend, remove and introduce new disabled persons parking places (DPPPs) at various locations in Oxford.

The Cabinet Member for Environment is RECOMMENDED to:

- a) approve the proposals for the additional new bays in Barns Road & Norreys Avenue;***
- b) reject the proposal for the removal of the existing bay in Junction Road;***
- c) approve the proposal to remove the description of the bay in Duke Street from the Traffic Regulation Order.***

7. Proposed Traffic Calming Chicane B4009 Chinnor Road Kingston Blount (Pages 37 - 46)

Forward Plan Ref: 2017/119

Contact: Hugh Potter, Team Leader, Area Stewardship Hub Tel: 07766 998704

Report by Director for Infrastructure Operations (**CMDE7**).

The report presents responses received to a statutory consultation on revised proposals to install traffic calming measures on the B4009 Chinnor Road at Kingston Blount. The proposal follows concerns raised by Aston Rowant Parish Council who are funding the scheme on the speed of traffic on the B4009 Chinnor Road and High Street at Kingston Blount.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to install traffic calming measures on the B4009 High Street at Kingston Blount as advertised subject to a satisfactory road safety audit.

Division(s): Burford & Carterton North, Carterton South & West, Charlbury & Wychwood, Chipping Norton, Eynsham, Hanborough & Minster Lovell, Witney North & East, Witney South & Central, Witney West & Bampton, Woodstock

CABINET MEMBER ENVIRONMENT – 15 NOVEMBER 2018

BURFORD WEIGHT LIMIT

Report by Director for Planning and Place

Introduction

1. In October 2017 a report on a Burford Environmental Weight Limit was considered by the Cabinet Member for Environment. This proposed a 7.5 tonne environmental weight limit covering Burford High Street between the A40/A361 roundabout in the south and the A361/A424 roundabout in the north.
2. The results of public consultation were considered and some supporters spoke at the meeting (including Burford and Chipping Norton Town Councils) as well as opponents (including two local businesses located just outside Burford).
3. The Cabinet Member for Environment decided to postpone making a decision pending further work on the impact of the scheme elsewhere and consideration of alternative measures. This further work has now been carried out including traffic modelling and discussions with Gloucestershire County Council.
4. This report seeks a decision on whether or not to approve in principle an experimental environmental weight limit in Burford, subject to a number of conditions including local community funding, success criteria, monitoring in Burford and other locations, enforcement and the operation of a permit scheme.

Exempt Information

5. None

Background

6. Burford Town Council, local residents and successive local members of the county council have been campaigning for a weight limit in the town for many years. Their main concerns have been the impact of heavy lorries in terms of safety, noise and vibration including the impact on the town's many listed buildings and on tourism businesses.
7. The County Council's Local Transport Plan supports an environmental weight limit in principle in Burford and two other named towns, subject to funding and resources being available

Legal Background

8. Weight restriction orders and various other traffic orders are a function of the County Council as local traffic authority further to powers conferred by the Road Traffic Regulation Act 1984. Section 122 of that Act specifies that it is the duty of a local authority upon whom functions are conferred by the Act to exercise them (so far as practicable having regard to matters specified below) so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of adequate parking facilities on and off the highway. The matters referred to and to be considered are: -
 - a. the desirability of securing and maintaining reasonable access to premises;
 - b. the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c. National air quality strategy;
 - d. the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - e. any other matters appearing to the local authority to be relevant. *This would include network management duty under section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network.*

Traffic modelling and surveys

9. Traffic surveys of lorry traffic using Burford High Street show this being split evenly to the north between the A424 to/from Stow and the A361 to/from Chipping Norton. To the south the dominant flow is east via the A40 to/from Witney. Traffic modelling shows a somewhat different pattern, with the dominant flow south via the A361 to/from Swindon, and a curiously large number to the north with origins and destinations in Lincolnshire and Northamptonshire.
10. The modelling predicts there would be benefits of a weight limit for Burford and Chipping Norton but disbenefits for Charlbury, Witney and Carterton, due to lorries diverting from the A361. This would be unacceptable, particularly in Witney which already suffers from congestion and poor air quality. However, there is some scepticism that lorries would use such an unattractive diversion route, suggesting strategic diversion via M40/A34/A420 as being more likely.
11. It has been concluded that, while the modelling does flag up potential diversion of lorries through other towns which would be unacceptable, the only way to be sure would be to implement an experimental weight limit order and monitor lorry traffic levels in Burford and on these potential diversion routes.

Implementation including signing

12. The county council has designed a signing scheme for an 18-month experimental weight limit. This would cover the length of Burford High Street between the A40 roundabout to the south and the A361/A424 junction just north of Burford Bridge. The signing for this would cost approximately £54,000 not including take down costs if the experiment is unsuccessful. This would be charged to the local community. The county council would implement the necessary traffic orders, which would also be locally funded.

Monitoring and Evaluation criteria

13. Before and after traffic surveys would be carried out using video equipment to monitor at four sites:
 - Burford High Street
 - Chipping Norton town centre A44/A361 junction (all legs)
 - Bladon roundabout A44/A4095 (all legs)
 - Witney town centre A4095/B4022 junction (all legs)

The cost is estimated at £500 per site per day so three rounds of surveys (one before, two after) would cost £6,000.

14. Gloucestershire County Council would monitor impacts within Gloucestershire, particularly around Stow where they plan to introduce a similar weight limit on the A436 in parallel with the Burford weight limit.
15. Success criteria would need to be agreed with Gloucestershire County Council and Burford Town Council. These would indicate the magnitude of reduction of lorry traffic through Burford as well as the levels of increase elsewhere that would be cause for concern and which could reasonably be attributed to the Burford weight limit. These criteria could be expressed as a percentage where existing lorry flows are high and/or as an absolute change where existing lorry flows are low.
16. An experimental order may remain in force for a maximum of 18 months. Conversion to a permanent order requires consultation (which applying the relevant regulations may be undertaken in connection with notification of making an experimental order) and ensuing decision making. The outcome of the monitoring would be a relevant consideration.

Enforcement and the operation of a permit scheme

17. It is being investigated to what extent it may be possible and practicable to delegate the enforcement role, at least in part, to Burford Town Council. If this does not prove feasible, Burford Town Council would need to fund enforcement by OCC Trading Standards. There is a risk that it might not be possible to agree a way forward acceptable to both town and county councils. A separate report would be taken to a future Cabinet Member for Environment Delegated Decisions meeting (CMDE) when the position is clarified.

18. Enforcement would include operating a permit scheme. The purpose of this would be to permit lorry movements through Burford for access to and from locations just outside the town but not covered by the exemption for access to the town itself, as well as road rescue vehicles. This would address the concerns raised when this was considered previously in October 2017.
19. Criteria would need to be agreed for the issue of permits which could include the need to access a location within a defined zone around or north of Burford or within a maximum distance of the town, as well as a minimum distance saving from travelling via Burford compared with the shortest HGV suitable alternative. It might even be possible to specify a maximum weight for vehicles granted permits – higher than the 7.5 tonne weight limit but lower than the maximum 44 tonnes permitted otherwise.

Financial and Staff Implications

20. The majority of the cost of introducing the experimental order would be locally funded – signing, traffic orders and enforcement. There would be some County Council officer time required to support the proposal, and the costs of the surveys are also proposed to be met from existing budgets, as they would form part of our Countywide surveys programme.
21. The full costs of and funding for the proposals, specifically covering the proposed approach to enforcement set out in paragraphs 16 to 18 will be clarified and set out in more detail in a future report to CMDE.

Legal implications

22. Once the approach to enforcement has been agreed, these will also be clarified in the future report to CMDE referred to above, including setting out how it is considered that the making of an experimental order would be appropriate applying section 122 RTRA.

Sustainability implications

23. An environmental weight limit should reduce noise and vibration in Burford and Chipping Norton as well as contributing to better air quality in these towns. There is a risk of adverse environmental impacts of the same kind in other towns such as Witney, but only if lorries no longer travelling via Burford re-route via these locations, but if these occur it is unlikely that the experimental weight limit would be made permanent. Lorries making longer journeys to avoid Burford could result in increased carbon emissions.

Risk assessment

24. There is a risk that a mutually agreeable solution (to both Town and County Councils) to enforcement of the experimental order cannot be identified. There are clearly some options to explore but, until there is greater clarity on the legal and practical limits of delegation to the Town Council, there is a

chance that the County Council would need to put some capacity and resources into the enforcement of the order. It is also uncertain to what extent we would be able to recover the costs associated with this work. When the position is clarified, the separate report will be taken to CMDE.

Equalities Implications

25. None

RECOMMENDATION

25. **The Cabinet Member for Environment is RECOMMENDED to**
- (a) **approve in principle an experimental weight limit order for Burford, subject to agreement on local funding, evaluation and success criteria, and enforcement arrangements as described above;**
 - (b) **request a further report setting out these proposals in detail for consideration at a future Cabinet Member for Environment Delegated Decisions meeting, to enable the scheme to be implemented subject to their approval.**

SUSAN HALLIWELL

Director for Planning and Place

Background papers: NONE

Contact Officer: John Disley, 07767 006742

November 2018

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Division(s): Jericho and Osney; University Parks

CABINET MEMBER FOR ENVIRONMENT –15 NOVEMBER 2018

OXFORD - VARIOUS LOCATIONS - PROPOSED AMENDMENTS TO PARKING AND LOADING PLACES

Report by Director for Structure Operations

Introduction

1. This report presents responses received to a statutory consultation on proposals to amend parking and loading places in High Street, New Road and Little Clarendon Street, Oxford. These changes would allow the city council to carry out the necessary consultation for changes to taxi rank provision in these locations.
2. The proposals have stemmed from requests by the City of Oxford Licensed Taxi Association (COLTA). In the case of the New Road and Little Clarendon Street proposals this relates to their general concerns about limited taxi rank provision in the city centre.
3. The rank on the north side of New Road would replace a temporary bus stop introduced as part of a wider package of measures to accommodate changes to bus and traffic movements that accompanied the reopening of the Westgate Centre. This temporary bus stop is no longer needed. Along with space for three taxis, a stretch of loading bay is also proposed immediately to the east of the existing bay for blue badge holder parking.
4. The change to the parking bay in Little Clarendon Street would be for the evening/overnight only, allowing a taxi rank for a three-car length of the existing time limited daytime parking bay between the entrance to the University of Oxford offices underground car park and the cycle connection to Wellington Square. This would, therefore, leave the daytime parking bay unaffected but would reduce the space available for people to park for an unlimited time in the evening/overnight. COLTA have indicated that this is a location where there is a demand for taxi operation.
5. In the case of the High Street proposal, this represents a change to the current arrangements for loading, taxi rank and bus stops that were introduced in 2017 to coincide with the re-opening of the Westgate Centre. The removal of the loading bay outside The Mitre would allow it to be replaced by the taxi rank that is currently on the south side of High Street opposite bus stops T1 and T2.
6. On the south side of the road, the relocation of the taxi rank to outside The Mitre would mean that it would revert to double yellow lines with a clearway between 12pm and 8pm i.e. loading and unloading would be allowed on this

length from 8pm until 12pm. This is approximately 20m – around twice as long as the current Mitre loading bay.

