



Delegated Decisions by Cabinet Member for Transport

***Thursday, 2 September 2010 at 10.00 am
County Hall***

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 10 September 2010 unless called in by that date for review by the appropriate Scrutiny Committee.

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

These proceedings are open to the public

A handwritten signature in black ink that reads "Tony Cloke".

Tony Cloke
Assistant Head of Legal & Democratic Services

August 2010

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

Note: Date of next meeting: 7 October 2010

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 on the working day 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. **Ratification of a Decision by the Transport Decisions Committee**

Contacts: Graham Warrington, Committee Officer (01865 815321) and Peter Ronald, Area traffic Engineer (01235 466139)

Report by the Head of Legal & Democratic Services and Head of Highways & Transport (**CMDT4**).

10.05 am

5. **County Speed Limit Review - Additional Speed Limit Changes**

Forward Plan Ref: 2010/067

Contact: Anthony Kirkwood, Assistant Principal Engineer Tel: (01865) 815704

10.10 am

Report by Head of Highways & Transport (**CMDT5**).

6. **Central Oxford CPZ - Minor Amendments to Parking**

Forward Plan Ref: 2009/207

Contact: David Tole, Leader, Traffic Regulation (01865 815942)

10:40 am

Report by Head of Highways & Transport (**CMDT6**)

7. Headington Northeast CPZ, Oxford Minor Amendments

Forward Plan Ref: 2010/119

Contact: David Tole, Team Leader, Traffic Regulation Order Tel: 01865) 815942

10.55 am

Report by Head of Highways & Transport (**CMDT7**).

8. Marston South CPZ, Oxford Proposed Changes to Parking

Forward Plan Ref: 2010/121

Contact: Steve Axtell, Traffic Regulation Orders Team Tel: (01865) 815967

11.00 am

Report by Head of Highways & Transport (**CMDT8**).

9. Walton Manor CPZ, Oxford Minor Amendments

Forward Plan Ref: 2010/122

Contact: David Tole, Team Leader, Traffic Regulation Orders Tel: (01865) 815942

11.05 am

Report by Head of Highways & Transport (**CMDT9**).

10. Exclusion of Residential Properties from East Oxford and North Summertown Controlled Parking Zone Orders, Oxford

Forward Plan Ref: 2010/135

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

11.10 am

Report by Head of Highways & Transport (**CMDT10**).

11. Disabled Persons' Parking - Horton Avenue, Thame

Forward Plan Ref: 2010/101

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

11.15am

Report by Head of Highways & Transport (**CMDT11**).

EXEMPT ITEM

It is RECOMMENDED that the public be excluded for the duration of item 12E since it is likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.

NOTE: The main report relating to item 12E does not itself contain exempt information and is thus available to the public. The exempt information is contained either in an Annex which has been circulated only to members and officers entitled to receive it, or will be reported orally at the meeting.

MEMBERS AND OFFICERS ARE REMINDED THAT THE EXEMPT FINANCIAL INFORMATION RELATING TO SUBSIDY AGREEMENTS REPORTED AT THE MEETING (WHETHER IN WRITING OR ORALLY) MUST NOT BE DIVULGED TO ANY THIRD PARTY.

12E. Bus Service Subsidies

Forward plan Ref: 2010/019

Contact: Tim Darch, Assistant Public Transport Officer Tel: (01865) 815587

11.30am

Report by Head of Highways & Transport (**CMDT12E**)

The information in this report is exempt in that it falls within the following prescribed category:

Information relating to the financial or business affairs of any particular person (including the authority holding that information)

