

Public Document Pack

CABINET MEMBER FOR TRANSPORT - 2 JUNE 2011

ADDENDA

3. Petitions and Public Address

<i>Item</i>	<i>Request to speak</i>
M. J. Whelan)
Very Reverend Daniel Seward)
Father Robert Ombres) 4. Proposed reintroduction of evening
Graham Jones)and)Sunday pay & display charges,
Jeremy Mogford)Oxford
Philip Stewart)
Sheridan Edwards) 5. Foxcombe Road, Boars Hill –
Liz Lefevre)Reduction in Speed Limit
Councillor Arash Fatemian)
Jane Norris	7. Proposed changes to parking in Cheney Lane and warneford Lane, Headington West CPZ, Oxford
Nick Ford	8. A41 Bicester – Various Traffic Regulation Orders

4. Proposed Reintroduction of Evening and Sunday Pay & Display Charges, Oxford

Additional representations

Councillor Jean Fooks

“I have read the report and recommendations. My own preference would be for Sunday morning to be flat rate until 12 noon – I do not agree with the suggestion that a change at midday would be confusing. It changes most days at 6.30pm already!

There is I think an omission in the tables. They relate to periods beginning between 8am and 6.30pm, or 6.30 and 10 pm – but there is no table for periods of stay starting between 10pm and 8am the next day. So what would the charge be for someone parking at 11pm or 07.30? Presumably nothing? Though once the start of the next charging period is passed, a charge becomes payable. To make it absolutely clear to people, I think a paragraph needs to be added explaining for people parking in ‘free’ time. Otherwise it could be a nice legal point!”

Councillor Alan Armitage

"I do not disagree with the principle of charging for on-street parking in central Oxford, and in encouraging people to use the Park and Rides instead of driving in. The charging scheme which is proposed by the officers is OK except in regard to Sunday mornings. I believe that those attending churches in the area have succeeded in making a case that the viability of the multifarious churches in and around St Giles would be seriously affected if church-goers had to pay hundreds of pounds a year to park.

The access arrangements at the P&R's and the buses themselves are not really suitable for the frail elderly and disabled, and it could well stress them considerably if they could not afford the parking charges in St Giles. The officer comment that "All P&R buses are easy-access, low floor models designed to provide easy access" may be true, but there are issues with getting between cars and buses at the P&R and then from the bus-stops to and from the churches. These distances, and the road crossing points in between, can be very daunting for some.

I do not believe concessions can or should be applied in a discriminatory way to favour church-goers. Therefore, there seem to be two alternatives, depending on how generous the council can afford to be:

1. Free parking up to 1 p.m. on Sundays. The officer comment "Having charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards" is nonsense.

There are plenty of instances of this kind of arrangement across Oxford, on-street and off-street, and they work perfectly well. Never under-estimate the intelligence of the general public!

2. A fixed rate up to 1 p.m. on Sunday with a per-hour charge from then onwards."

6. A4074, Port Way Crowmarsh Gifford - 40mph Speed Limit and No Right Turn

The extent of the proposed restriction is shown on the attached plan.

Additional representations from Councillor Tony Crabbe

"I very much support the recommendation for a 40mph speed limit and no right turns.

The police comments about no problems refer to conditions prior to the development and are therefore irrelevant. This is a fast stretch of road and large slow moving agricultural vehicles are likely to cause considerable problems. I do not want us to wait until we have a serious accident before we decide to do something about this issue. The 40mph signs have already been erected and there are already engineering works preventing entry to the site except from the left! If the police believe it to be a problem the no right turn into the site could be supplemented by a road sign indicating that traffic must travel to the roundabout and return. However, I