7. Plans of proposals are provided at Annexes 1, 2 and 3.

Consultation

8. Formal consultation on the proposals was carried out between 11 October 2018 and 9 November 2018. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County & City Councillors. Oxford Bus Company & Stagecoach were also sent the consultation material. Street notices were placed and letters sent directly to approximately 350 properties in the immediate vicinity of the proposals.
9. At the time of writing, 16 responses had been received in total, comprising of the following:

Location	Support	Object	Neither	No opinion
High Street	6	6	2	2
Little Clarendon Street	6	2	4	4
New Road	7	-	3	6

10. The responses are summarised at Annex 4. Copies of the full responses are available for inspection by County Councillors if requested.

Response to objections and other comments

11. Thames Valley Police did not object to any of the proposals, confirming that civil enforcement of the proposed restrictions applies in Oxford and, therefore, place no additional burden on TVP resources.
12. The local members had not responded at the time of writing.
13. A number of supportive responses for all of the proposals were made mainly citing the need for better provision for taxis in the areas in question. The objections to the proposed amendments were largely from local businesses in the vicinity of the High Street proposals concerned about the loss of the single loading bay outside The Mitre to allow the reinstatement of the taxi rank.
14. The relocation of the taxi rank from the south side of High Street to outside The Mitre will see the reinstatement of double yellow lines on the south side of High Street in place of the existing taxi rank. This is a kerb length of approximately 20m and would be available for loading from 8pm until 12pm. This is a short distance away from the Mitre loading bay. It was previously a bus stop clearway, and was not available for loading activity at any time.
15. The proposed changes to loading provision on the High Street raised concerns with local businesses particularly in the Covered Market, in the context of proposals for the introduction of a Zero Emission Zone (ZEZ) in the

city centre. If approved, these changes to loading arrangements would be taken into account in developing the separate proposals for a ZEZ to ensure adequate loading provision is maintained. These will naturally be the subject of separate public consultation.

16. The Cabinet Member does not actually need to make a decision about the provision a taxi rank in Little Clarendon Street; the city council needs to carry out a separate formal consultation on this and is able to make a decision in the light of response to that process. However, the county council has received comments on the proposal as part of this consultation. A concern has been raised about the possible negative impact of a new taxi rank here, especially during the night (after midnight), given the adjacent residential accommodation, mainly for university students. Also about the loss of a short length of unlimited stay parking from 6.30pm to 8am.
17. These issues will need to be considered by the city council in the separate taxi rank consultation it will need to carry out. But in principle, county council officers do not think that the loss of space for 3 car parking spaces between 6.30pm and 8am in this location is sufficient reason not to proceed with further consultation on a taxi rank.

How the Project supports LTP4 Objectives

18. The proposals would help facilitate the safe movement of traffic and improve provision for taxis which for some people offers a realistic alternative to travel by private car.

Financial and Staff Implications (including Revenue)

19. The proposed changes to waiting restrictions would be funded from revenue.

RECOMMENDATION

20. **The Cabinet Member for the Environment is RECOMMENDED to:**
 - (a) **approve the proposals as advertised for High Street and New Road and request that the city council carry out the necessary formal consultation on the provision of taxi ranks;**
 - (b) **note the response to the proposals on Little Clarendon Street and request that the city council carry out the necessary formal consultation on the provision of the taxi rank.**

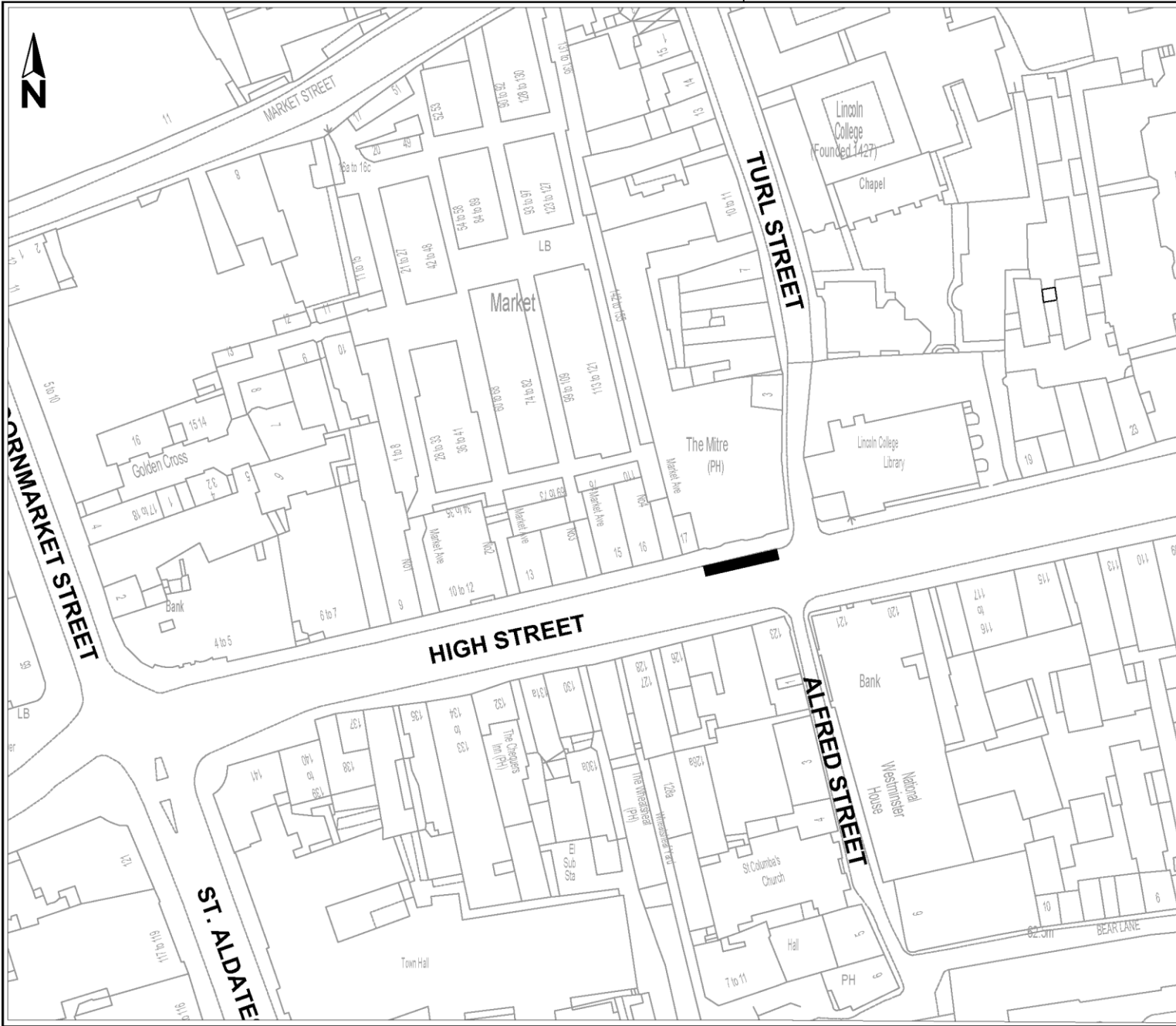
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions and other measures
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2018



Drawing No. Revision 0

Key

Existing Loading Bay to be removed and replaced with re-instated Taxi Rank

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
PROPOSED AMENDMENTS
TO LOADING AND TAXI PROVISION

Drawing title
HIGH STREET
OXFORD

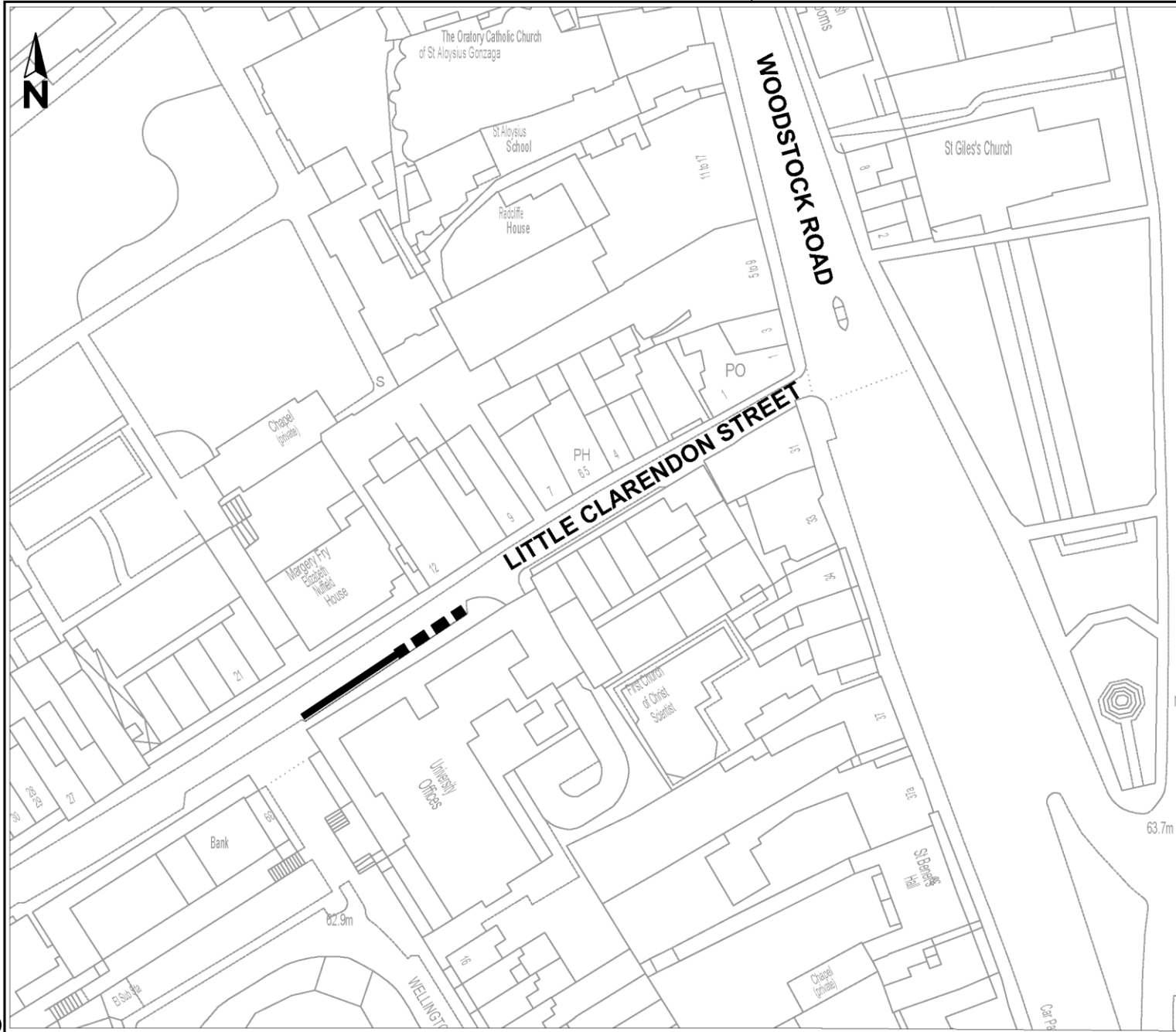
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N.T.S.	JaC	Date drawn 10/18	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