Division(s): Bampton

CABINET MEMBER FOR TRANSPORT – 2 SEPTEMBER 2010

RATIFICATION OF A DECISION BY THE TRANSPORT DECISIONS COMMITTEE

Report by Head of Legal & Democratic Services and Head of Highways & Transport

Introduction

1. In November 2009 the former Transport Decisions Committee considered the implementation of a 7.5 tonne environmental weight restriction on Buckland Road and Bampton and responses received to a formal consultation on the proposal.
2. The recommendation before the Committee was not to approve the proposed Traffic Regulation Order to implement a 7.5 tonne environmental weight restriction with exemptions for access on Buckland Road and parts of Bampton.
3. However, at the meeting the Head of Transport tabled the following amendment to that recommendation:
 - (a) Delete “not” in the original recommendation printed in the report TDC6; and
 - (b) an additional recommendation delegating authority to the Head of Transport in consultation with the Cabinet Member for Transport Implementation to make any minor amendments to the zone to include the two farms on Mount Owen Road, access by milk tankers and agricultural vehicles.
4. During the course of debate there appeared to be sufficient evidence to support the inclusion of a new exemption allowing Milk Tankers and agricultural vehicles to pass through the restricted zone without making deliveries or collections.
5. However, that was not reflected in the wording of the final resolution which was signed off at the next meeting of the Transport Decisions Committee on 11 February 2010.
6. The Cabinet Member for Transport is satisfied, as is the Cabinet Member for Growth & Infrastructure (both of whom formed the membership of the Transport Decisions Committee at that time) that the intention of the Transport Decisions Committee had been to approve the exclusion of milk tankers and agricultural vehicles (as defined under Road vehicles (Construction and Use)(Regulations) 1986) from the proposed weight restriction order.

RECOMMENDATION

7. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) ratify that the original intention of the Transport Decisions Committee had been to exclude milk tankers and all agricultural vehicles from the Buckland Road and Bampton 7.5 tonne environmental weight limit order and that the decision of the Transport Decisions Committee be amended accordingly;**
 - (b) approve an amendment to the Oxfordshire County Council (Oxfordshire 7.5 Tonne Maximum Gross Weight restriction) Order 2007 as follows:**
 - (i) to amend the articles to allow for a general exemption for agricultural vehicles;**
 - (i) to amend the articles to allow for a specific exemption for milk tankers using the Buckland to Bampton road only;**
 - (ii) to amend the articles to include the definition of 'agricultural vehicles'.**

PETER CLARK
Head of Legal & Democratic Services

Background papers: Nil

Contact Officer: Graham Warrington, Committee Officer
Tel: (01865) 815321
Peter Ronald (Environment & Economy) Tel: (01235) 466139

August 2010

**OXFORDSHIRE COUNTY COUNCIL
(OXFORDSHIRE 7.5 TONNE MAXIMUM GROSS WEIGHT RESTRICTION)
ORDER 2007**

Proposed amendment to the above Order:

Article 2 in “the 2007 Order” shall be deleted and replaced to **include** the following:

“2. In this Order, except where the context otherwise requires, the following expressions have the following meanings:

“agricultural motor vehicle” means a motor vehicle (not being a dual purpose vehicle) which –

(a) is constructed or adapted for use off-road for the purpose of agriculture, horticulture or forestry; and

(b) is primarily used for one or more of those purposes;

(Section 3(2) Road Vehicles (Construction and Use) (Regulations) Regulations 1986)

and “agricultural trailer” (not being an agricultural motor vehicle) otherwise has the same meaning; and

“agricultural trailed appliance” has the same meaning as in the Construction and Use Regulations.

“articulated vehicle” means a vehicle with a trailer so attached to it as to be partially superimposed upon it;

“goods vehicle” means a motor vehicle trailer constructed or adapted for use for the carriage or haulage of goods or burden of any description;

“maximum gross weight” means:

(a) in the case of a motor vehicle not drawing a trailer or in the case of a trailer, its maximum laden weight;

(b) in the case of an articulated vehicle, its maximum laden weight (if it has one) and otherwise the aggregate maximum laden weight of all the individual vehicles forming part of that articulated vehicle; and

(c) in the case of a motor vehicle (other than an articulated vehicle) drawing one or more trailers, the aggregate maximum laden weight of the motor vehicle and the trailer or trailers drawn by it.

