



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

***Thursday, 26 February 2015 at 10.30 am (or on the rising of
the Transport Advisory Panel, whichever is later)
Meeting Rooms 1 and 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 6 March 2015 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.

Peter G. Clark
County Solicitor

February 2015

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

Note: Date of next meeting: 19 March 2015

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

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

4. Proposed Changes to Parking - Burford (Pages 1 - 28)

Forward Plan Ref: 2014/166

Contact: Owen Jenkins, Highways, Transport & Waste Service Manager Tel: (01865) 323304

Report by Director for Environment & Economy (**CMDE4**).

The report considers objections to a formal consultation on proposals to introduce or amend parking restrictions in several streets in parts of Burford.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for Burford as advertised and amended as described in the report.

5. Proposed Zebra Crossing - A415 Kingston Bagpuize (Pages 29 - 32)

Forward Plan Ref: 2014/066

Contact: Owen Jenkins, Highways, Transport & Waste Service Manager Tel: (01865) 323304

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE5**).

The report presents objections and other comments received in response to a

statutory consultation on a proposed new zebra crossing on the A415, Kingston Bagpuize. The proposal arises from the residential development on land adjacent to the A415, Witney Road, Kingston Bagpuize, comprising of 63 dwellings and a 45 unit extra care facility.

The Cabinet Member for the Environment is RECOMMENDED to not proceed with the implementation of the proposed Zebra crossing as advertised.

6. Proposed 50mph Speed Limit - A417 Wantage to West Hendred (Pages 33 - 38)

Forward Plan Ref: 2014/196

Contact: Owen Jenkins, Highways, Transport & Waste Service Manager Tel: (01865) 323304

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE6**).

The report considers objections received during a consultation to introduce a 50mph speed limit on the A417 Reading Road between Wantage & West Hendred in place of the current national speed limit. The proposal arises from a request from County Councillor Stewart Lilly, in response to local concerns over road safety. The accident record for the most recent 5-years (2010 to 2014), although not unduly high in relation to the traffic flows, includes 4 serious and 10 slight injury accidents.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of a 50mph speed limit on the A417 Reading Road between Wantage & West Hendred in place of the current national speed limit as advertised.

7. Request for Exemption from Tendering Regarding Potential Reallocation of LSTF Funds for OXONBIKE (Pages 39 - 42)

Forward Plan Ref: 2014/195

Contact: Tom Flanagan, Localities, Policy & Programme Service Manager Tel: (01865) 815691

Report by Deputy Director for Environment & Economy – Strategy & Infrastructure Planning (**CMDE7**).

The report seeks endorsement from the Cabinet Member for Environment for an exemption from procurement, to enable a proposal to extend the OXONBIKE cycle hire scheme beyond the current end date of June 2015 to February 2016. This would be funded from underspends elsewhere within the Local Sustainable Transport Fund (LSTF) programme, totalling £36,713.

The OXONBIKE scheme has been very successful, despite the unexpected liquidation of the original operator in November 2013. The scheme was re-launched in June 2014 with a new operator, Hourbike, and membership numbers are approaching 400. OXONBIKE provides a low cost option for users to access

employment sites in Headington from Thornhill Park and Ride and between employment sites by hire cycle, with benefits of sustainability and personal health. The scheme meets Oxfordshire goals of supporting jobs and housing growth and economic vitality, supporting the transition to a low carbon economy and improving public health, safety and individual well-being.

OXONBIKE is about to expand to other employment sites. An initiative from Oxford Health has resulted in additional grant funding from LSTF Business Travel Grants. From April 2015, there will be an additional 22 docking stations and 16 cycles at 3 new sites - Chancellor Court (for Oxford Business Park), the Littlemore Mental Health Centre and the Warneford Hospital, where match funding from Oxford University has also been agreed. The expansion is dependent on the continuation of the original OXONBIKE scheme beyond June 2015.

The proposal has been discussed with Procurement and Legal colleagues who have approved the submission of the proposal to the Cabinet Member for endorsement. The Managing Director of Hourbike has confirmed that he is prepared to operate the scheme at the existing level of payment from OCC. There are no staffing issues to consider.

The Cabinet Member for Environment is RECOMMENDED to approve an exemption from procurement to enable a proposed scheme extension of the OXONBIKE cycle hire scheme from the scheduled end date of June 2015 until February 2016.

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Division: Burford

CABINET MEMBER FOR ENVIRONMENT– 26 FEBRUARY 2015

PROPOSED PARKING RESTRICTIONS VARIOUS ROADS, BURFORD

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce or amend parking restrictions in several streets in parts of Burford.

Background

2. New parking restrictions are required in connection with a new housing development in part of Burford and the opportunity has been taken to work with Burford Town Council (BTC) to address various parking issues in the town. Officers met with colleagues from West Oxfordshire District Council (the authority responsible for parking enforcement in Burford) and BTC representatives to draw up detailed proposals which are shown in the plans at Annex 1.

Formal Consultation

3. During October and November 2014 formal consultation took place on the proposals, with copies of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice deposited for public inspection at County Hall, Burford Library and WODC offices. At the same time, the Council wrote to over 300 residents and businesses affected by the proposed changes and public notices were displayed on site and advertised in the Oxford Times on 23 October.
4. A total of sixty one responses were received plus a petition containing over 140 signatures. These are summarised at Annex 2; copies of all the consultation responses are available for inspection in the Members' Resource Centre. West Oxfordshire District Council did not object to the proposals.

Issues raised during consultation

5. The majority of the objections – including the petition – related to the proposal to introduce new three hour limited waiting on the A361 (High Street and Lower High Street) and to amend the existing two hour limited waiting to three hours. The BTC intention was to prevent

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parking spaces on the main street being taken up all day by non-resident business owners and their staff and to leave space for customers and visitors to the town.

6. Burford Chamber of Trade objected as they considered that three hours was not long enough for visitors to take advantage of the facilities and attractions available in Burford. Other objectors to this proposal were business owners and workers together with a large number of residents who have no off-street parking and who indicated that this proposal would mean they would have to find alternative parking in the side streets. There were also objections from residents of the side streets who were concerned that their own parking would be compromised by those displaced from High Street and Lower High Street.
7. In the light of these responses it suggested that the proposed three hour limited waiting does not proceed.
8. The other proposed changes to parking restrictions in High Street received mixed responses.
9. The proposed relocation of the bus stop near Church Lane (which would release additional space for parking) had some support but also two objectors who were concerned about the safety implications of the change. In response, as the bus services here are not very frequent the bus stop is not in constant use, and the revised parking spaces will be at least 20 metres from the junction thus ensuring good visibility for drivers emerging from Church Lane. It is therefore suggested that this change proceeds as advertised.
10. The proposed reduction of short lengths of double yellow line outside the Bull Hotel and the Burford House Hotel were objected to by the two establishments. They argue that the space was needed for deliveries and customers to drop off luggage and passengers. As it is likely that these activities would relocate to the remaining double yellow lines which are much closer to the Witney Street junction and could impede vision for drivers, it is suggested that the proposals do not proceed. Similarly, as the proposal to limit the hours of operation of a disabled bay in High Street received objection, it should not proceed.
11. The proposals for restrictions on the section of Swan Lane east of Pytts Lane received a number of comments and objections. Some respondents felt that parking should remain as it was not causing any problems whilst others wanted the restrictions to be extended to remove parking over a longer length. There has been concern that parking on the north side of Swan Lane has led to damage to the verge on the south side as larger vehicles pass through – for this reason it is suggested that the proposed restrictions are implemented. In addition, it is suggested that two minor extensions to the proposed restrictions

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that have been requested outside 'The Orchard' and opposite 'Mullenders' (west of Pytts Lane) are implemented.

12. The proposal to allow additional parking near the access to Burford School in Lawrence Lane received a number of objections from people concerned that it would make access to the premises more difficult for larger vehicles. A respondent suggested that the current restrictions be slightly extended to include an area already marked 'Keep Clear' and others also wanted less parking in Lawrence Lane. In the light of these comments it is suggested that the proposed removal of double yellow lines does not proceed but they are extended as requested.
13. The proposed changes in Priory Lane, Witney Street and Pytts Lane each received one objection but several responses in support of the proposals. In each case the issues raised by the objectors have been carefully considered but it is suggested that the changes proceed as advertised.
14. There were no objections to the other proposals elsewhere in Burford.

Conclusions

15. The opportunity afforded by the S106 funding has allowed officers to work closely with the Town Council to address a number of local parking issues in Burford. The final proposals taking into account the changes referred to above are shown in Annex 3.

Financial and Staff Implications (including Revenue)

16. The cost of the proposed work described in this report will be met by S106 funding.

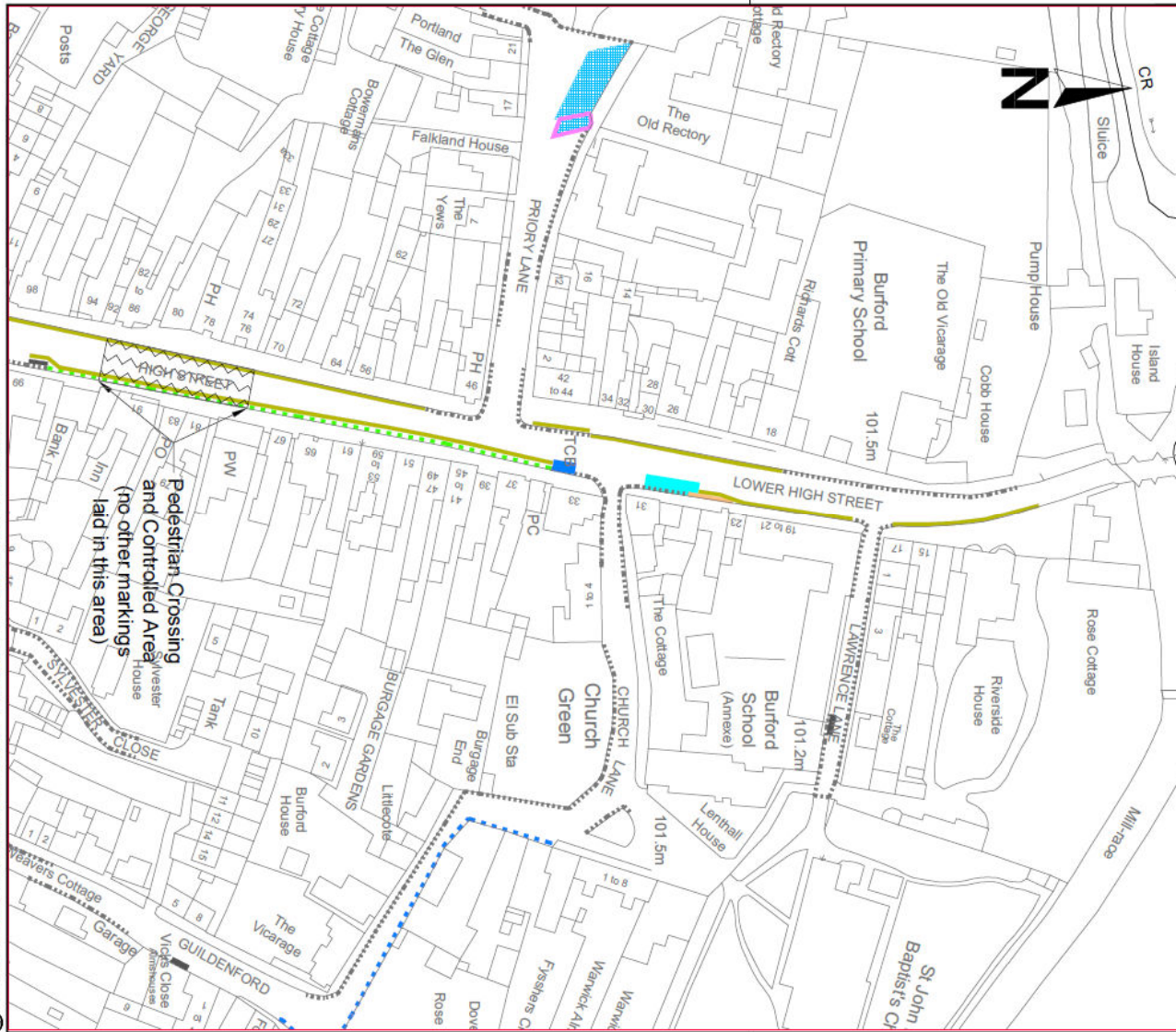
RECOMMENDATION

8. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for Burford as advertised and amended as described in this report.**

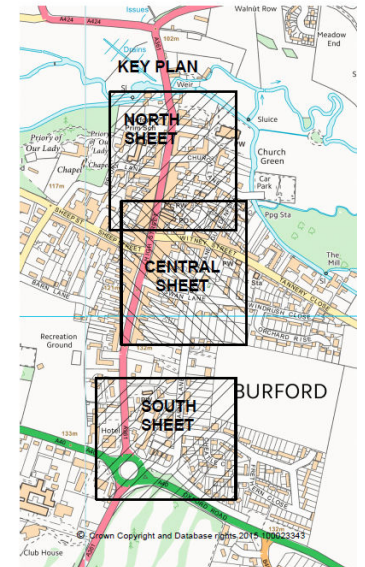
MARK KEMP
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