CMDE5



Drawing No. Revision 0

Key

Proposed bay for Taxi use only between 6.30pm & 8am, reverting to existing time limited waiting between 8am & 6.30pm

Existing time limited waiting bay between 8am & 6.30pm to remain unchanged

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Project title
 PROPOSED AMENDMENTS TO PARKING AND TAXI PROVISION

Drawing title
 LITTLE CLARENDON STREET OXFORD

Drawing Status




Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC Date drawn 10/18	JaC Date checked	JaC Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

CMDE5

Drawing No. Revision 0

- Key**
-  Proposed Taxi Rank for 3 vehicles
 -  Proposed Loading Bay 6am to 6.30pm all days 1 hour with no return in 1 hour, "No Waiting at Any Time" (double yellow lines) outside of these hours
 -  Existing Disabled Persons Parking Places to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



OXFORDSHIRE COUNTY COUNCIL

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Project title
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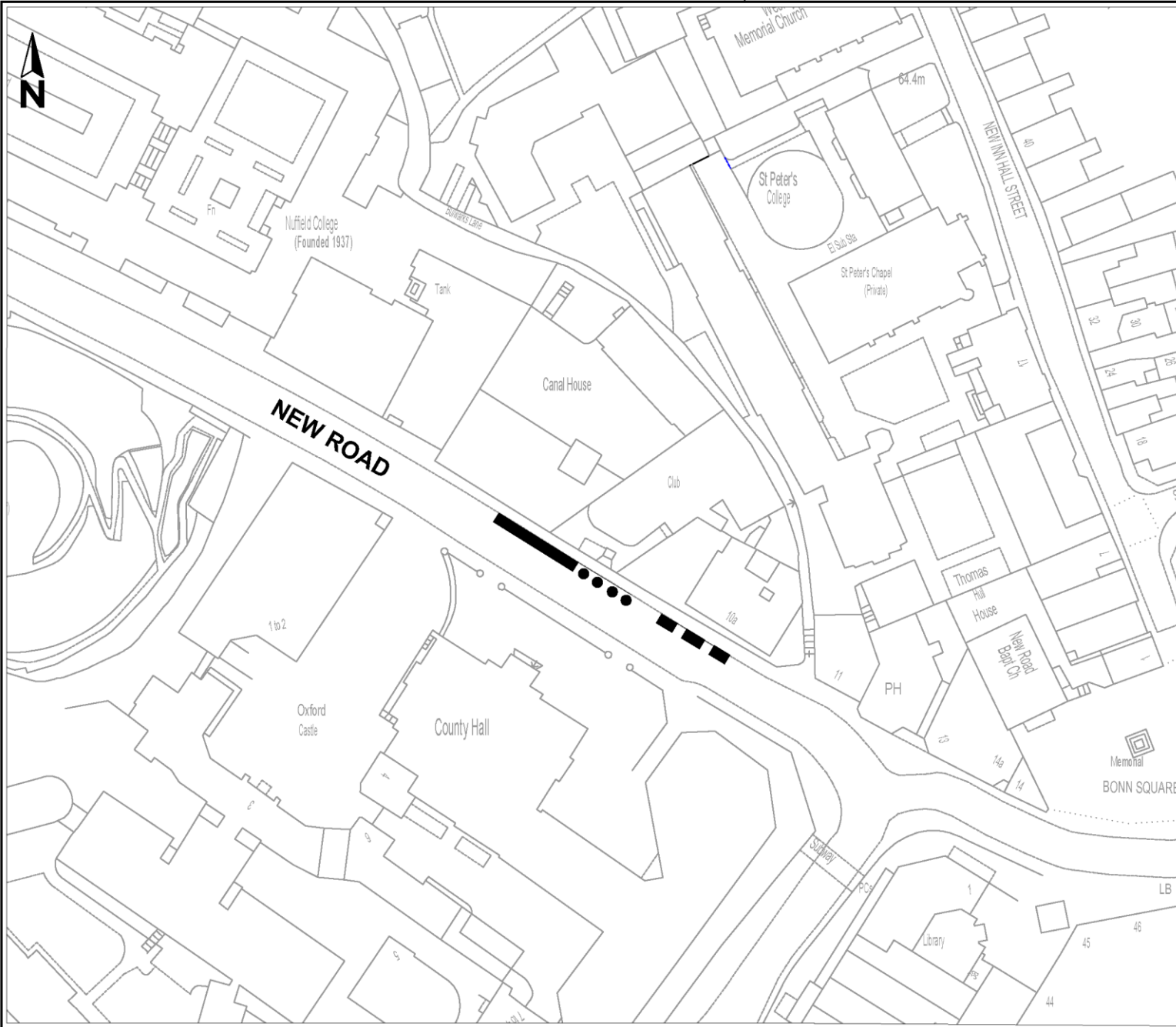
Drawing title
NEW ROAD OXFORD

Drawing Status

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N.T.S.	JaC	JaC	
	Date drawn 10/18	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



RESPONDENT	SUMMARISED COMMENTS	OFFICER RESPONSE
(1) Traffic Management Officer, (Thames Valley Police)	No objection	
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 15</p> Local Resident, (Oxford)	<p><u>New Road</u> - Support - The Hackney carriage trade of Oxford needs to be accessible to all passengers in and around Oxford city centre. The rank locations proposed are very convenient for everyone to hire a cab from.</p> <p><u>High Street</u> - Support - There was a taxi rank there before. It was very convenient to hire a taxi during the daytime. The rank should be reinstated by removing the loading bay.</p> <p><u>Little Clarendon Street</u> - Support - I'm in support of the taxi rank in Little Clarendon Street. It gives passengers choice to hire a cab from an area which is normally difficult to get a cab from.</p>	Noted
(3) Local Business, (Oxford)	<p><u>New Road</u> - Support - <i>No comment</i></p> <p><u>High Street</u> - Support - At present rank not even dangerous to the taxis it's dangerous to the public too.</p> <p><u>Little Clarendon Street</u> - Support - <i>No comment</i></p>	Noted
(4) Local Resident, (Oxford)	<u>New Road</u> - Support - <i>No comment</i>	Noted

	<p><u>High Street</u> - Support - <i>No comment</i></p> <p><u>Little Clarendon Street</u> - Support - <i>No comment</i></p>	
(5) Local Resident, (Oxford)	<p><u>New Road</u> - Support - <i>No comment</i></p> <p><u>High Street</u> - Support - <i>No comment</i></p> <p><u>Little Clarendon Street</u> - Support - <i>No comment</i></p>	Noted
Page 16 Local Resident, (Oxford)	<p><u>New Road</u> - Support – <i>No comment</i></p> <p><u>High Street</u> - Support - <i>No comment</i></p> <p><u>Little Clarendon Street</u> - Support - <i>No comment</i></p>	Noted
(7) Local Resident, (Oxford)	<p><u>New Road</u> - Support - We do need taxi ranks in city centre.</p> <p><u>High Street</u> - Support - We need same taxi rank located on the high street at the corner of Turl street.</p> <p><u>Little Clarendon Street</u> - Support - The little Clarendon street is busy all day and especially during the evening so I support the taxi rank.</p>	Noted
(8) Local Business, (Oxford)	<p><u>New Road</u> - Neither - <i>No comment</i></p> <p><u>High Street</u> - Object - As a business in The Covered Market, we require access for loading and unloading of vehicles on multiple occasions throughout the day as follows:-</p>	To re-provide a taxi rank outside The Mitre, a short single loading bay is proposed to be removed in that location. However, a section of around 20m of kerb on the south side just east of Alfred Street where the existing taxi rank is to be removed would be freed up for loading from 8pm until 12pm as a result of these proposals.

- supplying our shop with fresh flowers direct from the flower market using our own vehicle (2-3 times per week)
- daily deliveries from suppliers - (suppliers vehicles)
- access throughout the day to send out deliveries in our own van - our driver will collect on average 4 times per day from The Covered Market.

Currently, these loading commitments are split between High Street and Market Street.

If the loading bays were removed from High Street as proposed, then all the vehicles will be forced to use Market Street.

If that element of the proposed Zero Emission Zone due to come into force in 2020 is implemented, then Market Street will only be accessible by electric vehicles and HGVs.

This will have a devastating impact on our business :_

1. on the assumption that our suppliers are not going to invest in an electric vehicle to supply our shop alone, our access to our core product will be severely restricted - we need access to fresh flower supplies on a daily basis - and in a timely fashion

2. vehicle technology is not yet sufficiently developed to provide an electric van of the size and range required for me to collect and return with our flowers from the London flower market.

3. while we could feasibly send out a small number of our deliveries using a bicycle courier, in many cases this would not be possible logistically. We are currently looking at sourcing an electric delivery van, and are keen to do so once the technology has improved further. However, there are numerous periods during the year when we require several delivery vehicles to service our business - and also times when we need deliveries in a larger vehicle. It remains to be seen if such vehicles will be available for us to hire. However, without solving the supply issue, we will have no need for delivery vehicles in any case.

Little Clarendon Street - **Neither** - *No comment*

To be clear, the rank proposed outside the Mitre is not in addition to the existing rank on the South side; rather, it would replace it.

There will be further, separate consultation on the proposals for a city centre Zero Emission Zone (ZEM). If the taxi rank and loading arrangements on High Street that are the subject of this report are approved, that will be taken into account in the ZEM proposals and consultation.