“maximum laden weight” means:

in relation to a vehicle (including a vehicle which is a trailer),

(a) in the case of a vehicle as respects which a gross weight not to be exceeded in Great Britain is specified in Construction and Use requirements (as defined by Section 41(8) of the Road Traffic Act 1988), the weight so specified;

(b) in the case of a vehicle as respects which no such weight is so specified, the weight which the vehicle is designed or adapted not to exceed when in normal use and travelling on a road laden;

“trailer” means a vehicle drawn by a motor vehicle.

Article 6 in “the 2007 Order” shall be deleted and replaced to **include** the following:

- “6 Nothing in Article 4 of this Order shall render it unlawful to cause or permit a vehicle to proceed in any such length of road:
- (1) if it is being used for police, fire or ambulance services purposes,
 - (2) in connection with any of the following:
 - (a) undertaking any building operation, demolition or excavation in or adjacent to the length of road;
 - (b) moving any obstruction to traffic from the length of road;
 - (c) undertaking works in the length road, in relation to any sewer or water main or in relation to the supply of gas, water, electricity or communication services;
 - (d) undertaking works to any traffic sign or road lighting in that road;
 - (e) carrying out any statutory functions of a local authority;
 - (3) if it is being used for Military training operations;
 - (4) if it is an Agricultural Motor Vehicle or Trailer;**
 - (5) in respect only of the Buckland to Bampton road (within those Parishes) if it is a milk tanker.”**

Division(s): N/A

CABINET MEMBERS FOR TRANSPORT – 2 SEPTEMBER 2010

COUNTY SPEED LIMIT REVIEW – ADDITIONAL SPEED LIMIT CHANGES

Report by Head of Highways & Transport

Introduction

1. The Department for Transport's (DfT) advice (Circular 01/06) on the setting of local speed limits has requested that highway authorities review current speed limits on their A and B road network in the light of that advice and implement any changes judged necessary by 2011.
2. The County's road safety team together with the input of the Speed Reference Group identified possible changes to speed limits (mainly reductions, but also increases at some locations) on the network.
3. The result of informal consultation on the initial proposals with the police, parish councils and neighbouring authorities (where the limit meets the county boundary) were reported to the Transport Decisions Committee in October 2009 with a recommendation to proceed to formal consultation on schemes listed in Annex 3 to that report. Responses to the formal consultation were reported to the meeting of the Transport Decisions Committee on 11 February 2010, which agreed to approve speed limit changes at 58 locations.
4. The Committee on 11 February also agreed to consult on a small number of changes and additions to the proposals.
5. Additionally at two locations (A4130 west of Didcot - 40mph limit in place of national speed limit - and A44 London Road Chipping Norton – 30mph limit in place of current 40mph limit) changes were put forward to reflect planned development.
6. The purpose of this report is to outline the additional proposals and seeks approval, in the light of the responses to the consultation, to add these to the programme of speed limit changes previously agreed.

Consultation

7. Formal consultation has been carried with the emergency services, town and parish councils and stakeholder groups together with the public through notices in local newspapers and on site.
8. Objections to some of the draft speed limit orders have been received and are summarised at Annex 1 together with officer comment and a recommendation on how to proceed.

9. Where no objections have been received authorisation will be carried out by the Head of Transport using delegated powers under the Council's Constitution.

How the Project Supports LTP2 Objectives

10. This project aims to improve road safety and compliance of drivers with speed limits by setting limits which are consistent with the road environment and therefore seeks to reduce accident risks.

Financial Implications (including Revenue)

11. Assessment, consultation and preparation of speed limit orders has been carried out by County Council staff.
12. It should be noted that implementation of the speed limit changes programmed for 2010/11 is currently on hold as part of the Council's review of the capital programme and delivery is therefore subject to confirmation of budget availability. However, the two proposals identified in paragraph 5 above will, if approved, be funded by the relevant developments.