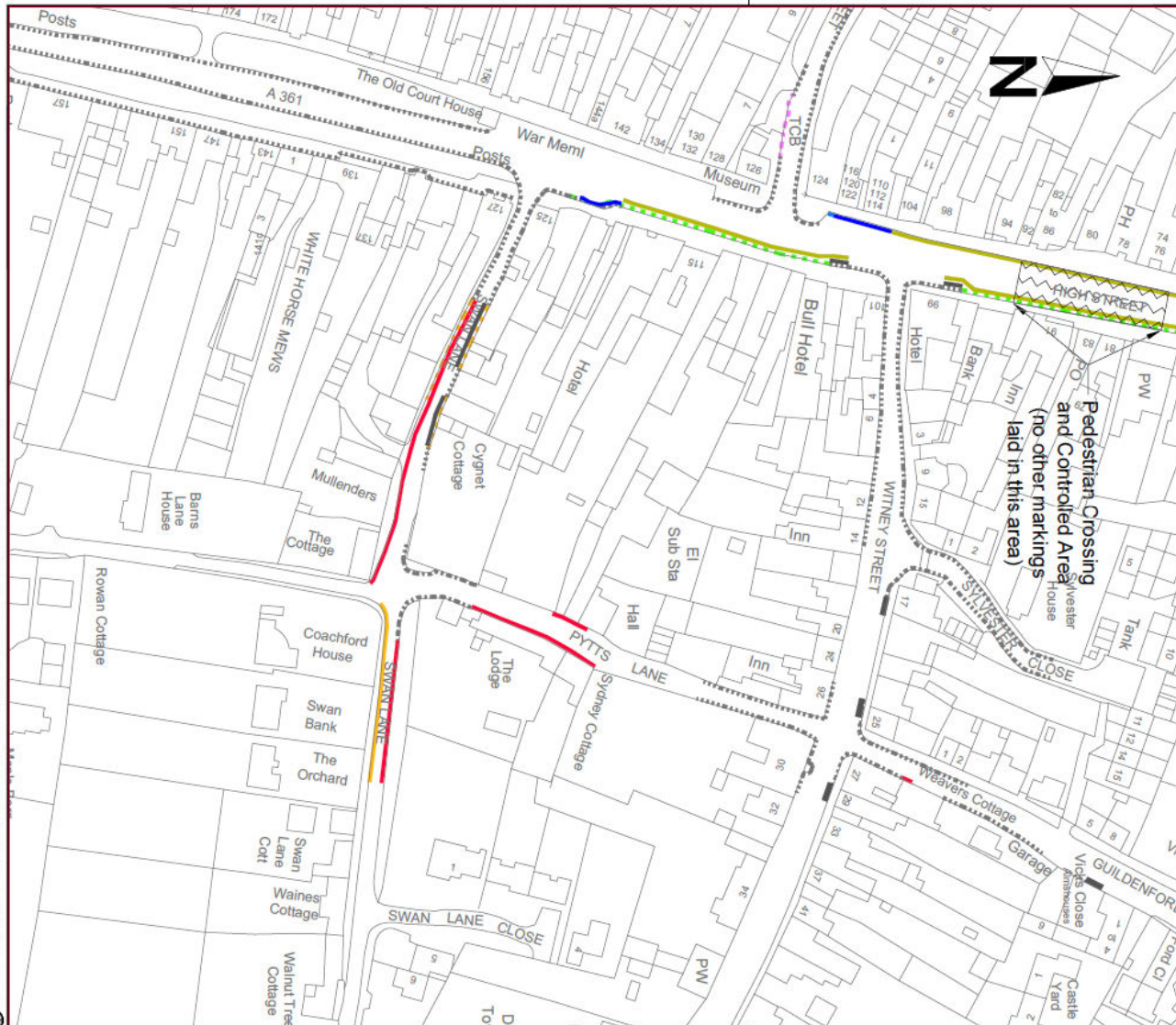
Contact Officers: Owen Jenkins 01865 323304
February 2015



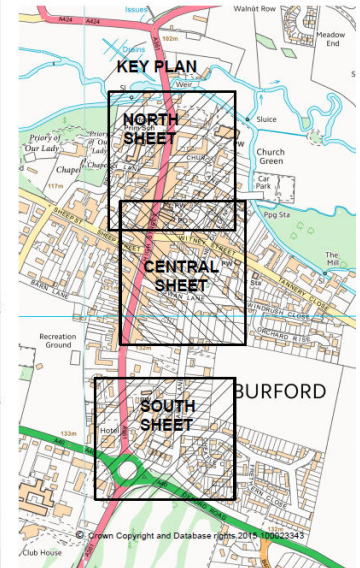
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.....	NO WAITING AT ANY TIME				
.....	WAITING LIMITED TO 30 MINS 8 AM TO 6 PM MON - SAT				
.....	WAITING LIMITED TO 2 HOURS 8AM TO 6PM MON - SAT				
.....	NO WAITING 8 AM TO 6 PM (ALL DAYS)				
.....	NO WAITING 8 AM TO 6 PM MON - SAT				
.....	DISABLED BAYS				
.....	BUS STOP				
.....	COACH PARKING				
PROPOSED WAITING RESTRICTIONS					
.....	NO WAITING AT ANY TIME				
.....	NO WAITING 8 AM TO 6 PM MON - SAT				
.....	WAITING LIMITED TO 3 HOURS 8 AM TO 6 PM MON - SAT NO RETURN FOR 2 HOURS				
.....	CARS ONLY PARKING AREA				
.....	LENGTHS OF EXISTING LINE TO BE REMOVED				
.....	DISABLED BAY				
.....	BUS STOP				
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Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Spenshall House Spenshall Street Oxford OX1 1SE Tel: (01865) 815700 Fax: (01865) 241577					
Project title BURFORD WAITING RESTRICTIONS REVIEW 2014					
Drawing title PROPOSED MARKINGS (NORTH)					
Drawing Status CONSULTATION					
Scale @ A3	Drawn by	DGT	Checked by	Approved by	
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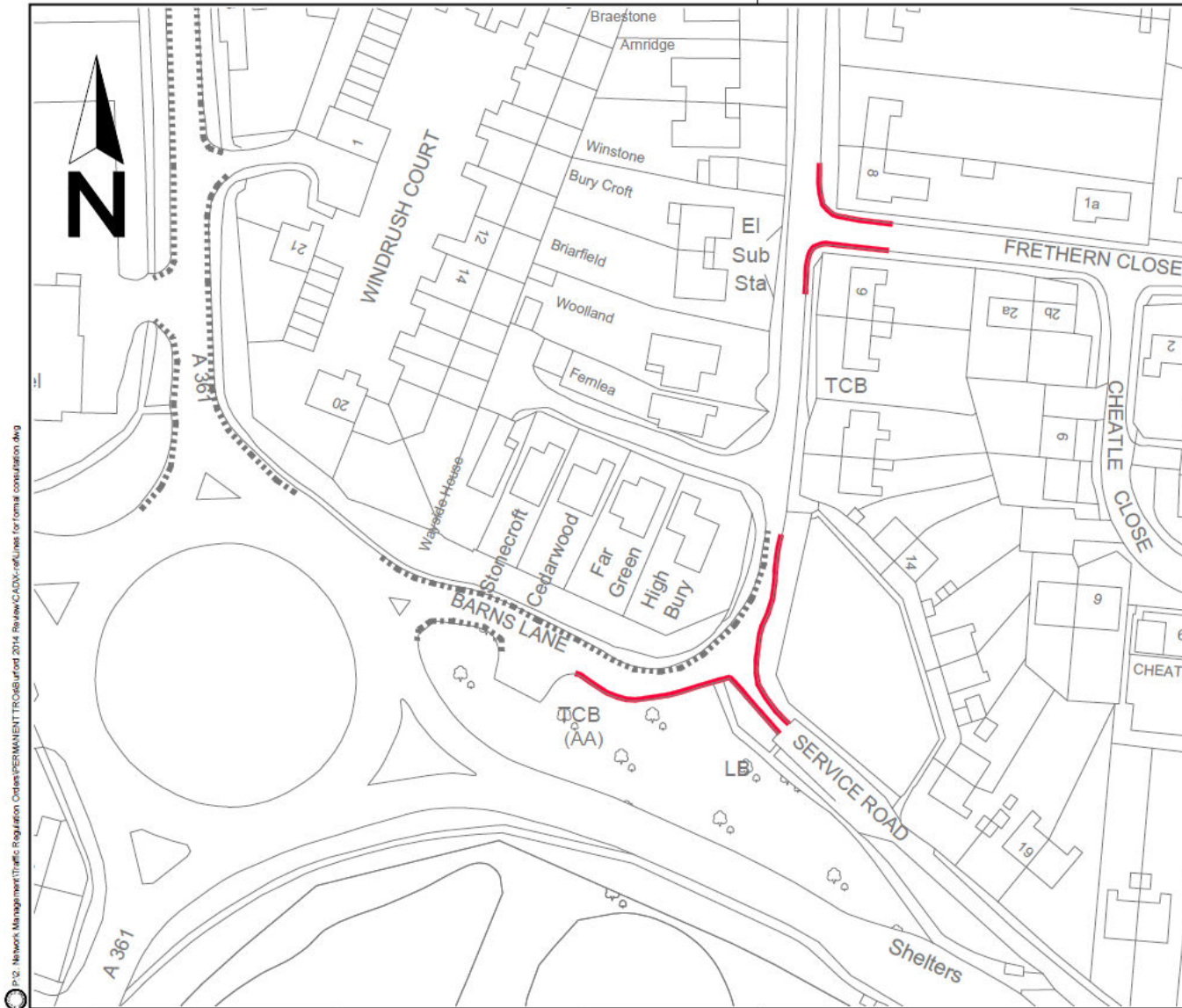
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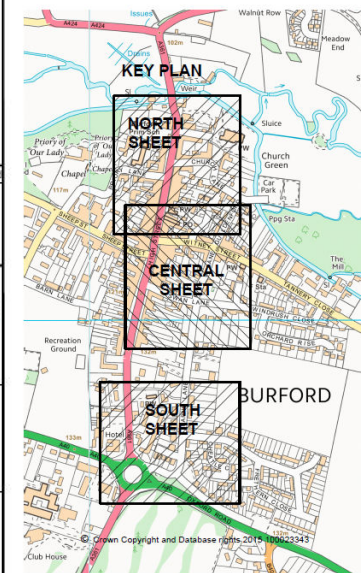
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KEY			
EXISTING WAITING RESTRICTIONS			
.....	NO WAITING AT ANY TIME		
.....	WAITING LIMITED TO 30 MINS 8 AM TO 6 PM MON - SAT		
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.....	NO WAITING 8 AM TO 6 PM (ALL DAYS)		
.....	NO WAITING 8 AM TO 6 PM MON - SAT		
.....	DISABLED BAYS		
.....	BUS STOP		
.....	COACH PARKING		
PROPOSED WAITING RESTRICTIONS			
.....	NO WAITING AT ANY TIME		
.....	NO WAITING 8 AM TO 6 PM MON - SAT		
.....	WAITING LIMITED TO 3 HOURS 8 AM TO 6 PM MON - SAT		
.....	NO RETURN FOR 2 HOURS		
.....	CARS ONLY PARKING AREA		
.....	LENGTHS OF EXISTING LINE TO BE REMOVED		
.....	DISABLED BAY		
.....	BUS STOP		
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Rev.	Date	Purpose of revision	Drawn / Checked / Approved
<p>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Spencewell House Spencewell Street Oxford OX1 1NE Tel: (01865) 815320 Fax: (01865) 241577</p>			
Project title			
BURFORD WAITING RESTRICTIONS REVIEW 2014			
Drawing title			
PROPOSED MARKINGS (CENTRAL)			
Drawing Status			
CONSULTATION			
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Oxfordshire Project No. & File Ref			
Drawing No. 149/TRO/2014/01/100			
Revision			



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Drawing No.	149/TRO/2014/01/102	Revision	0
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EXISTING WAITING RESTRICTIONS			
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PROPOSED WAITING RESTRICTIONS			
— NO WAITING AT ANY TIME			
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<p>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</p>			
Project title			
BURFORD WAITING RESTRICTIONS REVIEW 2014			
Drawing title			
PROPOSED MARKINGS BARN'S LANE AREA			
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RESPONSES TO CONSULTATION

	Address	Response
1	Burford Town Council	<p><u>High Street</u> 1) The major proposal is to make both sides 3 hour restricted waiting as opposed to the current 2 hour restriction on the East side only. Numerous representations have been received from residents who have no off-street parking. As a compromise we suggest that the proposed restrictions should only apply between Priory Lane and Sheep Street on the West side and between Church Lane and Witney Street on the East side.</p> <p>2) Move the bus stop in the Lower High Street about 8 metres South creating at least 1 additional space. Supported</p> <p>3) 1 additional disabled space outside No: 33 "Closa" . Supported</p> <p>4) 1 additional space outside No: 99 "Burford House Hotel" .Supported</p> <p>5) 1 additional space outside "The Bull". Supported</p> <p><u>Lawrence Lane</u> 1 additional space outside the Boarding House. Opposed. Burford School believe that parking is this space would prevent delivery lorries and emergency vehicles entering the Boarding House yard.</p> <p><u>Priory Lane</u> 2 additional spaces carved out of the end of the Coach Park. This area is too small for coaches, even minibuses. Supported</p> <p><u>Witney Street</u> 1 additional space outside each of Nos: 17, 25 and 29.– supported.</p> <p><u>Guildenford</u> 1 additional space outside Vick's Close (reducing the size of the existing "Keep Clear" area) and Double yellows protecting the front door of Weavers Cottage. Supported</p> <p><u>Pytts Lane</u> 1) Double yellows on the East side effectively formalising the existing de facto position.</p>