<p>(9) Local Group/Organisation, (Oxford)</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 18</p>	<p><u>New Road</u> - No opinion - <i>No comment</i></p> <p><u>High Street</u> - No opinion - <i>No comment</i></p> <p><u>Little Clarendon Street</u> - Neither - The proposal talks of permitting 3 taxi spaces in "the evening", without specifying times. On behalf of local residents, we would not object to provision of a taxi rank until midnight (provided drivers are not permitted to keep their engines running - the street is narrow and fumes would build up rapidly), but would strongly oppose all-night provision which would disturb not only occupants of residential accommodation in Little Clarendon Street itself but also occupants of houses in the surrounding area as lively groups made their way to the rank. If the intention is to cater for Walton Street nightlife, we respectfully suggest that using the public parking spaces outside the Blavatnik and/or Freuds would cause less nuisance to residents.</p>	<p>The proposal is for a taxi rank to be provided for three vehicles for the hours 6.30pm to 8am. Drivers would be required to turn off their engines if they are waiting for any length of time.</p> <p>In order for the taxi rank to be introduced, the city council will need to carry out a separate formal consultation. These issues can be considered as part of that.</p>
<p>(10) Local Business, (Oxford)</p>	<p><u>New Road</u> - Neither - <i>No comment</i></p> <p><u>High Street</u> - Object - As I am sure you are aware, Oxford County Council is already proposing a Zero Emissions Zone in Market Street (where our business is located) to commence by 2020. This will massively impact the viability of businesses in the Covered Market due to restrictive access for our customers, suppliers, our own delivery vans and external contractors. One of the alternatives our business and other traders have looked in to and have discussed with representatives of Oxfordshire County Council, is to use the High Street loading bays as a short-term solution until electric vehicles (both for the public and businesses) are more proven in terms of range, cost effectiveness and the appropriate infrastructure is in place. Oxford County Council is now proposing to remove one or more of these bays. This means there will already be increased pressure on the remaining bays if and when the ZEZ is introduced.</p>	<p>To re-provide a taxi rank outside The Mitre, a short single loading bay is proposed to be removed in that location. However, a section of around 20m of kerb on the south side just east of Alfred Street where the existing taxi rank is to be removed would be freed up for loading from 8pm until 12pm as a result of these proposals.</p> <p>To be clear, the rank proposed outside the Mitre is not in addition to the existing rank on the South side; rather, it would replace it.</p> <p>There will be further, separate consultation on the proposals for a city centre Zero Emission Zone (ZEZ). If the taxi rank and loading arrangements on High Street that are the subject of this report are approved, that will be taken into account in the ZEZ proposals and consultation.</p>

<p>Page 19</p>	<p>There does not appear to be joined up thinking in this approach unless the idea is to prevent businesses operating out of central Oxford which I presume is not the case. We fully understand that taxis are also under pressure to find parking spaces due to the various parking strategies and policies that have been implemented over the last 25 years but all this proposal does is push the problem on to another group of users.</p> <p>Perhaps our business, along with other traders and interested parties in the area, have mis-interpreted the proposals. I would be grateful if you would let me know if this is the case.</p> <p>I look forward to receiving confirmation that our feedback has been received and will be taken in to account before a decision is made.</p> <p><u>Little Clarendon Street</u> - Neither - <i>No comment</i></p>	
<p>(11) Local Business, (Oxford)</p>	<p><u>New Road</u> - Support - <i>No comment</i></p> <p><u>High Street</u> - Object - We need the spaces there for the indoor market loading. There is not have enough parking/loading spaces in town already.</p> <p><u>Little Clarendon Street</u> - Object – We don't need taxi waiting at there. There is a lot of taxi around St Gail's which is just round a corner from Little Clarendon Street. Please don't amend what we have currently. We need more parking spaces.</p>	<p>To re-provide a taxi rank outside The Mitre, a short single loading bay is proposed to be removed in that location. However, a section of around 20m of kerb on the south side just east of Alfred Street where the existing taxi rank is to be removed would be freed up for loading from 8pm until 12pm as a result of these proposals.</p> <p>To be clear, the rank proposed outside the Mitre is not in addition to the existing rank on the South side; rather, it would replace it.</p> <p>There will be further, separate consultation on the proposals for a city centre Zero Emission Zone (ZEZ). If the taxi rank and loading arrangements on High Street that are the subject of this report are approved, that will be taken into account in the ZEZ proposals and consultation.</p> <p>The taxi rank provision in St Giles' is not sufficiently close to be convenient for most people visiting Little Clarendon Street and the close vicinity. The proposal only results in the loss of three car parking spaces from 6.30pm to 8am. Daytime parking in the bay remains unaffected. In addition to parking in St Giles' there is pay</p>

		<p>& display parking available in nearby Wellington Square.</p> <p>In order for the taxi rank to be introduced, the city council will need to carry out a separate formal consultation. These issues can be considered as part of that.</p>
<p>Page 20 (12) Local Business, (Oxford)</p>	<p><u>New Road</u> - No opinion - <i>No comment</i></p> <p><u>High Street</u> - Object - I am writing to object in the strongest possible terms to your proposed amendments to the loading bays on the High Street.</p> <p>The loading bays on the High Street are vital to our struggling business, many if not most of our delivery people use them, preferring the wider space and easier access for their lorries. The Market Street loading area is often/usually congested with smaller vans as there are a lot of businesses based in the market who have or do regular deliveries. That space on its own is wholly inadequate for the needs of the market traders who as whole make a huge financial contribution to OCC coffers.</p> <p>I am surprised that this change has even been considered frankly as anyone with knowledge of Oxford would appreciate the importance of this area to the market traders. If I sound angry that's because I am! Trading in the market often feels like an uphill struggle with our landlord (OCC) continually coming up with new ways to scupper the market. The ill-thought-out Westgate development, the ridiculously expensive parking . . . I could go on.</p> <p>The loading bays on the High St are vital for the market especially if the zero emissions plan goes ahead. Also am I right in thinking that if and when the Jesus College development in Cornmarket goes ahead that Market St will be closed at some point?</p> <p>Please can OCC reconsider this proposal and really think about the needs of OCC's tenants. The Covered Market makes a valuable</p>	<p>To re-provide a taxi rank outside The Mitre, a short single loading bay is proposed to be removed in that location. However, a section of around 20m of kerb on the south side just east of Alfred Street where the existing taxi rank is to be removed would be freed up for loading from 8pm until 12pm as a result of these proposals.</p> <p>To be clear, the rank proposed outside the Mitre is not in addition to the existing rank on the South side; rather, it would replace it.</p> <p>There will be further, separate consultation on the proposals for a city centre Zero Emission Zone (ZEZ). If the taxi rank and loading arrangements on High Street that are the subject of this report are approved, that will be taken into account in the ZEZ proposals and consultation.</p> <p>There are no plans to close Market Street as part of the recently approved Jesus College development.</p>

	<p>cultural and financial contribution to Oxford it would be really nice if OCC could consider this occasionally and stop working against us. If we cannot get our deliveries then the market becomes unviable as a retail area which funnily enough a lot of our customers think is what OCC wants.</p> <p><u>Little Clarendon Street</u> - No opinion – <i>No comment</i></p>	
<p>Page 21 (13) Local Business, (Oxford)</p>	<p><u>New Road</u> - No opinion - <i>No comment</i></p> <p><u>High Street</u> - Object - I am writing with the strongest objections to the proposed change to the loading bay in the High street. I have a shop in the Covered Market on the high street side.</p> <p>We get deliveries daily at certain times of the year and many delivery companies use this loading bay. It is essential for our businesses in the Covered Market that it remains. Often the route round to Market street is much more time consuming to get to and takes the vehicles through more of the city.</p> <p>If you are trying to keep vehicles out of the city and we are ultimately compromised by the ZEZ on the Market street loading bay how do you propose we get our deliveries. There is no need for a taxi rank in this area as it is already serviced by many bus stops and a private taxi rank in St Aldates.</p> <p>Also, environmentally I cannot see how it makes a difference to have taxis sitting there rather than other vehicles. I hope you will listen to the very valid reasons for keeping this loading bay and not just ignore them as is often the case.</p> <p><u>Little Clarendon Street</u> - No opinion – <i>No comment</i></p>	<p>To re-provide a taxi rank outside The Mitre, a short single loading bay is proposed to be removed in that location. However, a section of around 20m of kerb on the south side just east of Alfred Street where the existing taxi rank is to be removed would be freed up for loading from 8pm until 12pm as a result of these proposals.</p> <p>To be clear, the rank proposed outside the Mitre is not in addition to the existing rank on the South side; rather, it would replace it.</p> <p>The view of the taxi trade communicated via COLTA is that a rank is needed in this location.</p> <p>To be clear, the rank proposed outside the Mitre is not in addition to the existing rank on the South side; rather, it would replace it.</p> <p>There will be further, separate consultation on the proposals for a city centre Zero Emission Zone (ZEZ). If the taxi rank and loading arrangements on High Street that are the subject of this report are approved, that will be taken into account in the ZEZ proposals and consultation.</p>

<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 22</p> <p>(15) Local Business, (Oxford)</p>	<p><u>New Road</u> – No opinion - <i>No comment</i></p> <p><u>High Street</u> - Object - As a retail business operating in close proximity to Turl St (directly opposite Lincoln College Library) I wish to object to the removal of the nearby loading bay to our premises. We have daily deliveries and collections of goods to and from our premises twice per day. The Oxford University Press Post Room van driver depends on the ability to park nearby to unload and load boxes of books. There are a significant number of retail and food beverage businesses operating on this part of the High st that all share the same delivery bay.</p> <p>Your proposal to remove the loading bay nearest our premises is unreasonable without offering an alternative location for the loading bay so that we can all continue to trade and our delivery drivers can conduct their work safely without conflict with the buses and other road users.</p> <p>I would also like to point out that there is a 3 car-length taxi rank directly outside of the Oxford University Press Bookshop which is never used by any taxi company during our working day, I cannot understand the requirement or justification for a second taxi rank less than 50 yards from the current one on the opposite side of the road.</p> <p>The best public transport solution would be to reinstate all of the previous bus stops on the High st that were removed to drive footfall into the Westgate, this would be a much better use of the existing space and has the advantage of having been successful in the past.</p> <p><u>Little Clarendon Street</u> – No opinion - <i>No comment</i></p>	<p>To re-provide a taxi rank outside The Mitre, a short single loading bay is proposed to be removed in that location. However, a section of around 20m of kerb on the south side just east of Alfred Street where the existing taxi rank is to be removed would be freed up for loading from 8pm until 12pm as a result of these proposals.</p> <p>To be clear, the rank proposed outside the Mitre is not in addition to the existing rank on the South side; rather, it would replace it.</p>
<p>(15) Local Business, (Oxford)</p>	<p><u>New Road</u> – No opinion - <i>No comment</i></p>	<p>Comments noted</p>