RECOMMENDATION

13. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **approve implementation of the speed limit orders as detailed in Annex 1 to this report; and**
 - (b) **delegate authority to the Head of Highways & Transport, in consultation with the Cabinet Member for Transport, to agree a final programme of schemes ensuring value for money.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Consultation Documentation

Contact Officer: Anthony Kirkwood, Tel 01865 815704

September 2010

Cherwell - Proposed Speed Limit Changes

A423 north of Banbury to County Boundary: 50mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr George Reynolds		Yes	
Parish Council	The Bourtons Parish Council	Yes	Yes	
Parish Council	Cropredy Parish Council	Yes	Yes	
Parish Council	Mollington Parish Council	Yes	Yes	
Police			No objection	
Members of the public			Yes (7) No (24)	

Officer comment: Although a more substantial number of objections to the proposal were received from members of the public, it is supported by several of the local parish councils, the County member and no objection was received from the police.

Recommendation: implement order as advertised

Oxford City - Proposed Speed Limit Changes

A40 E of Cutteslowe roundabout (to just E of access to Cutteslowe Park) : 50mph limit with minor extension of 30mph limit to E of Cutteslowe roundabout:

Note : this proposal was previously advertised in autumn 2009 but due to an error in the notice published at that time, has been re-advertised

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Jean Fooks	Yes		
OCC Member	Cllr John Goddard	Yes		supportive, but suggests lower limit (40mph?) may be more appropriate
District Council	City Cllr Michael Gotch			requests consideration of 40mph limit rather than 50mph
District Council	Oxford City Council		Yes	

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Police			No – The 50mph limit is unsupported by on road frontage, the nature of the road or the collision history. There will be little or no compliance. However the extension of the 30mph past the entrances to the houses just east of the roundabout is acceptable	

Officer comment: the proposals are considered to accord with DfT advice and reflect presence of junctions (including turn through central reserve).

Recommendation: implement order as advertised

South Oxfordshire - Proposed Speed Limit Changes

A415 between Clifton Hampden and Burcot: increase in current 30mph limit to 40mph

Note: this was previously advertised in autumn 2009 as an increase to 50mph over the same length of road.

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Lindsay-Gale		Yes	
Parish Council	Clifton Hampden and Burcot Parish Council	No	See comment	While not supportive would reluctantly accept 40mph providing accesses to the White House and Riverside remained at 30mph (as proposed)
Parish Council	Berinsfield Parish Council	Yes		

CMDT5

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Member of public		Yes	Yes (8) No (5)	
Police			No objection	

Officer comment: proposals are considered to be consistent with para 118 of DfT Circular 1/06

Recommendation: implement order as advertised

A4130 at Bix: reduction in current 50mph limit to 40mph

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Nimmo-Smith	Yes		
Parish Council	Bix and Assendon Parish Council	Yes	Yes	
Member of public			Yes (1) No (2)	
Police			No - This is a short section of Dual Carriageway by-passing the village of Bix subject to a 50 mph speed limit .Local pressure is to reduce existing section of 50 to 40 mph and that is the proposal. The nearside lane in front of a small number of isolated properties that front the road has been hatched, reducing the southbound carriageway towards Henley to single lane. The road returns to dual carriageway after these properties. There is one personal injury collision listed on the system for the section of 50mph in the last 5 years. This involved a car overtaking another vehicle unaware that a	

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
			motor cycle was overtaking him. Speed data has been provided taken in September 2008. 24h mean speed eastbound 49 and westbound 50 Both Casualty history and Mean speed data does not justify a reduction in the current speed limit. The current speed limit of 50 is felt appropriate.	

Officer comment: proposals are considered to be consistent with para 118 of DfT Circular 1/06

Recommendation: implement order as advertised

A4130 and B4493 west of Didcot: 40mph limit from Foxhall Road roundabout westwards to new signalled junction of A4130 with Great Western Park development

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Tony Harbour	Yes		
OCC Member	Cllr Stewart Lilly		Yes	
Parish Council	Didcot Town Council	Yes	Yes	
Parish Council	Harwell Parish Council		Yes	
Member(s) of public			Neutral / other comment (7) No (3)	
Police		No	No objection given development and new junction	

Officer comment The proposed limit is judged to accord with principles of DfT Circular 1/06 and will tie in with proposals to introduce a 40mph limit on the A4130 to the west to accommodate approved development which includes a new traffic signalled junction with the A4130 which has been designed to a 40mph standard.