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	Address	Response
		<p style="text-align: center;">Supported</p> <p>2) Double yellows on the West side 3 metres either side of the entrance to Castle's Yard. Supported.</p> <p><u>Swan Lane</u></p> <p>1) 6 additional spaces with double yellows opposite them in the bit between the High Street and Pytts Lane to prevent parking on both sides. Supported</p> <p>2) Double yellows on the North side and a single yellow opposite to ease access to and egress from Swan Bank. Loss of 4 spaces. Opposed –</p> <p><u>Barns Lane</u></p> <p>1) Double yellows on both sides of the entrance to Frethern Close .</p> <p>2) Double yellows on both sides of the entrance to the slip road for safety's sake. Both supported</p>
2	Burford Chamber of Trade	<p>I am writing of behalf of The Burford Chamber of Trade. We represent a total of 46 businesses in Burford, and as a body seek to promote and enhance the commercial interests of the town. Feedback from our committee and from our members strongly opposes the parking proposals you have made, with the consideration that a restriction of 3 hours parking is not enough time for people to arrive in Burford, stay and shop and then eat lunch.</p> <p>The town by its nature is attractive for day trippers and overnight stayers – not people wishing to spend a small amount of time here, so the introduction of short stay parking to the detriment of long stay parking does not favour the kind of visitors we have here.</p>
3	Resident High Street	<p>I am writing to register my strong objection to the new parking restrictions proposed for Burford. As both a resident and trader in our town I fail to see the necessity for change We need more parking, not less, and with a time limit on the whole town except the car park at the bottom of the hill and the 20 spaces on the west side upper High Street it's just not enough. Most of the shops are owner occupied, some split into several flats or cottages, all these people have to park on the High Street, often all day not for just three hours! People will have to park in the existing car park leaving little or no space for visitors.</p>

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	Address	Response
		<p>The car park is also very dark on winter evenings and often floods making it unusable.</p> <p>Surely in these time of spending cuts the cost to yourselves of these restrictions is totally unnecessary—please leave us as we are—we have coped for many years.</p>
4	Resident High Street	<p>I can see how much time and effort has been put into your considerations and I imagine that are aimed at the people to who come into Burford to work and park in the road all day. I feel it would not be a hardship for them to use the car park.</p> <p>But what about us poor residents with no car parking space!! “We are Burford”</p> <p>We are so distressed over this proposal that gives no allowance for home owners to be exempt from the restrictions.</p> <p>Surely a simple residents parking badge could be given, or applied for, by those that need it.</p>
5	Resident High Street	<p>It looked as though the disabled parking outside my house was disappearing. I have been assured this is not so. But I would like to argue against putting a time limit on the said parking I think it an unfair assumption that disabled folk do not want to come out at night.</p> <p>Neither am I in favour of making the whole of the High Street timed parking. By all means extend the time to 3hrs but only on the present side not both.</p> <p>Another bone of contention is Swan Lane. It is very difficult any way to negotiate Swan Lane, sometimes near impossible particularly for delivery lorries and rubbish collectors etc. If parking is allowed on both sides, which is what it looks like, the situation will be much worse.</p>
6	Business Owner Antiques at The George High Street	<p>I write to both support some and object to other parts of the proposed alteration to parking in Burford.</p> <p>As a business owner in the middle section of Burford High St I welcome that the west side of the shops area should be altered from unrestricted parking to something that is time-limited. This will stop people (often local traders) parking all day which currently blocks available parking for shoppers.</p> <p>However I am strongly opposed to extending time-limited parking to the areas below Priory Lane and Church Lane (ie: Lower High Street). That area is residential and restricted parking there will be grossly unfair</p>
7	Resident High Street	<p>My property has no parking and enters from a private alley off the High Street. For this reason I am forced to park on the High Street or surrounding streets. I feel your concern about unlimited parking on the high street is probably due to it being abused by people working in shops and surrounding businesses, which reduces visitors parking opportunities. This being confirmed by the fact that at night parking on high street is very empty! This I totally</p>

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	Address	Response
		<p>understand and support.</p> <p>However for residents, without parking, to be subject to same rules I feel is totally unjust. Could I suggest that a form of resident parking badge could be applied for which would not be subject to the proposed rule changes?</p>
8	<p>Burford House Hotel</p> <p>99 High Street</p>	<p>We would like to register our objections to the changes which will be detrimental to our trading. They are as follows:-</p> <p>1. As a commercial trading property providing accommodation within Burford, we have no private parking for paying guests, visitors and staff. We always advise them that we are on double yellow lines which permits them to stop to at least unload luggage and passengers, but with the proposed additional parking space outside our premises there will be very little room for this drop off point for the hotel. Three hours is not long enough as to visit the town, The proposed restrictions would push vehicles into the already overcrowded side streets which will lead to upsets with those residents who also don't have they own parking facilities So it's NO to these proposals</p>
9	<p>Oxford Shirt Co</p> <p>High Street</p>	<p>In the event the car park is closed, the new 3 hour parking restrictions should not be enforced.</p>
10	<p>Asst Manager</p> <p>Elm of Burford</p> <p>High Street</p>	<p>I imagine you are getting quite a lot of complaints about this. I work in Burford, in one of the small, bespoke businesses that Burford is well known for, and I feel sure I am not alone in wanting to make my 'objection' known. This proposal is ludicrous. Burford has a free car park!! What is there to complain about? You will have all the visitors to the town parking on the High Street. All the people who live and work in the town would have to park in the Car Park, which is a fair walk from the High Street loaded down with grocery shopping etc, let alone the upper parts of town</p> <p>I do agree with having disabled parking in the High Street, both at the top end of town, where it currently is, as well as the lower end.</p> <p>This view is supported by all of my colleagues here at Elm of Burford.</p>
11	<p>Employee</p> <p>High Street</p>	<p>I cannot see provision for all day parking, as is currently the case on one side of the High Street, apart from the Car Park situated at the very bottom of the Town.</p> <p>You could argue that the car park is available to me. However in the winter months the Town is very quiet and when I leave my place of work at 5.00 pm the car park is very isolated and dark with only one or two cars remaining. It is a very scary place indeed for a young women to be.</p> <p>The car park was also closed last year due to flooding for a number of weeks at a time. This happened on a</p>

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	Address	Response
		couple of occasions. What am I do do then?
12	Highway Inn High Street	We just wanted to lodge our concerns about the proposed plans – whilst for visitors having a 3 hour parking is a bonus, for those of us that live on the High Street both Upper and Lower with no parking facilities it will incur a lot of hardship and possible problems as we will have to park in side streets that are already congested and the Free Car park at the end of Burford has had problems with vandalism and is not strictly for 24 hour parking.
13	Resident. High Street	My reaction to much of it is one of dismay. It is clear that the proposed new parking arrangements will have a severely detrimental effect upon on those of us who live and/or work on the High Street (I frequently work from home, and therefore qualify in both categories). The three hour limitation on the High Street and The Hill would condemn many Burford residents to a perpetual game of automotive musical chairs. Quite how this is expected to 'improve road safety and ease traffic congestion' is a mystery to me. This proposal is quite unacceptable in its present form. The removal of double yellow lines is, however, a welcome idea, but it in no way compensates for the misery that the three hour restriction will inflict.
14	The Manager The Bull Hotel High Street	We feel that, turning the double yellow lines in front of The Bull, Joules and Walkers, to a 3 hour parking will greatly disturb the main traffic as delivery lorries will have to park in the middle of the street for quite long period of times. Since the spaces will always be occupied
15	Business Owner Madhatter Books High Street	As a shop owner on the High Street I would like to make a heartfelt plea for less rather than more traffic restrictions in Burford. 2. Restricting parking on side streets such as Witney Street Swan Lane and Pytts Lane will be difficult to residents and will deter would be shoppers who will drive onto Witney where there is ample free parking. 3. I support the proposal is to convert part of the existing coach parking to more car parking spaces and I also support the proposal to move the bus stop on the east side of Lower High Street to extend car parking.
16	Business owner High Street	I have reviewed the proposed changes to parking in Burford and feel I must strongly object to the proposals. I am currently undertaking the refurbishment of a property in the High street, which I am planning to let to a business that is looking to move to the town. I believe that the latest proposals will actually jeopardise this business moving to Burford This will result in a loss of revenue to the town

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	Address	Response
17	Resident. High Street	<p>I am writing to express my severe concern regarding the proposed parking restrictions for Burford.</p> <p>I have managed under the current restrictions for 15 years, having worked out the non-restricted areas to use when I am not at work.</p> <p>At present there are areas, that have no restrictions - which, for a permanent resident, are entirely necessary. If you take these areas away we will be greatly affected.</p> <p>Your proposed new restrictions will cause great concern and difficulty for permanent High Street residents such as myself.</p> <p>I feel very strongly that to enforce these new restrictions with no concern for those of us who are greatly affected would be very unfair indeed.</p>
18	Resident/ Business The Stone Gallery The High Street	<p>I am concerned that if we are expected to accommodate these vehicles in the other streets that lead from the High Street it will accentuate the animosity that some of the people who live there already hold for those parking outside their houses. I can understand this, as many of them have nowhere to park their own car other than on the street.</p> <p>Thank you in</p>
19	Residents Off High Street	<p>I am writing to you as I am very concerned with regard to the new proposed parking restrictions in Burford High Street.</p> <p>I live off the High Street down an alley which is approximately 75 yards from the High Street. I am over 60, already have problems parking in the High Street, walking a distance is probably not a problem when I do not have heavy shopping and suchlike to get into my house.</p> <p>Unfortunately, a car is needed in Burford as the transport system is somewhat hit and miss here. No buses into and leaving Burford after roughly 6pm.</p> <p>I urge you not to approve the new proposed parking restrictions, and whilst I understand you need footfall for the local retailers. I, as a resident pay my Council Tax and feel that residents should have their concerns addressed.</p>
20	Resident Lower High Street	<p>With regard to the proposed Traffic Restrictions in Burford High Street, may I ask what Residents will do who have no garages? It is not reasonable to expect Residents to move their cars every 3 hours causing congestion and difficulties for Residents in side streets. In Lower High Street the existing parking places area necessary and much appreciated, amenity, for we who live there, as well as for visitors to Burford.</p>
21	Resident Lower High	<p>I live on the West side of Lower High Street, looking onto the parking bays where parking would, I understand, be reduced to three hours between 8 am and 6 pm. My neighbours and I are very concerned at this proposal and are</p>

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	Street	wondering where Burford residents would be expected to park, should it be implemented. From the Jewellers Northwards, all properties are residential and there are also two small alleyways with houses South of the Jewellers. All these residents depend on the spaces here to park their cars As I type this, the two spaces immediately outside my home are taken up by staff from local businesses. Their cars have been here since 8.30 am and are not likely to leave until c. 5.30 pm. Surely, if businesses wish the spaces to be more available to customers/clients, they should request their own staff to park in the main car park. Maybe this highlights the need for a Residents Parking policy in West Oxfordshire?
22	Resident Lower High Street	<u>Lawrence Lane</u> -. Since Lawrence Lane is very narrow any parking in this area would effectively block the access to our property, which is totally unacceptable. We therefore strongly object to the proposed alteration in this area. <u>Archway Cottage adjacent to 15 Lower High Street</u> — The proposal to introduce a 3 hour waiting limit would prevent the residents parking on the street outside the property during the day which would be very inconvenient. We therefore also object to the proposed alteration in this area.
23	2 Residents Lower High Street	It goes without saying that residents living in Lower High Street and environs have found this proposal extremely distressing and unjust. We are writing in the strongest terms against these proposals which show a total disregard for the requirements and wellbeing of Burford residents, If the parking in Lower High Street is taken away from the residents then there will simply be nowhere for us to park. This is clearly an unreasonable situation to be imposing on us. The parking problem effects every resident of Burford and to my mind it is this that must be addressed and helped rather than creating greater restriction. THE BEST OPTION of course is to leave the parking as it is. We are very much hoping that you sympathise with our predicament and reject this proposal on our behalf.
24	Resident Lower High Street	Please accept this email as an official protest / rejection / objection of the proposed parking restriction plans Having reviewed your proposal, I find that it will only penalise those who live on and or around the High Street in Burford. It will create a situation whereby parking for local residents will become untenable and potentially have a negative effect on house values, both of which will be totally unacceptable. Furthermore, the proposal could have a negative effect on businesses in Burford. If this proposal was to continue, I will seek a discussion with other residents and business owners to examine the potential for legal proceedings.
25	Owner of	The Notice declares the aims to be to 'provide better use of of existing parking arrangements' and to 'regulate