	<p><u>High Street</u> – No objection - As a business on the High Street, we have no objection to the specific suggestion to change the loading bay in front of The Mitre to a taxi rank. In fact, it would be an improvement.</p> <p>But can we make the general point that the level of heavy traffic on the High Street has become way too much in recent years. Be careful about encouraging yet more taxis, all the more so since they are usually diesels. On other roads we are often puzzled about why these private chauffeured cars are allowed privileged access to such things as bus lanes, where they significantly add to the hazard of cycling. N2O gases from diesels are almost certainly poisoning our children, or indeed anyone with lungs.</p> <p>The High Street is locally referred to as “Stalingrad”, on account of the number of heavy diesels rumbling over the kerbs and crushing the infantry. Do we really need double-deckers, which weigh about the same as a T34, in this little city? Florence and Sienna, for example, use electric mini-buses in their city centres. The High Street here is very off-putting for cyclists and pedestrians, not to say downright dangerous, and woe betide if you are encumbered with a Zimmer frame or a pram. The eighteen-wheel motorway buses cannot make it round the corner from St Aldates without running over the kerbs and orange traffic bollards. Really, they should start from Thornhill, and electric shuttles run up to there.</p> <p>Taxis should be electric or hybrid, and banned from cycle/bus lanes.</p> <p><u>Little Clarendon Street</u> – No opinion - <i>No comment</i></p>	
<p>(16) Local Business, (Oxford)</p>	<p><u>New Road</u> - No opinion - <i>No comment</i></p> <p><u>High Street</u> - No opinion - <i>No comment</i></p> <p><u>Little Clarendon Street</u> - Object - After 18:30 we may still need to make deliveries to the old Barclays Bank 37-38 Little Clarendon</p>	<p>This proposal does not affect the parking bay closest to number 37-38 Little Clarendon Street.</p> <p>The view of the taxi trade communicated via COLTA is that a rank is needed in this location. The taxi rank provision in St Giles’ is not sufficiently close to be convenient for most people visiting Little</p>

CMDE5

	<p>Street. This area lacks secure cycle parking, so by preference it would be better to add more cycle parking than additional space for taxis. People expect to get a taxi from St. Giles. Many taxi drivers are in the habit of leaving their engines running which is damaging to the air quality of our outlet, the graduate accommodation above, and the climate in general. There is the potential for noise "pollution" to the graduate accommodation.</p> <p>I would have no objection to the first three spaces, below Central Living's retail outlet, being earmarked for taxis.</p>	<p>Clarendon Street and the close vicinity.</p> <p>The city council has powers to fine drivers who unnecessarily leave their engines idling.</p> <p>This proposal is not reducing the amount of cycle parking. In this area, there are very limited opportunities to provide additional cycle parking on highway land. However, these comments are noted and suggestions for additional provision are welcomed.</p>
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Division(s): - Cowley; Isis; Jericho and Osney

CABINET MEMBER FOR ENVIRONMENT – 15 NOVEMBER 2018

OXFORD – PROPOSED DISABLED PERSONS PARKING PLACES - VARIOUS LOCATIONS

Report by Director for Structure Operations

Introduction

1. This report presents responses received to a statutory consultation to amend, remove and introduce new disabled persons parking places (DPPPs) at various locations in Oxford.

Background

2. The above proposals have been put forward following requests from residents for a DPPP following a check of their eligibility applying the national guidelines on the provision part of such parking places. Plans showing the proposals where objections were received are provided at Annexes 1 to 4. There are also proposals to remove DPPPs at some locations where it is considered there is no longer a need for these places.

Consultation

3. Formal consultation on the proposals was carried out between 28 September and 26 October 2018. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County & City Councillors. Oxford Bus Company, Stagecoach & Thames Travel were also sent the consultation material. Street notices were placed and letters sent directly to approximately 415 properties in the immediate vicinity of the proposals.
4. Fifteen responses were received in total, eight of which concerned locations that involved a level of objection. These specifically are summarised at Annex 5. Copies of these are available for inspection by County Councillors if requested.

Response to objections and other comments

5. Thames Valley Police did not object to any of the proposed locations.

Barns Road

6. This proposal is to formalise a DPPP currently marked out on site which appears to have been left out of the current relevant Traffic Regulation Order (TRO) as a result of an administrative oversight. The current no waiting Monday to Saturday 8am to 6.30pm restriction would be removed, to enable the disabled resident park without time limit. This will also prevent non-blue badge holders from parking outside the current restriction time limits. We recognise that the proposal is close to a shopping area and would – as with any DPPP - be open to any blue badge holder in addition to the person requesting the DPPP. Providing a DPPP at this location effectively increases the amount of parking available to residents at certain times of the day since it enables the disabled resident to leave their car in place. Without it the disabled resident would have to occupy a space that could otherwise be used by another person. Comments relating to the current level of enforcement are also outside the scope of this report. If these proposals are withdrawn, we would be legally obliged to remove the informal bay and reinstate the single yellow line resulting in a maximum stay of three hours for all blue badge holders including the resident who applied for the space.

Duke Street

7. The proposal is to **remove** the description of a former disabled persons parking place that once existed in the road, from the TRO and **not** to provide a new one. This serves to correct an administrative oversight.

Norreys Avenue

8. The parking bay is being proposed at the request of a disabled resident who currently struggles to find convenient parking close to their home. Consequently, its use would not introduce any additional demand on parking other than when the resident was away from home. The extent of the no waiting at any time is to reduce the risk of vehicles stopped at the give way line, in front of the raised junction, from obstructing cars leaving the Abingdon Road. Providing a disabled parking place at the Wytham Street end of the road would be too far away from the disabled residents home.

Junction Road

9. The retention of this space accords with Oxfordshire County Council's DPPP scheme which allows blue badge holders to apply for disabled parking places near to their home or place of work.
10. The objections of local residents in Barns Road, Norreys Avenue and Junction Road referred to the severe parking pressure in these roads, citing commuter parking, the lack of controlled parking zones, dropped kerbs and planning conditions as contributing to this pressure. The solutions to which are beyond the scope of this report and the DPPP Programme. However, they do

highlight the need to prioritise parking for disabled residents in their respective streets.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the mobility of disabled persons.

Financial and Staff Implications (including Revenue)

12. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

RECOMMENDATION

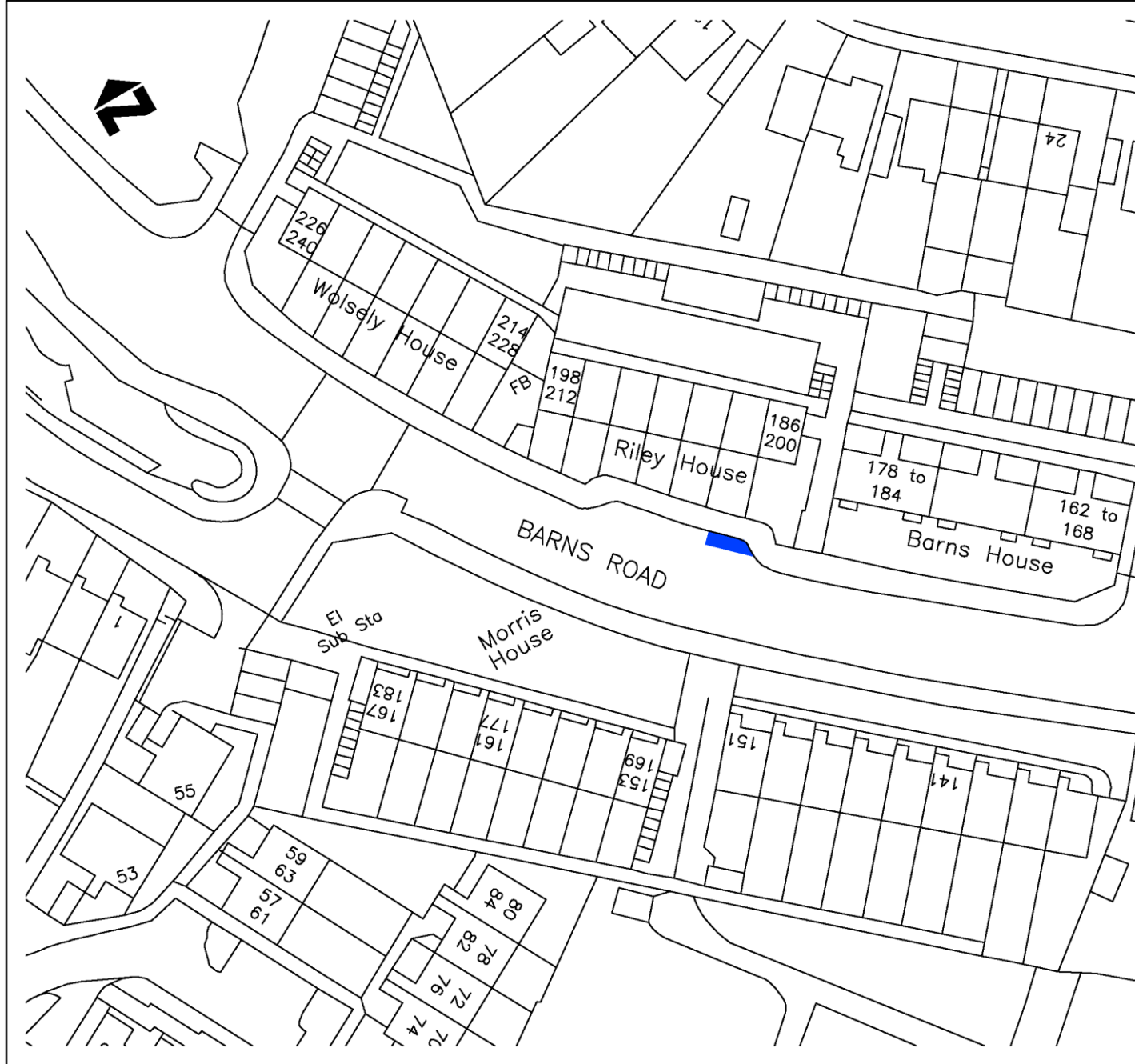
13. **The Cabinet Member for Environment is RECOMMENDED to:**
 - a) **approve the proposals for the additional new bays in Barns Road & Norreys Avenue;**
 - b) **reject the proposal for the removal of the existing bay in Junction Road;**
 - c) **approve the proposal to remove the description of the bay in Duke Street from the Traffic Regulation Order.**

OWEN JENKINS
Director for Structure Operations

Background papers: Plan of proposed DPPP's
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2018



Notes

- Existing Disabled Persons' Parking Place to remain.
- Disabled Persons' Parking Place to be removed.
- Proposed Disabled Persons' Parking Place.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services
 Marsh Road, Oxford OX4 2HH
 T: 01865 335400
 E: oxforddirectservices@oxfordds.co.uk