Recommendation: implement order as advertised

Vale of White Horse - Proposed Speed Limit Changes

A338 South of Wantage: 50mph limit (with 40mph limit on part of Manor Road)

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Iain Brown	No		
OCC Member	Cllr Zoe Patrick	Yes	Yes	
OCC Member	Cllr Jenny Hannaby		Yes	
Parish Council	Letcombe Regis Parish Council	No		Not supportive due to urbanisation and potential to encourage development of Wantage to south
Parish Council	Wantage Town Council	Yes	Yes	no specific comments on this proposal (but see comments on Mably Way and 20mph limit on A338 by school)
District Council				question benefit
Member of public			Yes (3) No (9)	
Police			No objection	

Officer comment: accident rate close to DfT threshold and lower limit would be consistent with limits introduced on neighbouring A road network with positive safety benefits

Recommendation: implement order as advertised

A417 Mably Way: reduction in speed limit from 40mph to 30mph

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Zoe Patrick	Yes	Yes	
OCC Member	Cllr Jenny Hannaby		Yes	
Parish Council	Grove Parish Council		Yes	
Parish Council	Wantage Parish Council		Yes	
Petition		1938 signatures in support of reduction		

CMDT5

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Members of public			Yes (5) No (11)	
Police		No	<p>No - There is very limited development (on the south side, Mably Grove with only one access onto Mably Way and on the north side the health centre also with one access on to Mably way. There is a Toucan Crossing which connects access from the Health Centre to the residential development of Mably Grove. The road to most would appear to be a short section of open single carriageway giving an appearance of a ring road to by-pass Wantage. It is part of the strategic diversion route in the event of the A420 Oxford to Swindon road being closed. Although two highly sensitive collisions occurred on the Toucan Crossing, I do not believe that reducing the speed limit would reduce the likelihood of this type of collision and that it fails to meet the</p>	

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
			guidance contained within CR 1/2006 as the collisions are confined to an individual point. Speed data shows a mean speed Eastbound 24h is 32mph. And Westbound 24h is 28mph. However, the survey location (between the Health Centre and the Toucan) was at a point where motorists are naturally slowing for the environment. Making the speed limit 30 will also remove all current repeater signing as the speed limit will be denoted by the presence of street lighting.	

Officer comment: While the DfT guidance would not suggest that the current 40mph limit is inappropriate, the balance of local opinion appears to be clearly in support of the reduction.

Recommendation: implement order as advertised

West Oxfordshire - Proposed Speed Limit Changes

A44 London Road Chipping Norton: reduction of existing 'buffer' 40mph limit to 30mph and, east of this point, a 50mph limit to the junction of the A44 Enstone Road

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Chipping Norton Town Council	Yes	(check)	
OCC Member	Cllr Hilary Hibbert-Biles		Yes	

CMDT5

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Police		No	<p>The amended proposal for this road is to extend out the 30mph limit to cover the entrance to a development on the south side of the road to the already proposed 50mph limit starting point. This was previously not included in the consultation. The road side development and traffic movements in the proposed 30mph extension is such that no objection to this should be raised. However, the previous TVP objection to the 50mph limit proposal, as summarised below, still stands: "OCC states that the reason for this proposal is the proximity to the road of a commemorative planting of trees to the carriageway. The alignment of the road is such that loss of control along the road is unlikely to be due to speed alone and conversation with a member of the Collision Investigation Unit suggests that a collision with a mature tree at</p>	<p>Object on grounds that lower speed limit will not materially affect severity of outcome of accident</p>

CMDT5

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
			50mph, whilst less destructive than at 60mph, is unlikely to materially affect the severity of the outcome.. The latest collision data (3 years to 30/5/2010) shows no personal injury collisions on this stretch of road.	