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	property in Lower High Street	<p>parking in other areas'. Your letter states that the proposals stem from a recent review of parking in the town carried out at the request of the Town Council</p> <p>A. GILDENFORD This would appear to neutral in terms of impact on residents amenity and road safety.</p> <p>B. LAWRENCE LANE This is in effect a dead-end road and once embarked upon, can only be exited by a three point turn into the private property of Burford Boarding House:. We object to this proposal.</p> <p>C. SWAN LANE This would seem very sensible and provide much needed parking for homes and businesses at this end of town.</p> <p>D. HIGH STREET EAST SIDE This is a location where the lack of rationale makes it difficult to make a reasoned comment. However, on face value, if one accepts that time-limited parking has any place in Burford, an extension of this must be welcomed.</p> <p>F. HIGH STREET NO. 33 This would appear to neutral in terms of impact on residents amenity and road safety, although please see comments relating to the bus stop below.</p> <p>G. HIGH STREET DISABLED A very good idea.</p> <p>H. BARNS LANE A good idea.</p> <p>I. SWAN LANE This would appear to neutral in terms of impact on residents amenity and road safety.</p> <p>J. PRIORY LANE A good idea.</p> <p>BUS STOP I believe that the proposal to move the bus stop further south, will add to the problems of dense traffic movement and danger at this end of the High Street. . Couple this with more frequent reversing of vehicles out of the parking bays on the east side, (see below) and it must constitute a serious safety issue. Then add the fact that the entrance to Church Lane, being too narrow, often leaves traffic stacked up from the the north. A recent incident when pedestrians were knocked down by vehicles illustrates the dangers that already exist. All of these problems will be magnified by the proposals</p> <p>E. HIGH STREET EAST AND WEST SIDE It is a fact that all the residential frontages have no rear accesses and rely entirely on access from the High Street, The parking provision on both east and west sides is fundamental to the proper and effective enjoyment of the houses. Any attempt at time-restricting parking has serious implications for residents because:</p> <ol style="list-style-type: none"> 1. Insufficient alternative unrestricted parking exist within easy walking distance. 2. Given the lack of alternative, to deny residents freedom of parking is to seriously diminish amenity and affect the proper enjoyment of each house to such a degree that it must infringe civil liberty.

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		<p>3. Many people are retired or facing retirement and inevitably, restricted mobility. The ability to park at will outside one's house is absolutely crucial.</p> <p>4. To be forced to move one's vehicle several times each weekday is impractical in the extreme . The facility has existed since the advent of the motor car and runs hand-in hand with the ownership of each house</p> <p>5. On the east side, the bays are head-on at 90 degrees to the road and often a three-point manoeuvre is needed to get into the space. Moreover, to exit, the manoeuvre is carried out blindly. One literally has to back out into the line of traffic. <u>For these reasons we strongly object to this proposal.</u></p>
26	Resident Lower High Street	<p>As a resident of Lower High Street I wish to object in the strongest terms to the proposal to introduce 3 hours limited waiting in the off road spaces between the end of Priory Lane and the Bridge.</p> <p>This stretch of road is mainly residential with many residents dependent upon this off road parking. It was probably one of the main reasons why they purchased their property in the first case.</p>
27	Resident. Lower High Street	<p>As a resident of Lower High Street the impact upon the people who live around the area would be disastrous should the planned three hour limit be introduced. The residents of the High Street stand to lose approximately seventy parking spaces which are not being replaced under the current proposals, this would leave these residents competing with the residents of Lawrence Lane, Priory Lane, Church Lane and Guildenford for the approximately thirty spaces in those areas. I can tell you how unpopular these proposals are, I have also heard the concerns of females who work in the town that if they park in the main car park then at 6pm when they are returning to their car they fear being attacked in the dark lanes and the poorly lit car park itself.</p>
28	Resident. Lower High Street,	<p>As a property owner and resident; I feel the proposals are not completely fair, it will severely compromise us and I am sure many other residents in Burford feel similar for the following reasons.</p> <p>It is paramount that we have unlimited parking as that is where we live and parking is essential. One of the reasons why we purchased lower down the High Street and paid a premium was because we have unlimited parking, should you amend this then we paid a premium for nothing</p> <p>For me and my family to have limited parking is detrimental and severely affects us</p>
29	Resident. Lower High Street	<p>I live in Lower High Street, Burford and have received, to my horror, a proposal that all the parking outside our terrace of cottages is to be restricted to 3 hours parking during the day. This continues up the High Street except for the area between the War Memorial and the Museum where the shops are, which I don't understand. This restriction is causing great concern to the residents when considering how this would effect our lives to our detriment in the future. I strongly request that this proposal is dropped and that we retain the parking that works as it is.</p>

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30	2 Residents The Hill	<p>We welcome the changes outlined but have one further suggestion which we believe is particularly important on safety grounds. The area that concerns us is the access way from Swan Lane into an area. of garages. entry and exit requires a sharp turn (left or right), the worst aspect of which is that the driver entering Swan Lane is blind- his view blocked by the walls on either side of the exit- as he noses out into the road.</p> <p>We fully support the proposed parking restrictions on the left side of Swan Lane approaching The Hill. But to allow parking immediately opposite the entrance to the garages (on the right side of Swan Lane) is dangerous.</p>
31	Resident The Hill	<p>My view is that you cannot treat such a small town with all its Medieval problems of narrow streets and lack of adequate off site parking for both residential use and workers use and shoppers use in the way you deal with a larger Town. The attraction for visitors is the fact that it has a bustle about it and you don't have the restrictions of the big town approach to it, I have been amazed how quickly the turnover in the none restricted areas can be in Burford.</p> <p>In parts of Europe where town have removed restrictions there has been massive improvements to the whole town has occurred .</p> <p>I have made a few notes on the plans to show how a few more spaces could be made, every one counts, they are marked black and yellow.</p>
32	Resident The Hill	<p>With regard to the proposed parking changes in Burford, we have serious concerns about losing the all day parking, which looks as if it will be changed to 3 hour parking (unless I have misinterpreted the plan). It appears to leave no provision for long term parking for shop keepers and residents in or near the High Street. We run a business on the junction of Swan Lane and the High Street/Hill. We need to park near our shop as we are in and out for much of the day</p>
33	Antiques at The George The Hill	<p>I would like to raise an objection. I believe that the changes proposed represent a significant detrimental impact on parking particularly for residents who live in the main core of Burford. With no on-street or off-street parking available to us outside our home both my wife & I and our young family already often have a walk of up to 500m to get to our doorstep and I feel the changes proposed will increase the pressure on parking availability.</p> <p>Longer term car parking at Guildenford is limited in respect that the Car Park is limited to 24 hours maximum. The Car Park is also prone to regular seasonal flooding which leads to its closure.</p> <p>I strongly believe a Residents Parking Permit (RPP) scheme is long overdue. Instead of executing further changes which will squeeze Burford parking further I feel that there is a wider parking approach to be considered and would urge you to intervene to block these changes without consideration of a RPP.</p>
34	Resident.	<p>As a resident who lives on The Hill, without off road parking, I should like to register my opposition to the proposed</p>

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	The Hill,	parking restrictions in The High Street, Burford. I have spoken to other residents, traders and visitors who are of the same mind and I have signed the petition by The Stone Gallery. The Council proposal would likely result in the side streets becoming further clogged with residents cars
35	Resident. The Hill Burford	I am contacting you to advise of my reservations regarding the proposed parking restrictions in Burford. Our view is that these new proposals will simply make matters worse not just for ourselves but for all and we oppose them very strongly. We have often thought that resident permit parking could be a better option for us. This would also not result in less parking for visitors to Burford. We leave for work early in the morning before most visitors arrive and return home late evening after they have gone. As a result we leave parking spaces during the day when visitors to Burford most need them.
36	Resident. The Hill	I wish to draw your attention to the situation, regarding parking outside The Burford Hotel at the junction of High St and Witney St, where people continually park on the double yellow lines outside the hotel, When coming to the junction from the Witney side with cars parked there it is not possible to see the traffic coming up from the bridge, and several accidents have occurred. The footpath at that point needs to be widened.
37	Resident. Swan Lane Close Burford	We have ended up with you presenting us with a scheme that we did not ask for and is not needed. With regard the High Street:. At the present time there is a good "parking" movement twixt visitors and residents why do you want to change it?
38	Resident. Swan Lane Burford	You propose yellow lines North and South side of Swan lane. Unfortunately your plan omits the new homes in front of Orchard House. The point the yellow lines ceases is before the door and steps leading from the new property onto the road. Please would you extend the yellow lines restriction by taking it passed the steps of the new houses If left unchanged it will become an obstruction stepping down from the front door straight into a vehicle.
39	Resident. Swan Lane	I have been campaigning for parking restrictions to be put in place, specifically in Swan Lane, for a number of years and I fully support most of the proposals. I am concerned that the introduction of only a single yellow line on the south side outside my property will permit parking at certain times, most worryingly on busy Sundays. At the present time vehicles invariably park against the kerbing on the north side of the lane thereby leaving the verge

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		outside my property clear, sadly allowing vehicles to continue to erode the verge in their attempt to pass the parked vehicles. However the new restrictions will forbid cars to park on the north side at any time but vehicles will be permitted to park at certain times against a verge which has been seriously eroded over the years.
40	Resident. Swan Lane	<p>1. I read in the STATEMENT OF REASONS that 'Consideration has been given to the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians). I note that proposed control of parking in Swan Lane stops precisely where my property starts. Vehicles already park on either side of this part. of the lane, and continue to do so into Windrush Close. You must, or should, know the chaos this causes which includes the access into Swan Lane from Swan Lane Close_ the inability of large vehicles to get by, etc.</p> <p>2. Regarding the introduction of double yellow lines at the Oxford Road service road from Barns Lane to the lay-by I welcome this as a long-overdue step to reduce the effect of an accident waiting to happen!</p>
41	Resident. Swan Lane Close	<p>A) You have suggested a new "No waiting" area on the south side of Swan lane from its junction with Pytts lane. This may be a mistake with the drawing, but the yellow line suggests that parking will be allowed between 6pm and 8am right on the corner. This is a blind corner and is dangerous enough as it is without encouraging people to do something daft here.</p> <p>B) You have suggested removing the current parking on the north side of Swan Lane. I do not believe that this is of benefit to anyone and will reduce the-net number of available parking in the town at a time when more space is needed. Having lived on this road for over two years, I can confirm that it is not cars parked in this area that cause a problem.</p> <p>E) The most frequent inconvenience on Swan lane is cars parking in the area marked "E" on the map which is the north side of Swan lane near the entrance with Swan lane Close. Is there a chance that Double Yellows could be added to this area?</p>
42	Resident. Orchard Rise	<p>With particular reference to the proposals for the eastern section of Swan Lane. I wish to object. I make the following points in support.</p> <p>1. I have lived in Burford for over ten years and use Swan Lane regularly to get to and from my home. In my experience cars parked in the section in question rarely cause any problems.</p> <p>2. The area where most problems occur is that in front of Swan Lane House, Waines Cottage and Walnut Tree Cottage~ This is the next part of the road east of the section in question. Cars parked there often make it difficult to</p>

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		<p>get through.</p> <p>3 . If the proposed alterations are made, the effect is likely to be that drivers who currently park their cars in the section in question will instead park further down the road in the nearest unrestricted section which is where there are already problems.</p>
43	Resident. Orchard Rise	<p>I am writing with particular reference to the proposals for the eastern section of Swan Lane. I wish to object to these proposals. I make the following points in support.</p> <p>1 I have lived in Burford for over 8 years and use Swan Lane regularly to get to and from my home. In my experience cars parked in the section in question rarely cause any problems.</p> <p>2 The area where most problems occur is that in front of Swan Lane House, Waines Cottage and Walnut Tree Cottage. This is the next part of the road east of the section in question. Cars parked there often make it difficult to get through</p> <p>3 If the proposed alterations are made, the effect is likely to be that drivers who currently park their cars in the section in question will instead park further down the road in the nearest unrestricted section which is where there are already problems.</p> <p>3. Ideally I would like to suggest that the best solution would be to put yellow lines in front of the three properties mentioned in para 2 but none between Pytts Lane and The Orchard. If that is unacceptable then I would argue that the road should be left as it is.</p> <p>4. I would also add my strong objection to the proposals for change in parking regulations on the High Street. It seems to be essential that residents on these roads should have unlimited parking.</p>
44	Resident. Guildenford	<p>As the owner/occupier of Weavers Cottage, Guildenford, I heartily endorse the New Prohibition of waiting outside these premises</p>
45	Resident. Charlbury	<p>I use Pytts Lane to park when in Burford. Please extend the proposed DYs to the Royal Oak to avoid congestion.</p>
46		<p>Though we do not have any objection to the Bus Stop being moved further up towards Church Lane, there isn't room for cars to turn into and out of Church Lane at the same time and there are often accidents around this junction.</p> <p>Lawrence Lane is a cul- de- sac with the entrance to Burford School Boarding House at the far end. There is not enough room for two cars to pass each other and there are residential houses all the way down the lane. It seems to me not a good idea to encourage even more traffic down there.</p> <p>Removal of existing Double Yellow and replace with waiting limited outside the Bull Hotel and Burford</p>