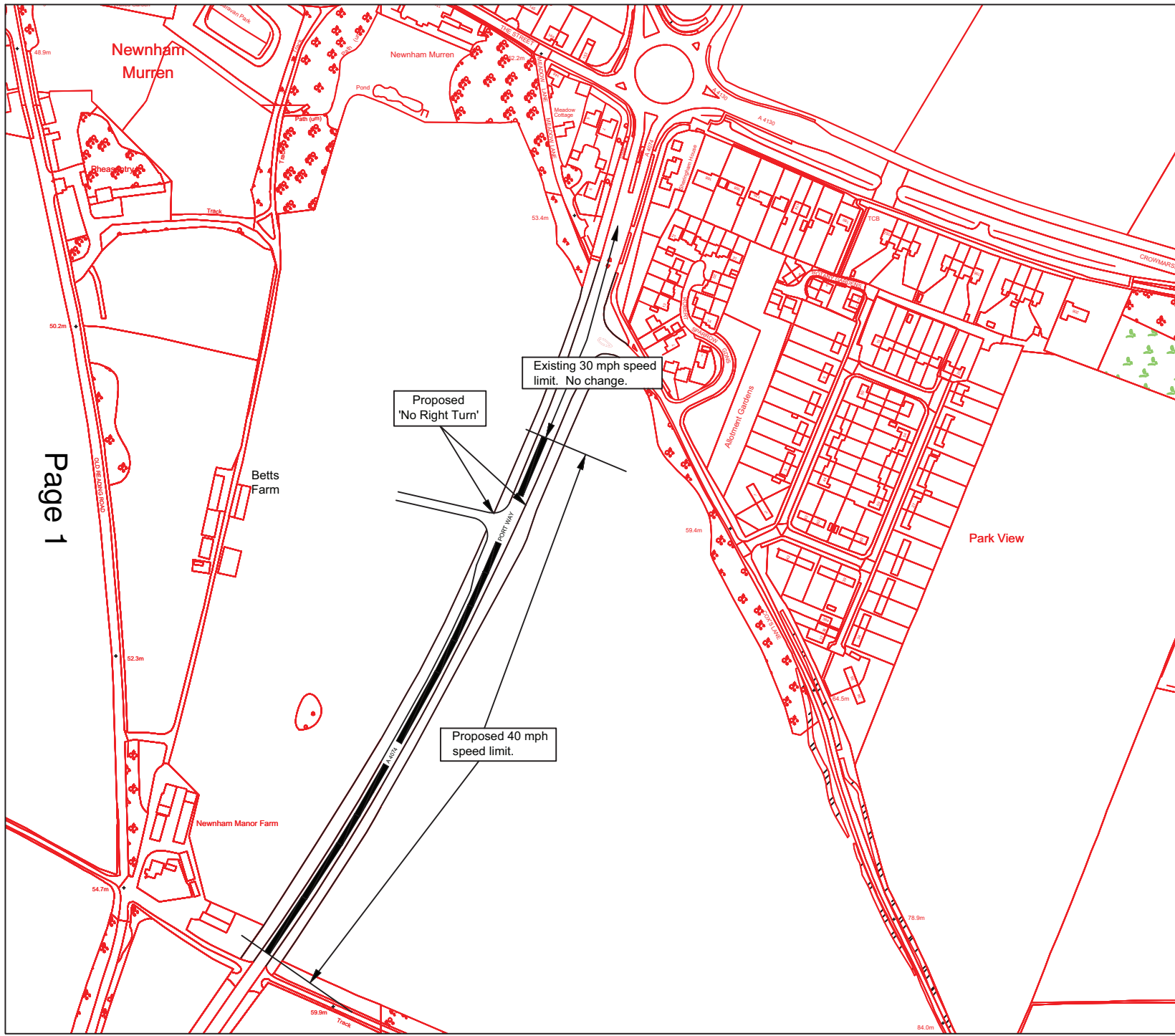
believe that most visitors will be regular visitors and will know that they must travel to the roundabout and return.”

7. Proposed Changes to parking in Cheney Lane and Warneford Lane, Headington West CPZ, Oxford

Amended recommendation (amended by strikethrough and bold italics)

The Cabinet Member for Transport is RECOMMENDED to approve the making of the amendments to The Oxfordshire County Council (Headington West) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 20** affecting Cheney Lane and Warneford Lane, as advertised, ~~and set out in this report~~ ***the effect of which will be to retain the existing lengths of uncontrolled parking.***

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Notes.

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Rev	Description	By	Date	Chk'd	Auth



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Project

Proposed 40 mph speed limit & 'No Right Turn'

Title

A 4074 Portway (Betts Farm), Crowmarsh.

Scale	Drawn By	Checked By	Approved By
N.T.S.	MHB		APPROVAL
	Date Nov. 2010	Date	Date APPDATE

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