Client

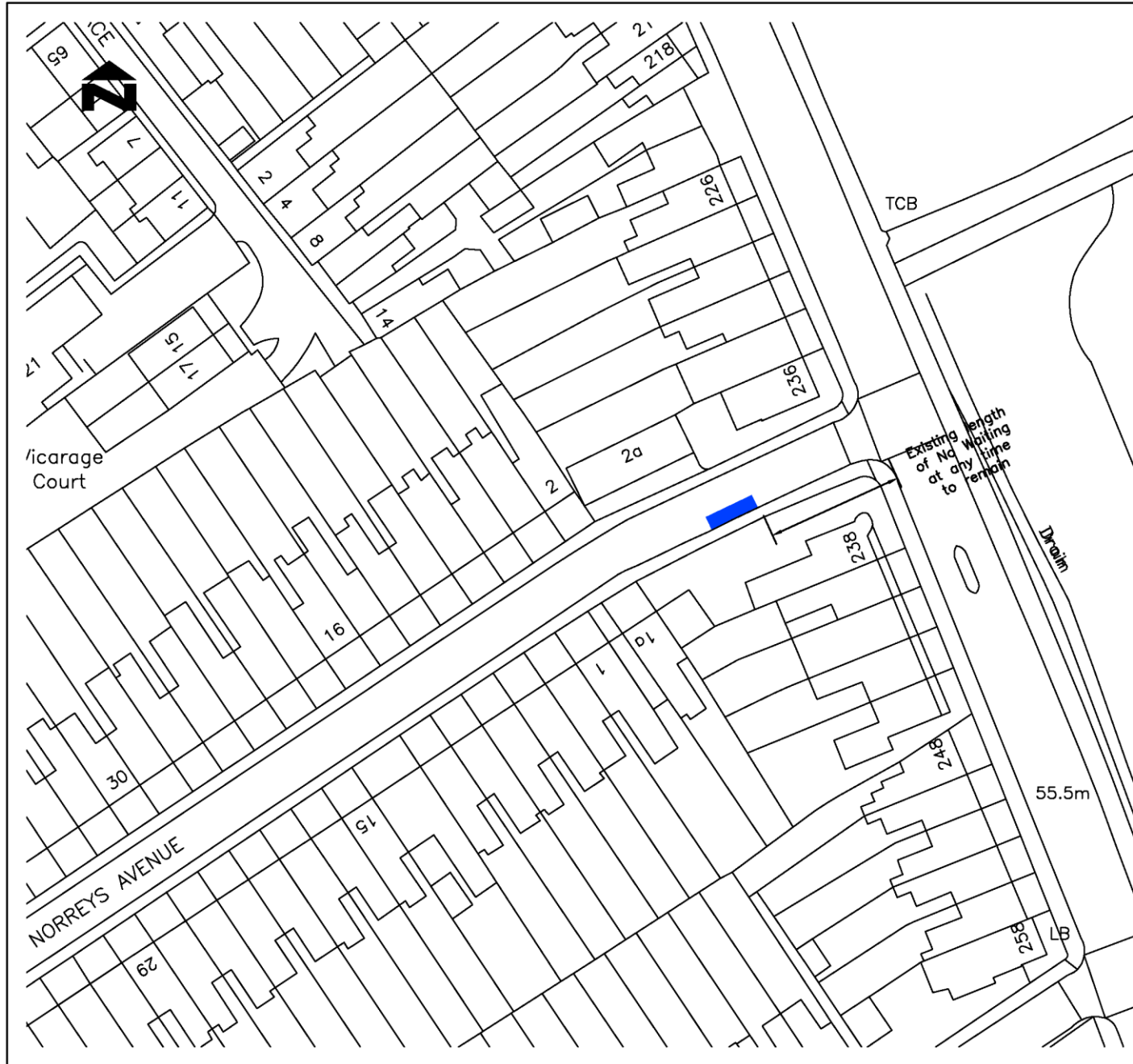
Project

DISABLED PERSONS' PARKING PLACES 2018

Title

Proposed Reduction in length of Disabled Persons' Parking Place 186-212 Barns Road.

Scale	1:500	Drawn By	SMA	Checked By	Approved By
Drawing Number	0002/A3/00093	Date	31.07.18	Date	



Notes

- Existing Disabled Persons' Parking Place to remain.
- Disabled Persons' Parking Place to be removed.
- Proposed Disabled Persons' Parking Place.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services
 Marsh Road, Oxford OX4 2HH
 T: 01865 335400
 E: oxforddirectservices@oxfordds.co.uk

Client:

Project:

DISABLED PERSONS' PARKING PLACES 2018

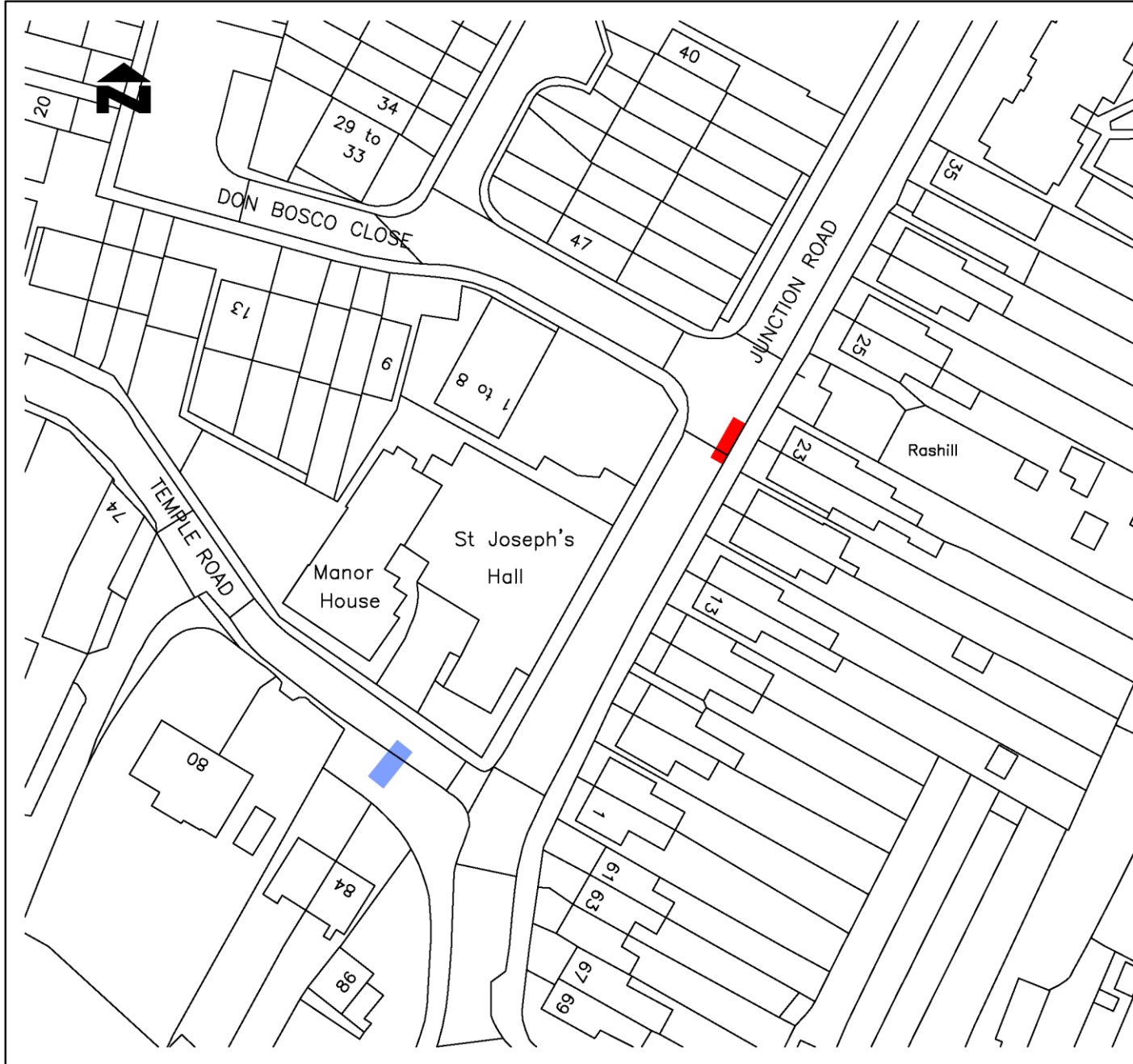
Title:

Proposed Disabled Persons' Parking Place 2 Norreys Avenue

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 31.07.18	Date	Date

Drawing Number: 0002/A3/00095

	Rev
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Notes

- Existing Disabled Persons' Parking Place to remain.
- Disabled Persons' Parking Place to be removed.
- Proposed Disabled Persons' Parking Place.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services
 Marsh Road, Oxford OX4 2HH
 T: 01865 335400
 E: oxforddirectservices@oxfordds.co.uk

Client:

Project:

DISABLED PERSONS' PARKING PLACES 2018

Title:

Removal of Disabled Persons' Parking Place in Junction Road

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date	Date	Date
	27.07.18		

Drawing Number: 0002/A3/00087

	Rev
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Notes

- Existing Disabled Persons' Parking Place to remain.
- Disabled Persons' Parking Place to be removed.
- Proposed Disabled Persons' Parking Place.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

Oxford Direct Services
 Marsh Road, Oxford OX4 2HH
 T: 01865 335400
 E: oxforddirectservices@oxfordds.co.uk

Client:

Project:

DISABLED PERSONS' PARKING PLACES 2018

Title:

Removal of Disabled Persons' Parking Place in Duke Street

Scale	1:500	Drawn By	SMA	Checked By		Approved By	
		Date	27.07.18	Date		Date	

Drawing Number: **0002/A3/00084**

	Rev
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RESPONDENT	LOCATION	SUMMARISED COMMENT
(1) Traffic Management Officer, (TVP)	All	No objection
(2) Local Resident, (Oxford)	Barns Road	Support - This is the space I already requested and have there now, which took 18 months plus to get. So I am confused as it is there now, unless you are planning a second space in the lay-by? I have requested with the support of my GP to make it mandatory also as other disabled people keep parking there then stopping me being able to, which then turns into an argument inevitably, despite me asking them nicely not to as suggested by the man who authorised it all, as it is not specifically a residential space. (I was told it could be requested to be made a residential mandatory space if it got too bad) and then exacerbates my health, or I have to wait then get out of bed again, get dressed if I can to move my car into the space which also exacerbates my health. It is exactly the medical appointments I have to attend and rare occasions I do get out that someone thinks it is a space just there for shopping, it really is detrimental to my health. At the moment there is no Disabled Badge Sign at all on the fence as it was replaced so it is not even legal and I could get a ticket as I understand it? Parking is extremely difficult also with people parking directly behind on the edge on or over the disabled space so it is impossible to get in and out and dangerous as you cannot see.
(3) Local Resident, (Oxford)	Barns Road	Object - We have not enough parking as there is, we have no permit zones for residents and apart from one person in residence there are no other disabled drivers; parking has become more difficult due to the building of flats on the old community centre land; that the said flats were supposed to be sold to people with no cars but alas many tenants have vehicles. All the streets around the shopping centre are jammed each day with blue badge holders or people parked illegally anyway, so no need to allocate extra bays. Maybe should have stopped putting in dropped kerbs as well to allow people to convert gardens into driveways. Each night I come home I spend a large amount of time trying to find a parking space, the proposal will just make things worse for those that have to use a car for work, hence I object to the OCC's proposal.