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		<p>House Hotel. This is a dangerous corner and very difficult to get a sight on oncoming traffic up the High Street specially if cars are parked on the double yellow lines. We believe that people's experience on this junction would tell you to keep it free of cars. Furthermore it acts as a very good dropping off place for visitors .</p>
47	2 Residents Pytts Lane	<p>. In general I support the initiatives being undertaken to rationalise on-street parking in Burford. However, I have a number of observations.</p> <p>I strongly suggest that a double yellow line is placed in Pytts Lane to the North of the Quaker Meeting House steps up to the entrance to the Royal</p> <p>I understand the objective of having time limited parking on both sides of the High Street is create more capacity for the casual visitor and discourage all-day parking on the High Street, particularly by local shop employees who will arrive early and park for 8 hours. These individuals can use the main Burford car park instead (although it needs better lighting to make it safer and more attractive in the winter). However, this measure also has the effect of disallowing local residents who live in the High Street, from parking there</p>
48	Resident Priory Lane	<p>Parking in Burford has always been a challenge. Throughout the holiday period and weekends the town attracts visitors from far and wide. Whilst this is a great stimulus to the local economy the periodic influx of visitors does put considerable strain on the limited parking resources. Your proposed changes do not seem to take into account the fact that in addition to the visitors that come to the town, there are also people that live here and work here. If you press ahead with your proposed changes to parking restrictions where are these people supposed to park? There is often congestion getting in and out of the car park and in high season it is often full. Furthermore, for extended periods in winter the car park floods and is in operable. Oh, and don't forget that overnight parking is not permitted in the car park. For certain periods of the year no resident would want to risk parking their vehicle there due to the risk of flooding. As I am sure you're aware flooding can occur with little warning and it is not always possible to stop the job at hand and move a vehicle to avoid the risk of it being stranded / damaged due to flood water. The car park is an essential overflow which caters for daily visitors. It is not a suitable overflow for local residents for the reasons outlined above.</p> <p>Forcing local residents and workers into the back lanes of Burford is also ill conceived.</p> <p>So, you want to further restrict coach parking by introducing more car parking space... This will mean less space for coaches to manoeuvre, more congestion and more scrapes... As it currently stands gridlock is not uncommon on Priory Lane and your proposal does nothing to alleviate the problem, in fact it will likely exacerbate the situation</p>

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		Safe to say you can take this email as a strong objection against the proposals based on the numerous points raised above.
49	2 Residents Priory Lane	I have recently been told that OCC plans to introduce 3 hour parking on Burford High Street - apart from the area from the Tolsey to the War Memorial. We write to oppose this plan We are unaffected since we have private parking and a garage.
49	Resident (address not given)	I am very concerned that some of your proposed changes to parking in Burford would result in chaos for residents in Priory Lane, there is simply no room for any extra cars if High Street residents have to find places for their cars here. Parking here is impossible during the day ,if I cannot park here over night as well then I will be forced to sell my cottage and, no doubt, any buyer will turn it into another holiday let-to sit empty for most of the year.
50	Resident	I feel that the proposed 3hr parking restrictions on Burford High St will be of major inconvenience to many living in, and others using the town centre. Firstly, the more regular movement of vehicles in and out of parking slots is inevitably going to increase the congestion and hold up traffic on the High St. Businesses with residential accommodation above/alongside will be hampered by having to leave work every 3 hours to relocate a vehicle. An irritating interruption to work and an unnecessary pollution which will also increase parking in the side streets; possibly inconveniencing the other owners of vehicles living in those areas. A permit (windscreen badge) allowing resident's vehicles to unlimited parking should be introduced. Not all parking places on the High St are in use by residents, so there would still be available parking for others. I hasten to tell you that I don't write as an 'irate' High St resident. I am fortunate enough to have parking space on my property, but modern traffic issues do impact heavily on those who live where formerly horse and carts were the norm.
51	Resident Tanners Lane Burford OX18 4NA	I am very aware parking is of a premium in the high street but do feel residents should have a permit scheme to enable them still to park. I have no problem restricting anyone else. If residents are forced to park off the High Street this will force them to park in narrower side roads. I live in one of these roads. There are no pavements, limited street lighting and walking my children to school is already dangerous enough. If we had to try and get around parked cars I feel it would be extremely dangerous, particularly as some cars use these roads as 'rat runs' to avoid the high street. It will also make it difficult in places for emergency vehicles to get through.
52	Resident Witney	I am writing to you to formally oppose some of the proposed parking restriction changes, Whilst most of the changes are sensible and would add to the safety on the roads in Burford, some would have a significant negative

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	Street Burford,	<p>impact on the residents and businesses in Burford. I detail my objections below.</p> <p>The proposed changes to the High Street to impose time limited parking would simply penalise the residents of Burford who rely on street parking. The proposed changes would mean a reduction in parking spaces for those wishing to park for longer than 12 hours. In turn, greater pressure would be placed on side street parking (e.g. Witney Street), where there is no space for additional parking. Many residents in Burford do not have off-road parking due to the historical nature of many of the properties. This also extends to many businesses (e.g. hotels and public houses), which heavily rely on street parking for their customers. A time limited restriction on the High Street parking would have a significant negative impact on the local residents as well as the currently successful businesses within the town. For these reasons, the proposed changes to the High Street parking should not go ahead.</p>
53	Resident & Family Lawrence Lane Burford	<p>We are writing to object to the recent plans As residents, we find it extremely frustrating being unable to park close to our home. The plans would also imply we would be required to park in the main car park some 5 minute walk away.</p> <p>Lawrence Lane is not safe with the current allocation of car parking spaces on the lane ,</p> <p>My partner was involved in a motor accident last month involving her vehicle and a pedestrian at the site close to Church Lane where you are proposing to add additional car parking (near the bus stop, Lower High St). We feel strongly that, seeing vehicles more frequently using the parking here and in other areas of Lower High St will make the road more hazardous. .</p> <p>We believe the plans as a whole are not sympathetic to local residents needs or wishes. As a young family with a small child, not being able to park near our home would have a significant adverse impact to our lives we are therefore strongly opposed to the plans.</p>
54	Resident. Lawrence Lane	<p>I writing to express my objections to the proposed change in parking restrictions in Burford.</p> <p>I've been a resident of Burford for more than twenty years, living in Lawrence Lane; so I have first-hand experience of the parking situation in the town.</p> <p>It appears that some shops believe that a high turnover of cars parked on the high street will encourage business;</p>

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		<p>in fact it will do the opposite. The present (reasonably) stable situation where traffic flows will become a nightmare with cars continually being moved and reversed into the flow of traffic. A better starting point would be to make sure the businesses and their staff use the car park during the day - not the case at the moment.</p> <p>I trust that these changes will be scrapped</p>
55	Resident. Witney Street Burford	<p>I would first like to explain that my comments are not motivated by self interest - I am fortunate in having 2 garages as well as parking for 3+ cars on my driveway. In general I support the proposals. However:-</p> <p>Witney Street I do not think it is a good idea to remove the yellow lines outside 25 Witney Street. Large vehicles, such as refuse trucks and beer drays, approaching from Barns Lane have to swing right out into this area to turn left.</p> <p>Guildenford I do not object to making space for one further vehicle on the east side near Vick Close as long as a Keep Clear area remains</p> <p>Lower High Street I do not support the west side 3 hour limit here as local residents need somewhere to park.</p>
56	Resident. Witney Street	<p>It would appear to be to provide parking opportunities for tourists and other daily visitors to the town and, therefore will benefit only them and the local traders who do not reside in Burford. Those residents of the High Street who do not have the benefit of off-street parking (the majority) will be forced to park in the side streets, already under pressure and now proposed to be even further restricted, so all residents will be affected.</p> <p>Time restrictions would lead to more traffic manoeuvring on and off the High Street, leading to more congestion and the nuisances that brings with it and more vehicles will be scouting the side roads and lanes looking for spaces.</p> <p>Although I agree with reducing double yellow restrictions on some of the side streets, this does not appear to compensate for the new restrictions imposed and lifting them from the main street outside Burford House Hotel on the side of oncoming traffic is just dangerous; drivers ignore them and park there anyway which results in collisions – I know because it has happened to me. These restrictions should be more strictly enforced, not relaxed.</p>
57		<p>If you are considering moving the bus stop zone, I would also ask that the bus stop pole be moved, the reason for this is that the passengers are damaging my property wall . The bus stop should ideally be located outside the public conveniences further up the street and closer to the main shops.</p>

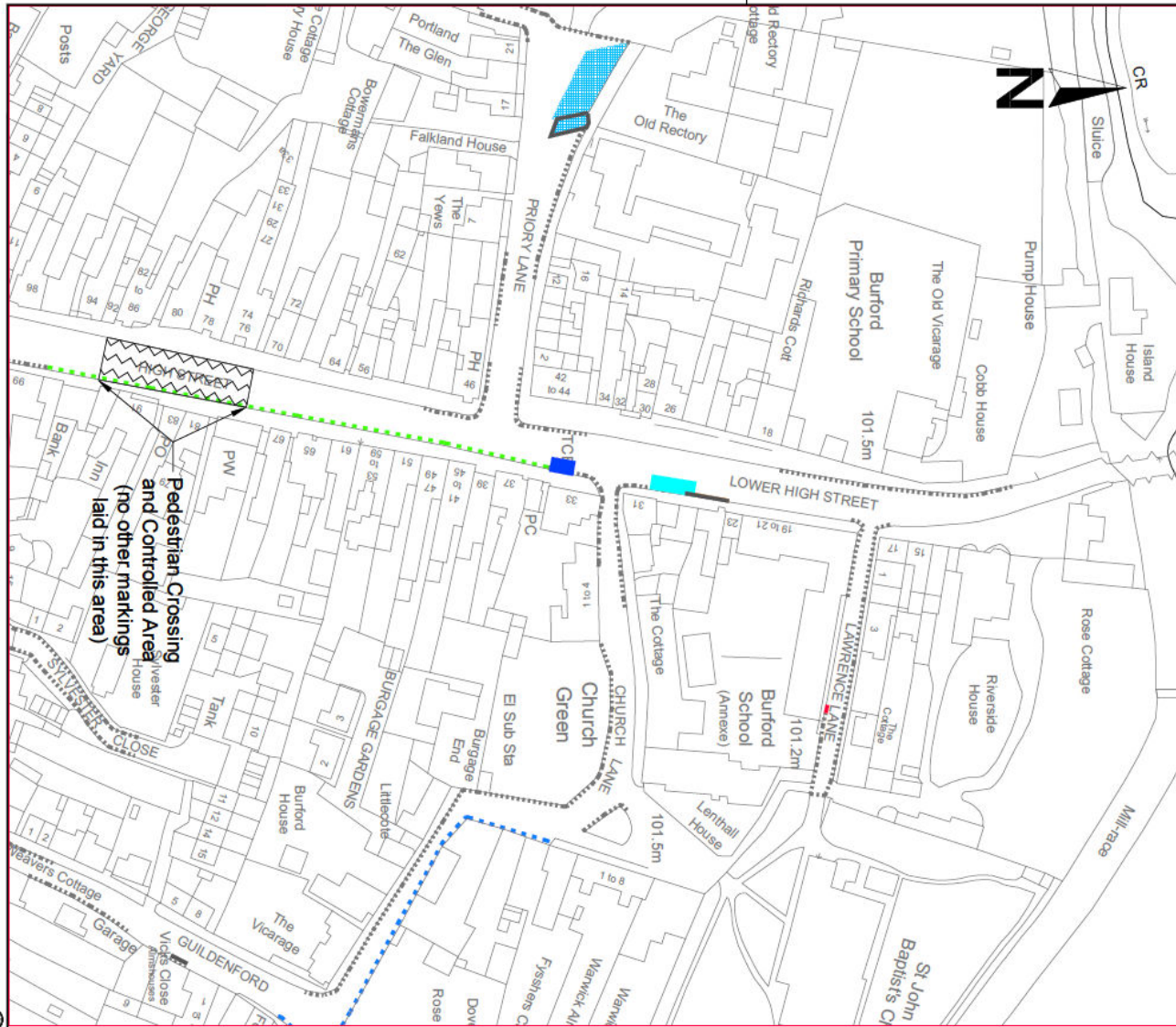
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58	Resident. Church Lane	<p>As you will know, we have a major redevelopment of our Church Hall (The Warwick Hall) taking place on Church Green at the moment. I am concerned that the extra parking place that you propose at the West end of Lawrence Lane on the South side will make deliveries difficult and potentially dangerous and could also be a danger to pedestrians who would be hidden by a parked car on the corner.</p> <p>Whilst broadly in support of most of the proposed changes, I and many of us who live in Burford, are concerned about the three hour waiting limit on the entire High Street (with the exception of the block from the Tolsey to the War Memorial). This is going to make parking very difficult for those people who live on the High Street. They will be forced to park on the already congested side streets</p>
59	2 Residents Witney Street	<p>Generally, we support the changes which we hope will ease the difficult parking conditions we suffer in Burford. I have one suggestions and one question.</p> <p>Suggestion The suggestion is that 1 or 2 additional parking spaces can be created on Sylvester Close, Burford. I attach a scan of your drawing plan and indicate the location of the parking space(s).</p> <p>Question Has the use of residents' parking permits been considered in Burford?</p>
60	Residents Lawrence Lane	<p>You also kindly agreed to consider whether it might be possible to extend the double yellow lines West of the Boarding House entrance, to continue across the 'Keep Clear' area in front of our gates</p> <p>LAWRENCE LANE</p> <ol style="list-style-type: none"> 1. If the new parking bay is to the East of the school entrance, the result would be: <ol style="list-style-type: none"> a. to prevent delivery vehicles (including the council rubbish lorries) whilst they servicing the Boarding House from waiting safely at the end of the lane during deliveries/collections; the result would be block the whole of Lawrence Lane, including access to our property. b. to prevent, or greatly handicap, all vehicles from going to the end of Lawrence Lane (a cul-de-sac) and then reversing into the Boarding House entrance, as they do now, so that they can then turn round and safely exit

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	Address	Response
		<p>HIGH STREET RESIDENTS' PARKING It would be unfair and unjust to prevent Burford residents who live anywhere from the top to the bottom of the High Street from parking near their properties at any time of the day. The practical disadvantages for all residents of Burford generally would be very great if such limitations were imposed on High Street residents, because residents in the High Street would inevitably seek to park in the side streets, competing for space with residents in these streets. It makes no sense to improve parking facilities for visitors to the detriment of parking rights for residents. This will simply cause trouble all round.</p>
61	Resident Pytts Lane Burford	<p>Pytts Lane I am fully in favour of the extension of double yellow as 'indicated in the proposal My concern is only that your proposal leaves out an important stretch of Pytts Lane: We also need double yellow lines, or at least a white -KEEP CLEAR- advisory sign painted on the west side of the lane from the street steps of The Meeting House (opposite Sydney Cottage) downhill to the carpark of The Royal Oak - or at least give us a white.-KEEP CLEAR- sign for this stretch. High Street My objection is to the 3 hour maximum parking from 8AM-6PM Monday-Saturday with no return for 2.. Happily there still are some people who do live on the High Street and restricting their ability to park outside or near their homes is both unreasonably hard on them and also on residents on other Burford streets and lanes who will have to give up their parking to the High Street resident refugees. As a resident I would prefer there to be no time-limited parking at all</p>
62	Resident Barnes Lane	<p>My husband and I are delighted that the proposed parking restrictions are planned for Barnes lane, that is, double yellow lines.</p>
	PETITION	<p>PETITION A petition organised by The Proprietor of The Stone Gallery was received. It contains over 140 signatures. It against the 3hour proposal and asks for 24 hour parking on High Street, Lower High Street and The Hill and that residents should be exempt from any time limit. 51 of the petitioners gave addresses in these streets and 20 of them also wrote in independently and are included above.</p>

C:\P2\Network Management\Traffic Regulation Orders\PERMANENT TROs\Burford 2014 Review\CAD\Drawings\Lines for Implementation.dwg



Drawing No.	149/TRO/2014/01/201	Revision	0
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KEY

EXISTING WAITING RESTRICTIONS

- NO WAITING AT ANY TIME
- WAITING LIMITED TO 30 MINS
8 AM TO 6 PM MON - SAT
- WAITING LIMITED TO 2 HOURS
8 AM TO 6 PM MON - SAT
- NO WAITING 8 AM TO 6 PM
(ALL DAYS)
- NO WAITING 8 AM TO 6 PM
MON - SAT
- DISABLED BAYS
- BUS STOP
- COACH PARKING

PROPOSED WAITING RESTRICTIONS

- NO WAITING AT ANY TIME
- NO WAITING 8 AM TO 6 PM
MON - SAT
- CARS ONLY PARKING AREA
- LENGTHS OF EXISTING LINE TO
BE REMOVED
- DISABLED BAY
- BUS STOP CLEARWAY

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
 Mark Kemp
 Deputy Director - Commercial
 Environment and Economy
 Oxfordshire County Council
 Spenswell House
 Spenswell Street
 Oxford
 OX1 1NE
 Tel: (01865) 815700
 Fax: (01865) 241577

Project title: **BURFORD WAITING RESTRICTIONS REVIEW 2014**

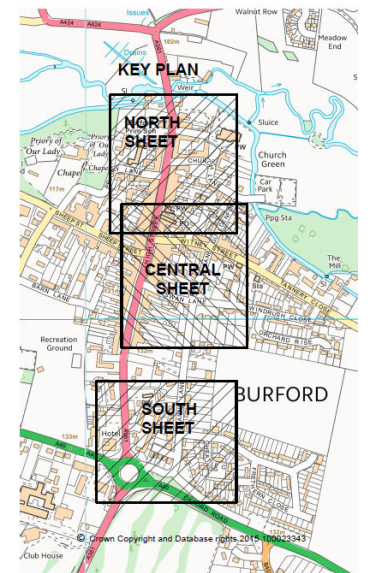
Drawing title: **ANNEX 3 AMENDED MARKINGS (NORTH)**

Drawing Status: **CMDE 26 February 2015**

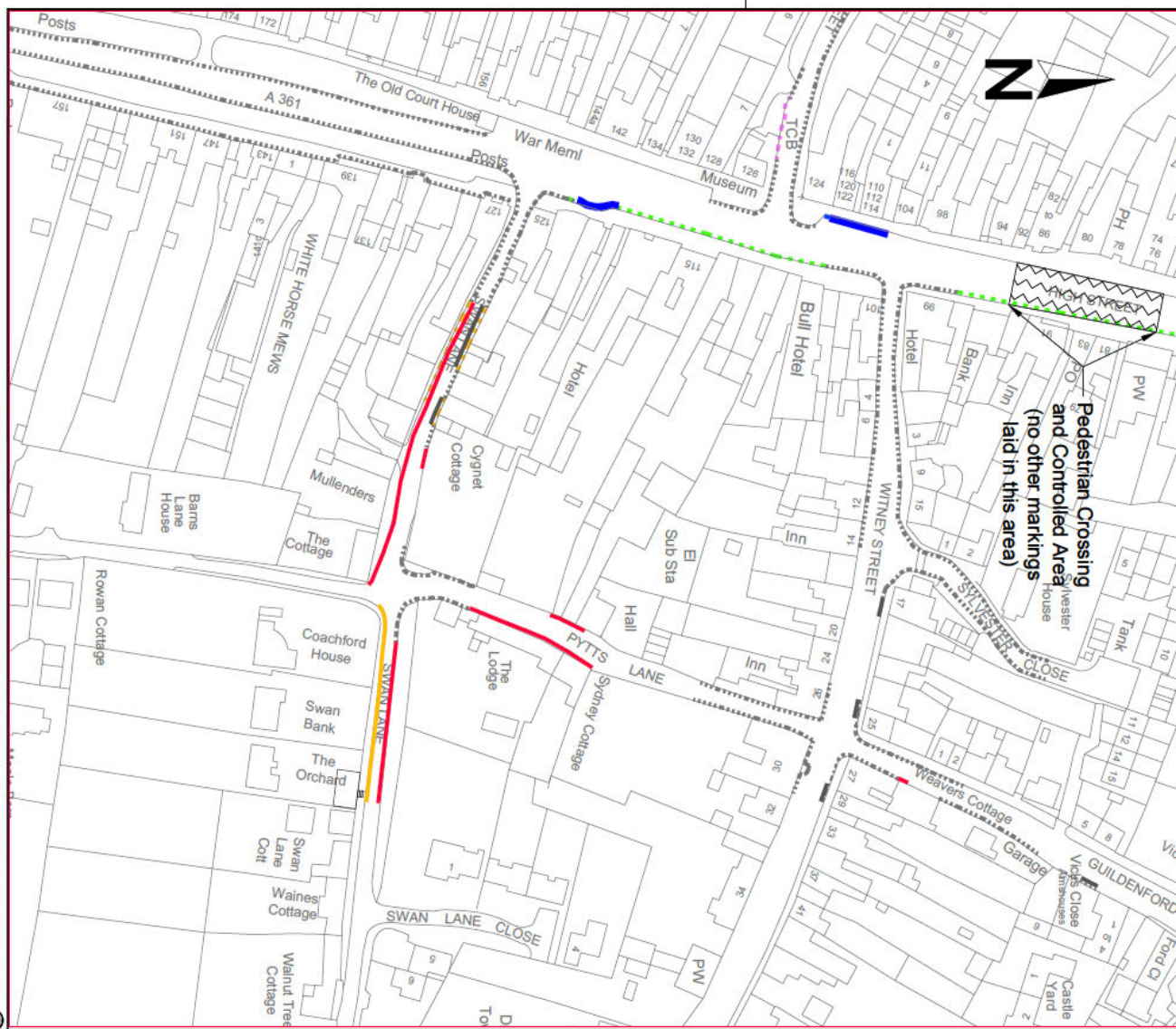
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Date drawn	Date checked	Date approved	
3/2/15			

Oxfordshire Project No. & File Ref

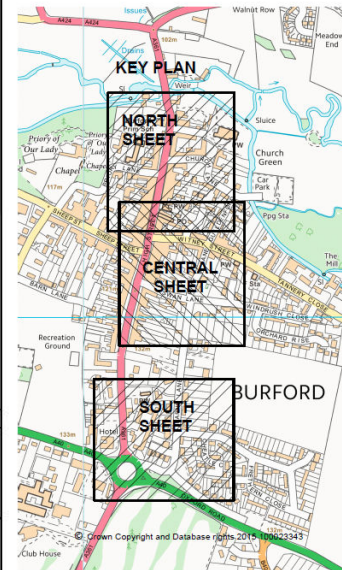
Drawing No.	149/TRO/2014/01/201	Revision	0
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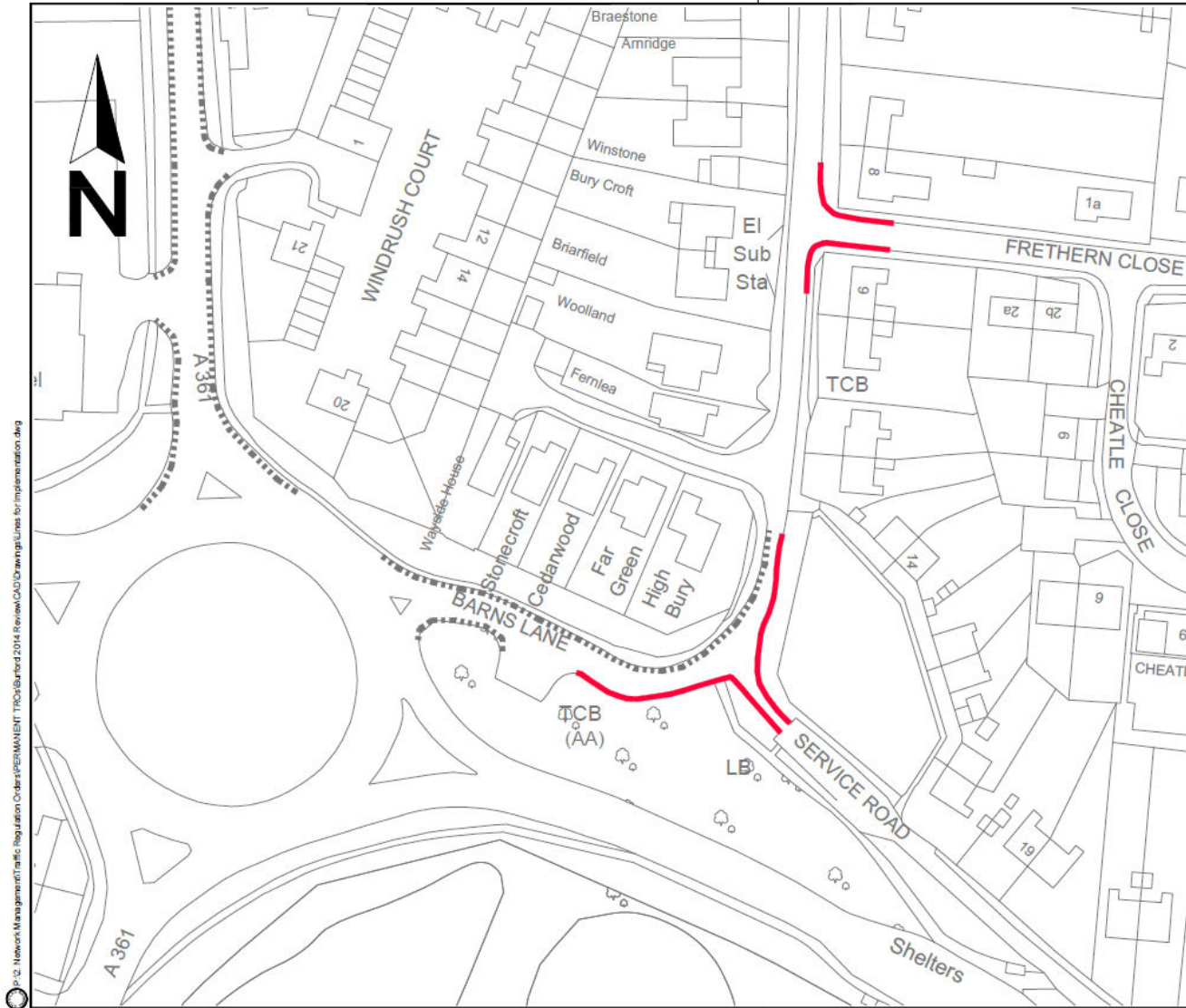
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Drawing No.	149/TRO/2014/01/200	Revision			
KEY					
EXISTING WAITING RESTRICTIONS					
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	WAITING LIMITED TO 2 HOURS 8 AM TO 6PM MON - SAT		NO WAITING 8 AM TO 6 PM (ALL DAYS)		
	NO WAITING 8 AM TO 6 PM MON - SAT		DISABLED BAYS		
	BUS STOP		COACH PARKING		
PROPOSED WAITING RESTRICTIONS					
	NO WAITING AT ANY TIME		NO WAITING 8 AM TO 6 PM MON - SAT		
	CARS ONLY PARKING AREA		LENGTHS OF EXISTING LINE TO BE REMOVED		
	DISABLED BAY		BUS STOP CLEARWAY		
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<small>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Spicedell House Spicedell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</small>					
OXFORDSHIRE COUNTY COUNCIL					
Project title					
BURFORD WAITING RESTRICTIONS REVIEW 2014					
Drawing title					
ANNEX 3 AMENDED MARKINGS (CENTRAL)					
Drawing Status					
CMDE 26 February 2015					
Scale @ A3		Drawn by		Checked by	
1:1000		DGT		Approved by	
Date drawn		Date checked		Date approved	
3/2/15					
Oxfordshire Project No. & File Ref					
Drawing No. 149/TRO/2014/01/200					
Revision					