<p>(4) Local Business, (Oxford)</p>	<p>Junction Road, (Removal)</p>	<p>Object - I am writing to support a senior member of staff who has emailed you to oppose the proposal to remove the Disable Parking place in Junction Road, Cowley, Oxford.</p> <p>I am sure she has explained quite clearly why such a proposal would be detrimental to her health and cause unreasonable duress before the start and end of her work day. This close proximity of parking for her is vital to her wellbeing and for me as the employer of the college.</p>
<p>(5) Local Resident, (Oxford)</p>	<p>Junction Road, (Removal)</p>	<p>Object - as a disabled driver I use the Disabled Parking place Monday to Friday. I hold a Disabled Badge and have mobility problems due to my Spinal Conditions and chronic pain. I am also in receipt of PIP with the mobility component.</p> <p>If the disabled parking place is removed, it will have a detrimental effect on the distance I would need to walk to my place of work as I use crutches as an aid to help with walking. Please can I ask that the disabled parking place on Junction Road, not to be removed.</p>
<p>(6) Local Resident, (Oxford)</p>	<p>Junction Road, (Removal)</p>	<p>Support - Parking in Junction Road is at a premium. Employees of Kings Oxford, Temple Road, Oxford OX4 2UJ take every available space on Junction Road, Don Bosco Close and adjacent roads during weekdays. Consequently, residents have great difficulty in parking anywhere near their homes. I realise that it is not a right for residents to park outside their homes but we are extremely disadvantaged.</p>
<p>(7) Local Resident, (Oxford)</p>	<p>Norreys Avenue</p>	<p>Object - Since the "existing length of No Waiting at any time" is "to remain", the proposed disabled parking space will take the place of one of the existing parking spaces with no restrictions (ie it can be used by anyone at any time). This is not satisfactory for the following reasons:</p> <ol style="list-style-type: none"> 1. Parking in Norreys Avenue is already problematic, and it is a normal occurrence to have to look for parking in the adjacent streets. Reasons for this include Residents of Norreys Avenue itself converting their front garden to a parking area. By "reserving" the space in front of their house for their sole use, this immediately reduces the number of parking spaces available. The effective number of parking spaces available is further reduced as the cross-hatched box have to be sufficiently long to allow a car to turn in, and the remaining 'free' parking spaces are divided into smaller chunks, which in practice can accommodate fewer cars.

		<p>Residents of Abingdon Road parking in Norreys Avenue due to parking restrictions in the Abingdon Road Non-residents commuting into Oxford parking in Norreys Avenue to avoid parking charges at the Park & Ride Non-residents parking in Norreys Avenue because the car park at Hinksey Park is full, especially in the summer The effect is greatest at the Abingdon Road end of Norreys Avenue (where the disabled parking space will take away a space where it is most needed) as most cars enter Norreys Avenue from that end, and drivers naturally take the first available space.</p> <p>2. There is a ready alternative immediately adjacent to the proposed site. The "existing length of No Waiting at any time" zone (indicated by double yellow lines) is very long (presumably 16 metres according to the proposal document), and contains sufficient space for the proposed disabled parking space to be located there. Note that the current length of the "existing ... No Waiting at any time" zone only dates back to the resurfacing of the Abingdon Road some 10 years or so ago - prior to that the area marked by double yellow lines was considerably shorter; there was no explanation given at the time for extending the length of the double yellow lines, and there is no obvious need for such a long no waiting zone now.</p> <p>An alternative is to site the proposed disabled parking space at the other (Wytham Street) end of Norreys Avenue as that is less busy than the Abingdon Road end.</p>
(8) Local Resident, (Oxford)	Duke Street	<p>Object - have never seen anyone who looks or might be disabled so maybe there is no need for a disabled parking space for residents.</p>

Division(s): Thame and Chinnor

CABINET MEMBER FOR ENVIRONMENT – 15 NOVEMBER 2017

PROPOSED TRAFFIC CALMING CHICANE B4009 CHINNOR ROAD KINGSTON BLOUNT

Report by Director for Structure Operations

Introduction

1. This report presents responses received to a statutory consultation on revised proposals to install traffic calming measures on the B4009 Chinnor Road at Kingston Blount.

Background

2. Following concerns raised by Aston Rowant Parish Council on the speed of traffic on the B4009 Chinnor Road and High Street at Kingston Blount, traffic calming measures to be funded by the Parish Council were proposed and initially consulted on in October & November 2017. Following a review of the responses then received – which although receiving considerable support did include some concerns on the details of the scheme - an amended proposal comprising a revised and relocated chicane at the west end of the village only was prepared in consultation with Thames Valley Police & the Parish Council. These are shown at Annex 1 & Annex 2.

Consultation

3. Formal consultation on the revised proposals was carried out between 26 July and 24 August 2018. Emails providing details of the proposals were sent to Thames Valley Police, the Fire & Rescue Service, Ambulance service, Aston Rowant and Lewknor & Crowell Parish Councils, South Oxfordshire District Council and local County Councillors. Additionally, letters were sent to approximately 25 properties in the immediate vicinity of the proposals.
4. Ten responses were received - five in support, four objecting and a non-objection from Thames Valley Police. These are summarised at Annex 3. Copies of the responses are available for inspection by County Councillors should they wish to view them.

Responses to objections

5. The Parish Council were in full support of the proposals, whilst Thames Valley Police did not object, noting that a trial of the scheme using a temporary layout had been carried out and had been observed to operate satisfactorily. Four residents of Kingston Blount also supported the proposals.

6. Four objections were received from members of the public, all residents of Chinnor on the grounds of potential traffic conflicts created by the proposed chicanes, including specific concerns over the interaction of the proposed chicane near the junction with Kingston Hill, additional traffic delays, lack of bypasses for cyclists and the lighting of the features. Wider concerns included the traffic assessments and specifically the significant traffic flows on Kingston Hill and also that the funding available for the scheme would be better spent on road maintenance.
7. While it is acknowledged that traffic calming features of this type can result in additional delays this has to be balanced against the benefits to residents of the village in particular. The trial layout at peak times indicated that the proposed layout did appear to assist in reducing traffic speeds without causing undue queuing. A safety audit of the detailed design has been arranged that will include specific consideration of the concerns raised in respect of queuing and the interaction of traffic at adjacent junctions, together with the conspicuity of the chicanes in darkness and provision for pedal cyclists.
8. The objection in respect of the use of public funds is noted, but it should be stressed that the cost of the scheme if approved will be met by Aston Rowant Parish Council.

How the Project supports LTP4 Objectives

9. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

10. Aston Rowant Parish Council are funding the installation of the traffic calming chicane whilst design of the proposal and consultation has been undertaken by council officers as part of their normal duties.

RECOMMENDATION

11. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to install traffic calming measures on the B4009 High Street at Kingston Blount as advertised subject to a satisfactory road safety audit.**