CMDE4



Drawing No. 149/TRO/2014/01/202 Revision 0

KEY

EXISTING WAITING RESTRICTIONS
 - - - - - NO WAITING AT ANY TIME

PROPOSED WAITING RESTRICTIONS
 - - - - - NO WAITING AT ANY TIME

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Rev.	Date	Purpose of revision	Drawn	Checked/Approved



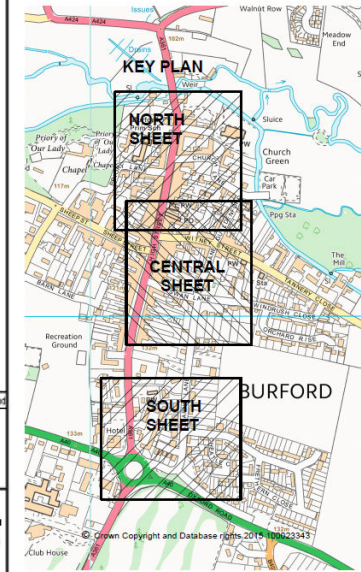
Project title
**BURFORD
 WAITING RESTRICTIONS
 REVIEW 2014**

Drawing title
**ANNEX 3
 MARKINGS
 BARNES LANE AREA**

Drawing Status
CMDE 26 November 2015

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3/2/15			

Collaborative Project No. & File Ref.
 Drawing No. 149/TRO/2014/01/202 Revision 0



CMDE5

Division: Kingston and Cumnor

CABINET MEMBER FOR ENVIRONMENT– 26 FEBRUARY 2015

PROPOSED ZEBRA CROSSING – A415 KINGSTON BAGPUIZE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report presents the objections and other comments received in response to a statutory consultation on a proposed new zebra crossing on the A415, Kingston Bagpuize, as shown in the plan at Annex 1.

Background

2. The proposal arises from the residential development on land adjacent to the A415, Witney Road, Kingston Bagpuize, comprising of 63 dwellings and a 45 unit extra care facility. The planning permission contained various traffic management features along the A415 away from the development, including a zebra crossing (which is the subject of this report), an uncontrolled crossing and a village 'gateway'.

Formal Consultation

3. Formal consultation on the proposal for a zebra crossing was carried out between 29 October and 28 November 2014. The proposals were advertised formally in the local press, notices were erected on site and posted to affected frontagers, and plans deposited in Kingston Bagpuize Post Office. Copies of the notice and plans were emailed to all statutory consultees.
4. Responses to this formal consultation have been received from six local residents (at four addresses in the vicinity of the proposed crossing) together with the County Councillor, the Parish Council, and Thames Valley Police, all containing objections or comments. Copies are available for inspection in the Members Resource Centre.

Objections and comments

5. The Parish Council welcome the provision of a pedestrian crossing and is content with the location. However, they have requested that the crossing be upgraded to a Puffin (signal-controlled) crossing. In response, it should be noted that as part of the planning consent the developer is only required to implement a Zebra crossing (at a cost of approximately £20,000) and not a Puffin crossing (at a cost of approximately £50,000). Also, best practice recommends that a Puffin crossing should be located a minimum 'safe' distance of 20 metres from an uncontrolled side road

CMDE5

junction. This is not achievable at the location proposed for the zebra crossing as the A415 / Oxford Rd junction is only 14 metres away from the proposed crossing location.

6. County Councillor Melinda Tilley has objected to the positioning of the Zebra crossing, but not the provision of a crossing in this vicinity. Cllr Tilley feels that at its proposed location the crossing will significantly impact on the residents living on either side of A415. She feels that the adjacent bus lay-by could be shortened with the crossing being moved further north, closer to the mini-roundabout. In response, a site meeting has been held with the bus operator Stagecoach who has stated that they require the full length of the current lay-by in order to operate their double-decker service.
7. Thames Valley Police are not opposed to a pedestrian crossing in this vicinity; however they raise a number of concerns in relation to this exact site: potential conflict between pedestrians using the crossing and vehicles entering / exiting the adjacent residential access on the west side, the narrow width of the footway on the west side, and restricted pedestrian visibility on the east side when a bus is using the lay-by.
8. The six local residents (signing the same letter) wish to point out that they are not against the planned crossing in principle. However they raise a number of objections in relation to the proposed site, including that the crossing is in the wrong location based on future growth of the village and likely pedestrian desire line, that they would not wish to set a precedent for a future upgrade to a signal-controlled crossing outside of their homes, concerns about potential conflict between pedestrians using the crossing and vehicles entering / exiting the adjacent residential access on the west side, privacy issues relating to pedestrians looking into property windows, unsightly belisha beacons in full view, conflict with waste collection, and litter issues. These residents would like the crossing relocated in line with the north end of the electrical sub-station on the west side of the A415, approximately 20m north of its proposed location. In response, this would also necessitate a shortening of the bus lay-by which unfortunately is impractical (see point 6 above).

Next steps

9. In view of the consultation responses received, officers met with Cllr Tilley and agreed to recommend not implementing the zebra crossing at the proposed location, but instead to seek a payment of £20,000 from the developer (David Wilson Homes) to be used for either funding a Zebra crossing, or as a contribution towards funding a Puffin crossing, both at a later date and at an alternative location. Future residential development in Kingston Bagpuize may result in additional funds becoming available.

CMDE5

10. Officers have discussed the proposal of a £20,000 payment with David Wilson Homes and are awaiting a written agreement in principle. An update will be provided at the CMD meeting.

Financial and Staff Implications (including Revenue)

11. The cost of designing the Zebra crossing has been met by the developer. The appraisal of the crossing and consultation has been undertaken by officers as part of their normal duties. This has been funded by the developer.

RECOMMENDATION

8. **The Cabinet Member for the Environment is RECOMMENDED to not proceed with the implementation of the proposed Zebra crossing as advertised.**

MARK KEMP

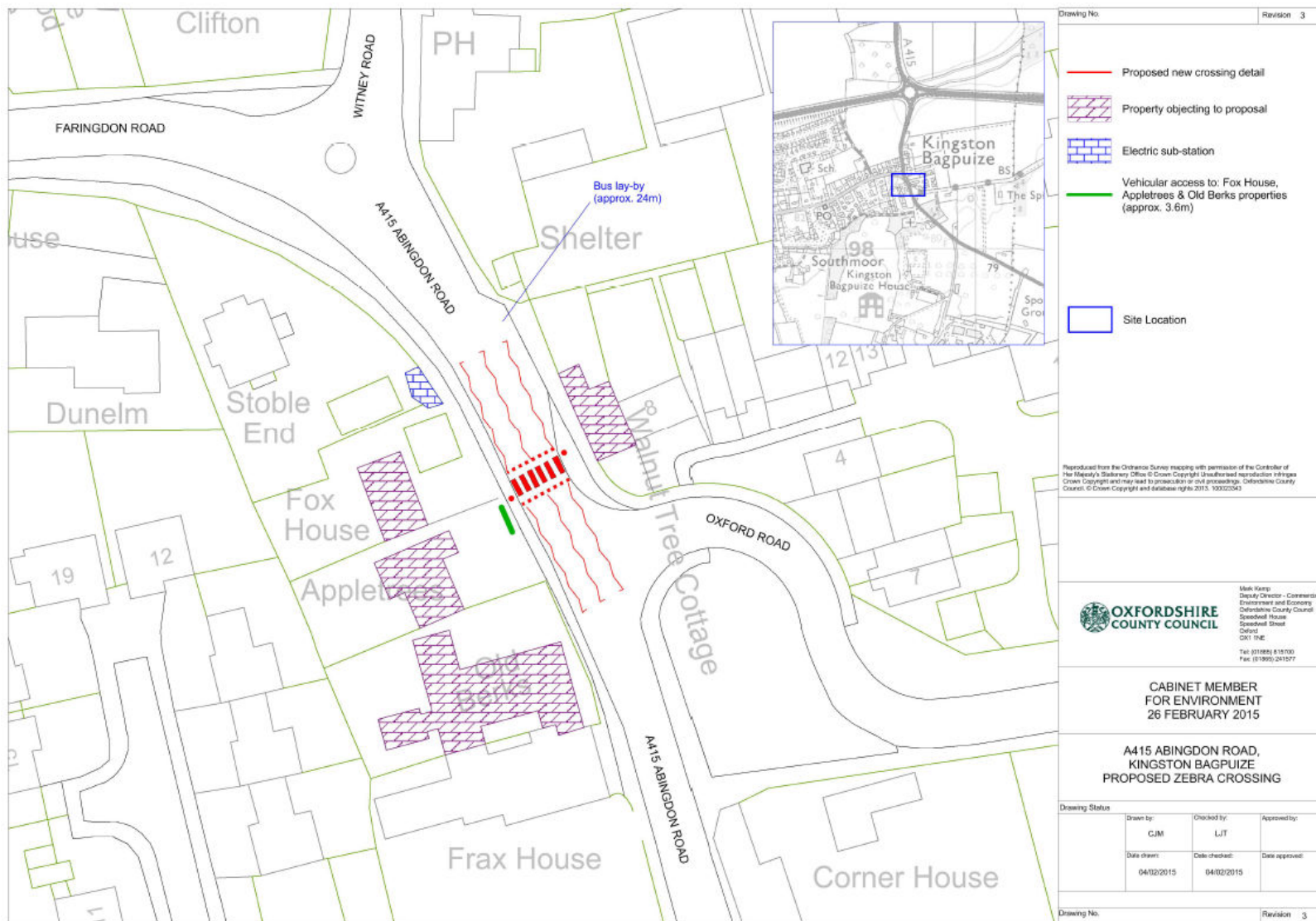
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Owen Jenkins 01865 323304

February 2015

CMDE5



CABINET MEMBER FOR ENVIRONMENT – 26 FEBRUARY 2014

PROPOSED 50MPH SPEED LIMIT A417 WANTAGE TO WEST HENDRED

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report presents the objections received during the consultation for the proposal to introduce a 50mph speed limit on the A417 Reading Road between Wantage & West Hendred in place of the current national speed limit.

Background

2. This proposal (shown at Annex 1) arises from a request from County Councillor Stewart Lilly, in response to local concerns over road safety. The accident record for the most recent 5-years (2010 to 2014), although not unduly high in relation to the traffic flows, includes 4 serious and 10 slight injury accidents.

Consultation

3. The consultation on the proposals was carried out between 8 October and 7 November 2014. Objections have been received from a member of the public and Wantage Town Council, while support has been received from both East Hendred and West Hendred Parish Councils, as well as a member of the public.
4. Thames Valley Police raised no objection due to the fact that the vehicle speeds recorded in recent speed surveys were well below the TVP limit that would raise concerns regarding the suitability of the 50mph speed limit.
5. Copies of these responses are available for inspection in the Members' Resource Centre and a summary is attached at Annex 2.

Objections

6. The objection by Wantage Town Council was on the grounds that the need for the limit was currently not strong, noting that the prevailing speeds were in any case already below the current national speed limit, and that the introduction of the proposed limit would require national speed limit signs to be provided at the entry to the side roads which were of a lower standard than the A417. The Town Council suggested that the need for the speed limit reduction would be more sensibly assessed in conjunction with the planned major residential development (Crab Hill) at the east end of Wantage.

7. The objection of the member of the public was on the grounds that the need had not been established, with the proposal reflecting a perceived wish by the County Council to reduce all roads currently subject to the national speed limit to 50mph. The view was also expressed that driver education was an appreciably more effective means to improve safety as compared to reducing the speed limit.

Response to objections

8. The speed limit on this length of road was last reviewed as part of a county-wide review of speed limits on the County's A and B road network, completed in 2011. No change was then recommended, reflecting the fact that the accident rate was below the threshold recommended in the then current Department for Transport (DfT) guidelines on setting speed limits. This guidance was updated in January 2013, and for rural roads, it now states that a 50mph limit should be considered for lower quality A and B roads that have relatively high number of bends, junctions or accesses, and / or also where mean speeds are below 50 mph.
9. Officers consider that the proposals comply with the current DfT guidance; there are nine junctions and accesses (excluding minor field accesses) and surveys at three locations showed that average speeds were below 50mph. While it is accepted that the planned residential development will result in higher flows here, there would appear to be no strong case for deferring consideration of the proposal given that the DfT criteria are already met.
10. In respect of the concerns that the introduction of a lower speed limit on the A417 could lead – through the use of national speed limit signs on the entry to the minor roads – to higher speeds on the latter, this has not in practice been a problem at the large number of locations on other A and B class roads where a lower limit has been introduced but where the minor roads remain at national speed limit.
11. Likewise, monitoring of 50mph limits in other locations has typically shown worthwhile safety benefits and while agreeing that driver education also has an important role to play in improving safety, it is recognised that reducing the still very high toll of human and other costs arising from road accidents can only be achieved by a range of interventions, including road safety engineering measures (including speed limits), road user education and training, and enforcement

How the Project supports LTP3 Objectives

12. The proposals would help reduce the risk of accidents and improve road safety.

Financial and Staff Implications (including Revenue)

13. The costs will be met from Councillor Lilly's Area Stewardship Fund allocation. Maintenance of the signs will be met from the highways maintenance budget.

The appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

- 14. The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of a 50mph speed limit on the A417 Reading Road between Wantage & West Hendred in place of the current national speed limit as advertised.**

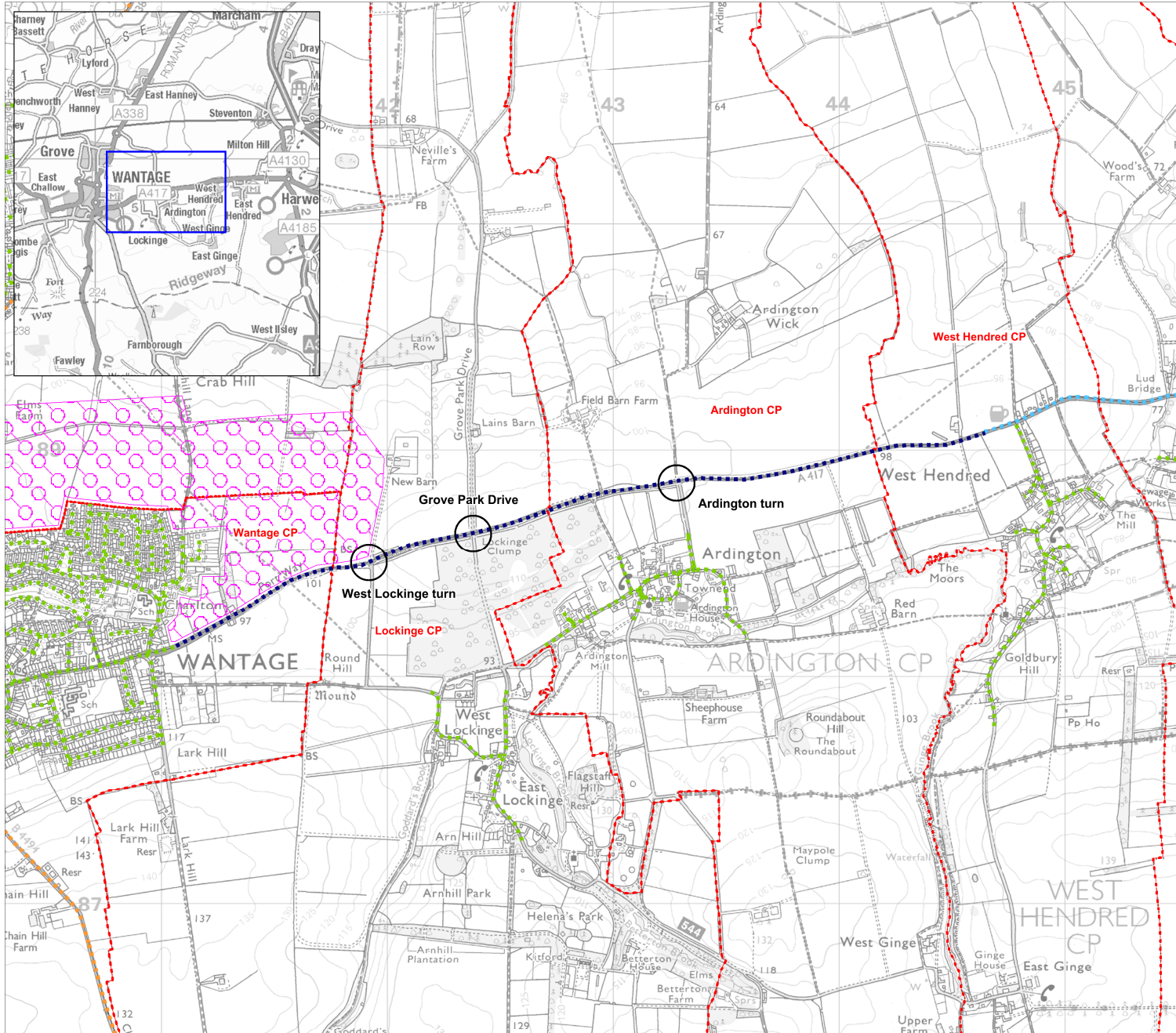
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed limit
 Plan of speed survey locations
 Consultation responses

Contact Officers: Owen Jenkins 01865 323304

February 2015



Drawing No.	Revision	2															
<ul style="list-style-type: none"> - - - - - Proposed 50mph speed limit — — — — — Existing 30mph speed limit — — — — — Existing 40mph speed limit — — — — — Existing 50mph speed limit - . - . - Parish Boundary □ Site of proposed Crab Hill development ○ Junction mentioned in consultation responses □ Site Location 																	
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<p>OXFORDSHIRE COUNTY COUNCIL</p> <p><small>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</small></p>																	
<p>CABINET MEMBER FOR ENVIRONMENT 26 FEBRUARY 2015</p>																	
<p>A417 WANTAGE TO WEST HENDRED PROPOSED 50MPH SPEED LIMIT</p>																	
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ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection.
East Hendred Parish Council	Supports - the Parish Council wishes to register its support for the proposal.
West Hendred Parish Council	Supports - the Parish Council strongly supports your proposal and welcomes every effort to improve safety on this overcrowded road.
Wantage Town Council	<p>Objects on the following grounds:</p> <p>a) It regards the change as unnecessary, as road conditions mean that normally vehicles do not exceed speeds of 50mph and it will cause confusion for drivers using side roads where the national speed limit of 60mph applies.</p> <p>b) believes the situation should be reconsidered when the Crab Hill development proceeds.</p>
Member of public (via website)	<p>Objects on the following grounds:</p> <p>a) does not understand the need for the reduction as proposed,</p> <p>b) feels that any road that is currently national speed limit has been targeted for reduction, and</p> <p>c) feels that cutting speed limits won't cut accidents, driver education would.</p>

<p>Member of public (via website)</p>	<p>Supports proposal in merit - especially in light of the dangerous junctions at Ardington and the Grove Park/Ardington crossroads, but has the following suggestions:</p> <ul style="list-style-type: none"> a) a 40mph limit from some 200m west of the crossroads to a point beyond the easternmost Ardington junction to slow traffic down, with the remaining as a 60mph general limit, b) a proper combined pedestrian/cycle path along the whole length of the A417 from Wantage to Rowstock, and c) full bus lay-bys at the Ardington request stops to enable buses to pull off the carriageway to help improve traffic flow.
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Division(s): All

CABINET MEMBER FOR ENVIRONMENT – 26 FEBRUARY 2015

OXONBIKE CYCLE HIRE SCHEME - REQUEST FOR APPROVAL OF PROCUREMENT EXEMPTION TO FUND AN EXTENSION

Report by Director of Environment and Economy

Introduction

1. The purpose of this report is to seek Cabinet Member endorsement for an exemption from procurement to enable a proposal to extend operation of the OXONBIKE cycle hire scheme from the scheduled end date of June 2015 until February 2016.

Background

2. The OXONBIKE cycle hire scheme is a key element of the current Local Sustainable Transport Fund (LSTF) project, which is focussed on supporting economic growth and development in Oxford through improved access from the east to the city centre and within the Headington area. The cycle hire scheme, in its current form, has three distinct components – the cycles, the rental system – both hardware and software – and the cycle docking stations. There are 30 cycles available for hire and members can hire/return the cycles at seven locations - Thornhill Park & Ride, John Radcliffe hospital, Churchill hospital, the Nuffield Orthopaedic Centre, Brookes University campus, Oxford University (Headington) and London Road, located near Headington shops.
3. When the scheme was originally set up, a procurement exercise took place and the contract was awarded to Grand Scheme Bike Share. The scheme was launched in June 2013 and operated very successfully until November 2013, when the company unexpectedly went into liquidation. At this point, it had around 500 members. The County Council sought an alternative operator to continue the project, and a decision was made to appoint Hourbike to take over the OXONBIKE scheme. OXONBIKE was re-launched in June 2014 and Hourbike agreed to operate the scheme for a full year up to June 2015.
4. Despite the long gap before the service was resumed and the fact that members needed to re-register with the new operator, membership has gradually increased since the re-launch and is now approaching 400. Oxfordshire County Council has set up a Stakeholder group, including representatives from health and the universities to explore options to continue and expand the project.
5. An initiative from Oxford Health to expand the scheme has resulted in the Local Sustainable Transport Funds (LSTF) funded Business Travel Grants being awarded to expand the scheme to three new sites – the Littlemore Mental Health Centre, the Warneford Hospital and Chancellor Court (for the

Oxford Business Park). From April 2015, there will be 22 more docking spaces and 16 more cycles at these three new stations. However, the extension is dependent on the continuation of the existing OXONBIKE scheme beyond June 2015.

6. Options for further funding to continue the OXONBIKE scheme beyond June were reviewed by the Stakeholder group and a proposal made to use underspend from elsewhere in the Local Sustainable Transport Fund (LSTF) programme to extend the period of operation. The identified underspend figure is £36,713 and, if agreed, would enable the original scheme to continue until February/March 2016 and for expansion of the scheme to be achieved. It would also provide time to seek further funding to enable the expanded scheme to be continued into 2016/17 and beyond. However, when combined with the existing contract award to Hourbike (£69,965 value), the total takes it over the EU Procurement threshold and so an exemption from tendering is sought.
7. Procurement and legal colleagues have agreed that this proposal can be considered by the Cabinet Member for Environment and a copy of the Legal Appraisal exemption is annexed.

Financial and Staff Implications

8. There are no staff implications and no financial implications for Oxfordshire County Council, as the Local Sustainable Transport Fund (LSTF) underspend funding would be reallocated to this project.

Equalities Implications

9. None.

RECOMMENDATION

10. **The Cabinet Member for Environment is RECOMMENDED to approve an exemption from procurement to enable a proposed scheme extension of the OXONBIKE cycle hire scheme from the scheduled end date of June 2015 until February 2016.**

SUE SCANE
Director for Environment & Economy
February 2015

Contact Officer: David Early, Transport Planner Tel: 01865 810488

Environment and Economy Directorate

Request for exemption from tendering under Contract Procedure Rule (“CPR”) 4 in respect of the extension of a contract dated 1st February 2014 with Hourbike Limited for the provision of bicycle hire and maintenance services (the “Contract”).

Legal Appraisal by Peter Clark, County Solicitor**A. Background**

The proposal is for an extension of the Contract for an additional period of eight months. The contract extension has an estimated value of £36,713 and the total value of the contract will be £106,678.04. The Contract was entered into pursuant to an exemption agreed in December 2013 as a result of the unexpected and sudden insolvency of the previous provider.

B. Grounds for Exemption

The exemption request from Environment & Economy sets out the availability of underspend in the Local Sustainable Transport Funding (LSTF) budget and the expectation that consent will be forthcoming from the Department for Transport for reallocating that underspend to the bicycle hire scheme. There is currently no budgetary provision or alternative sponsor for this scheme to continue and in the absence of the exemption it is likely that the scheme would close at the current end of contract date in June 2015.

C. Appraisal

1. In making its contract arrangements, the Council is required to demonstrate that it has acted in accordance with the EU Treaty-based principles of fairness, transparency, non-discrimination and proportionality (“the EU Principles”). Aside from the application of the Council’s own Contract Procedure Rules, public bodies are also required to comply with the Public Contracts Regulations 2006 (“the Regulations”), which impose further procedural requirements in relation to contracts for services over a prescribed pecuniary threshold.
2. Both the Contract Procedure Rules and the Regulations are drafted with the EU Principles in mind. The Regulations impose two levels of procedural requirement, depending on the nature of services being procured. Although the service is a Part A service, the estimated aggregate value of the contract is below the applicable threshold and the contract therefore falls outside the stricter requirements that would otherwise apply.
3. Notwithstanding the limited procedural requirements, the County Solicitor is concerned to ensure that the contractual arrangements proposed by Environment & Economy demonstrate compliance with the EU principles.

4. The County Solicitor accepts that this is a one-off request based on the unexpected availability of additional funding and that no further requests for an exemption will be made.

D. Recommendations

The County Solicitor considers therefore that the requested exemption is justified in these special circumstances and recommends that the request for exemption is approved.

PETER CLARK
County Solicitor
Tel: 01865 323907