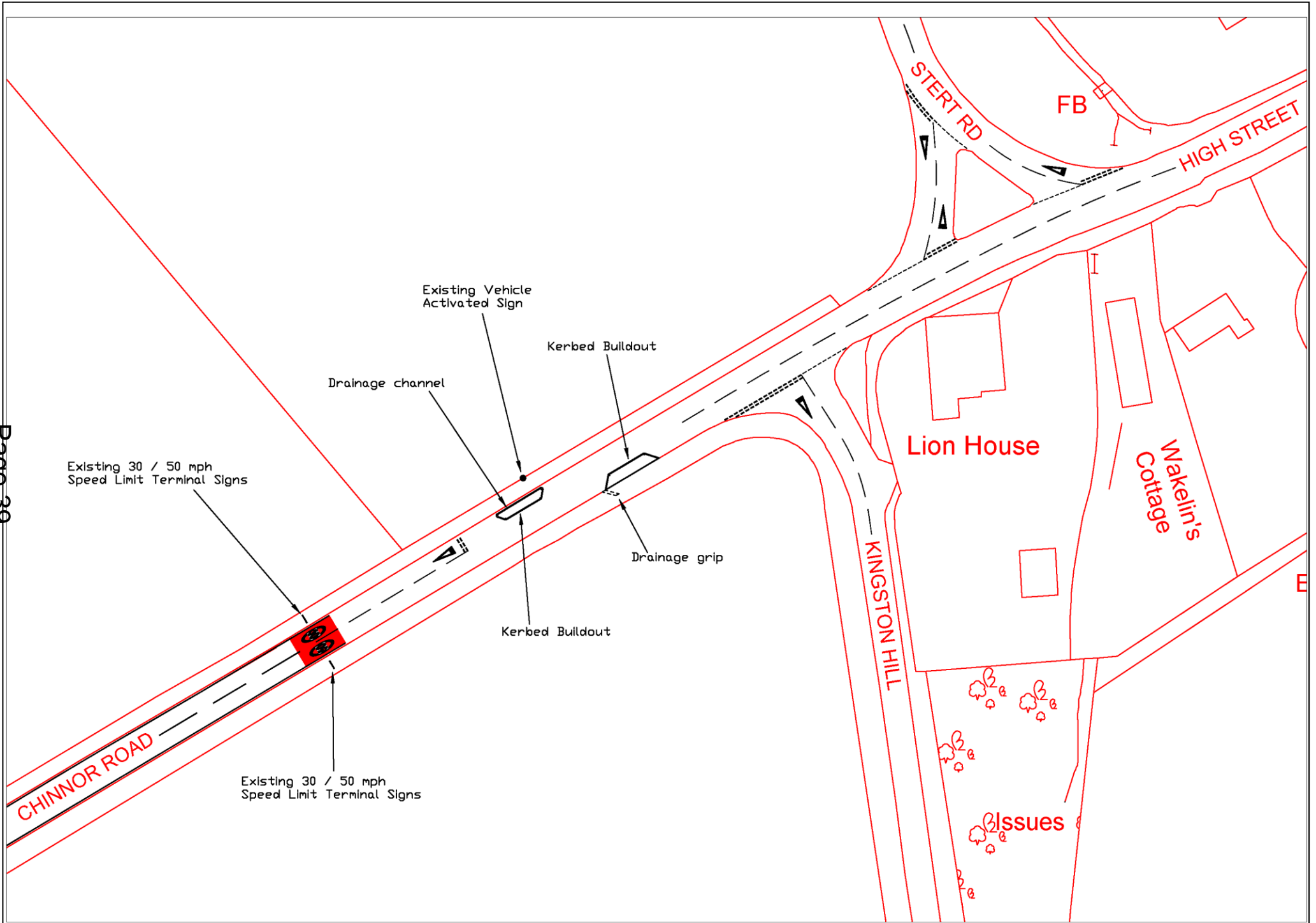
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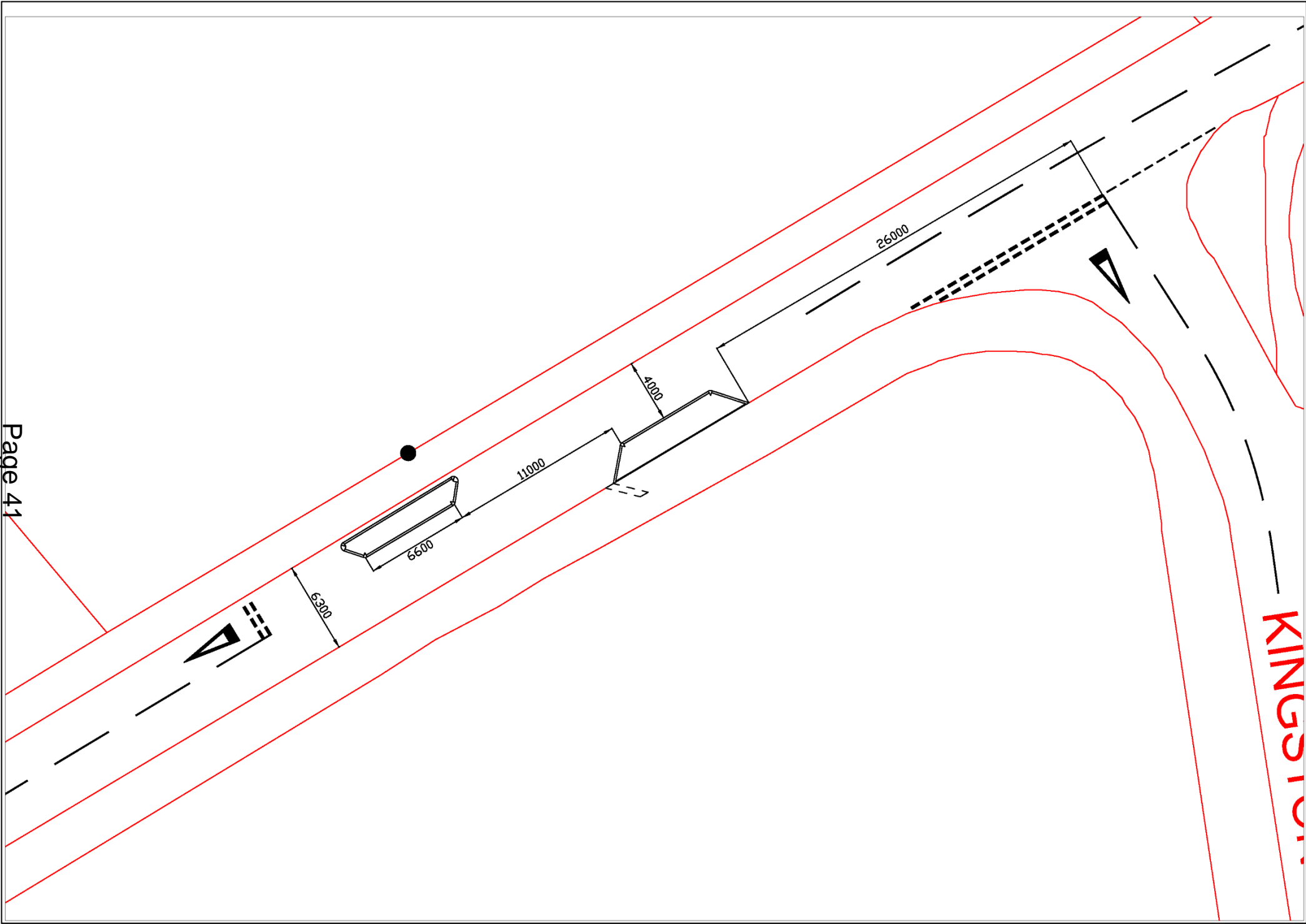
Director for Structure Operations

Background papers: Plans of proposed traffic calming chicane
Consultation responses

Contact Officers: Hugh Potter 07766 998704

November 2018





RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police (Traffic Management Unit)	No objection - seem consistent with previous site meetings and mock builds.
(2) Aston Rowant Parish Council	Support
(3) Local Resident, (Chinnor)	Object - I think we will all be better off if you spend the limited resources at your disposal by repairing the roads before any traffic calming is undertaken
(4) Local Resident, (Chinnor)	<p>Object - I would be supportive of the measure. However, the use of a double chicane is questioned. Why can't the chicane currently present on the eastern end of Kingston Blount not be replicated. If the build extended further into the carriageway it would permit a cycle bypass to be introduced, whilst still permitting adequate width to pass. The presence of the westbound chicane in close proximity to the Kingston Hill turning is questioned. Finally, the poor vertical alignment for left turning vehicles from Kingston Hill along the B4009 places eastbound vehicles conflicts with each other.</p> <p>It is assumed that the chicane will be illuminated though the site of a lighting column but that would be difficult given the close proximity of the overhead power cables.</p>
(5) Local Resident, (Chinnor)	<p>Object - Some points to note:</p> <p>1: does it show that 30 mph illuminated signs do not work?</p> <p>2: OCC's knowledge of traffic in the area. There are count points on the B4009 at Aston Rowant, CP069, and just out of Chinnor village towards the Henton turn, CP182, which is used to measure the B4009 through traffic for Chinnor. Unfortunately planning applications use the census data for travel to work which shows that well over 50% of vehicles exit via Crowell Road with 20% heading out of the village towards the Henton end but the Kingston Blount CP shows far less than the Henton one (it has been stated that the B4009 is only at 60% capacity, but far higher counts would be</p>

	<p>seen on the Crowell Road exit). This is due to the vast numbers that go up Kingston Hill where many pick up the M40 in Stokenchurch (as it's shorter and avoids the slow HGV's on the hill of the M40 and use Kingston Hill for a variety of areas, Cressex, Christmas Common towards Henley etc. Calculations show that well over 50% of travel to work after exiting Chinnor go up Kingston Hill.</p> <p>3: On the Kingston Hill exit, with the chicane holding up traffic from the left then queues are likely to build even longer down the hill since holding up traffic from the left will create longer runs of traffic limiting the exit from Kingston Hill while waiting for Chinnor traffic to pass.</p> <p>4: There is a dangerous blind spot as you exit Kingston Hill on the right which would be better served to have a mirror opposite the junction.</p>
<p>(6) Local Resident, (Chinnor)</p>	<p>Object - I could understand a roundabout with the junction of Kingston Hill, but a chicane immediately preceding a junction seems like a nightmare! These traffic calming measures are far from calming, they provoke bad driving. Prove that it is safer to have a chicane. I can't believe it.</p>
<p>(7) Local Resident, (Kingston Blount)</p>	<p>Support - It seems after 3 attempts, OCC highway engineers have put the chicane where I said it should go in first place, near the bottom of Kingston Hill.</p> <p>This might solve the problem of cars from the M40 speeding, if they have to stop, but it doesn't deal with the speeding between the Cherry Tree and Icknield Close, where there have been more accidents than at the junction of the Hill and the Stert. I installed the VAS's which with the chicane are effective for 80% of the time, but not for the other 20% who are idiots. Also the B4009 is very narrow at top of Pleck Lane, I have sent you video to prove this, which needs to be addressed.</p> <p>You need to have two raised areas to physically slow vehicles down between the Cherry and Icknield Close. They seem to have these areas all over Europe but not in Oxfordshire. Aston Rowant needs calming, raised areas are the answer, chicanes won't work. The prediction is of 11,000 vehicles a day by 2022, 7500 now for the B4009.</p>
<p>(8) Local Resident, (Kingston Blount)</p>	<p>Support - I think all possible traffic calming measures should be considered - especially with the ongoing building projects in Chinnor. The speed that HGVs travel through the village is unacceptable and only a matter of time before there is an accident.</p> <p>Whilst i strongly support these measures I would also encourage the council to considering supplementing these</p>

	<p>measures with either speed bumps or a speed camera in the village.</p> <p>My current experience of the traffic calming kerbed build out at the Chinnor end of the village is that once cars have passed this they then speed up again to catch up through the village. The ideal solution is one which gets drivers to slow down and maintain that speed whilst travelling through the village.</p>
<p>(9) Local Resident, (Kingston Blount)</p>	<p>Support - I have recently moved to Wakelin's Cottage in Kingston Blount and can testify that the speed of the vehicles passing through the high street regularly exceed the 30mph limit. With the increased lorry traffic due to the building work in the area my 400 year old house physically shakes with each lorry pass.</p> <p>I therefore actively SUPPORT any traffic calming measures and would support road humps or any other measure to slow the traffic down.</p> <p>My only concern is that as the traffic slows to the proposed kerbed buildout there will be an increase of noise of the traffic accelerating into and out of the high street.</p>
<p>(10) Local Resident, (Kingston Blount)</p>	<p>Support - We continue to support the Traffic Calming proposal and wish to reiterate our 'additional comments' in support of the first proposal provided on 10th October 2017.</p> <p>Having lived on the High Street in Kingston Blount for the past 17 years, and in Chinnor for the previous 10, we wholly support the traffic calming measures on the High Street and ideally in Aston Rowant too. The 40/ 30/ 50/ 30 MPH limits on the B4009 between the M40 and Kingston Blount (and back) are often treated as minimums, especially at either end of the day during 'rush hour'. All types of vehicles regularly 'speed' through Kingston Blount, especially between the former Cherry Tree Public House, Kingston Stert and Kingston Hill road junctions and the Cricket Club. Using the Kingston Stert and Kingston Hill road junctions, as well as exiting and entering our driveway, can be hazardous, as the speed of the traffic is inconsistent into, through and out of the village - in both directions. Numerous serious accidents or very close shaves have taken place close to the Kingston Stert and Kingston Hill road junctions - cars, motorbikes, cyclists, pedestrians (including at least one fatality) and to pets too - the risk of which could all be reduced through slowing traffic. I appreciate that some may have concerns over additional pollution caused by waiting vehicles, but modern vehicles are now fitted with stop/start ignition and there is an increasing legal requirement/technological improvements to reduce vehicle emissions too. Surely a few extra seconds waiting/queuing to let other vehicles with right of way pass through the chicanes, i.e. 'calming traffic', is worth reducing the chance of an accident or indeed to save a life by slowing traffic through our/your village?</p>

	<p>We have now lived in Kingston Blount for 18 years and the traffic situation continues unabated. Whilst we respect the wishes and good intentions of those objecting to the proposal, please come and spend an hour by the side of the B4009 close to the Kingston Stert and Kingston Hill junctions or by the Cricket Club entrance, especially at either end of the day and witness for yourselves the typical traffic behaviour of all types of vehicles before coming to your final opinion on this proposal.</p>
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