Officer comment: The proposed removal of the 'buffer' 40mph limit and replacement by a 30mph limit is judged necessary to accommodate approved development. The proposed 50mph limit to the east is regarded as a special case. The long term accident history includes high severity accidents where vehicles leaving the carriageway have struck trees (forming a memorial avenue) located very close to the edge of carriageway and where following investigation there appears no other viable risk-reduction measure. The safety benefit would arise from a reduction in the risk of a vehicle leaving the carriageway rather than reducing the severity of a subsequent impact.

Recommendation: implement order as advertised

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CABINET MEMBER FOR TRANSPORT – 2 SEPTEMBER 2010

CENTRAL OXFORD CPZ, MINOR AMENDMENTS TO PARKING

Report by Head of Highways & Transport

Introduction

1. This report considers comments and objections received to the formal advertisement and statutory consultation to vary the Traffic Regulation Orders (TROs) for the Central Oxford Controlled Parking Zone (CPZ) area to amend the parking and loading arrangements in several streets in response to requests from local businesses, colleges, as part of the High Street repaving scheme and to clarify restrictions on certain streets with Pay & Display bays (particularly with regard to Sunday parking arrangements). The opportunity was also taken to consolidate into a new TRO both these and the many other changes that have been made since 2003.

Background

2. The parking restrictions in central Oxford have remained largely unchanged for a number of years. Inevitably needs change over time and there have been requests from businesses and one of the colleges to make small changes to the restrictions to better meet their operational requirements. At the same time there is also a small part of the recently remodelled section of High Street where the restrictions had not been simplified in the same way as the other parts of the street. In addition, some recent parking enforcement cases have highlighted the need to clarify restrictions to help drivers better understand them.
3. The parking controls in central Oxford are contained in three separate TROs. The general restrictions are in the CPZ Order, whilst Pay & Display parking and Disabled Persons Parking Places (DPPPs) each have their own separate Orders. As the proposed changes affected Pay & Display parking bays and DPPPs as well as restrictions in the CPZ Order, consultation included all three TROs.
4. In keeping with good practice, it was considered appropriate to take the opportunity to revoke the current CPZ Order (which has had numerous minor variations/amendments made to it since 2003 making it rather unwieldy to use) and to consolidate that order and the variation orders into a single new Order. The order provisions will also be updated so as to accord with more recent CPZ orders.

Formal Consultation

5. Formal consultation on the proposed changes took place in April/May 2010. Letters and plans were sent to relevant properties in the vicinity of the proposed principal changes, notices explaining the proposals placed on site and in the Oxford Times and information sent to local Councillors, the emergency services, groups representing the interests of disabled motorists and delivery companies. A copy of the public notice and the other legal documents, which were placed on deposit at the Central Library and at County Hall, are available for inspection in the Members' Resource Centre. A summary of the proposed principal changes is attached at Annex 1.
6. In total, 8 letters or e-mails were received in response to the advertised proposals. A précis of these together with the observations of the Head of Highways & Transport is attached at Annex 2. Copies of all these communications are available in the Members' Resource Centre.

Consultation Responses and Discussion

7. Thames Valley Police were concerned about an extension to the Pay & Display parking bay in the vicinity of the Institute of Virology and Experimental Microbiology on Mansfield Road, as it could interfere with the policing of demonstrations. In these circumstances it is proposed that this change does not proceed at this time.
8. A specific objection was received to the conversion of one DPPP on St Michael's Street to a loading bay. The objector also made a more general objection to the restrictions in central Oxford and their effect on disabled people. This is an objection to the provisions advertised as part of consolidating the current CPZ Order and its minor variations/amendments. In view of these objections an assessment has been undertaken of the availability of on-street parking in Oxford City Centre. That is attached at Annex 3.
9. The conversion of a DPPP at St Michael's Street into a loading bay is proposed as a result of longstanding and ongoing requests from the adjacent auctioneers whose customers have difficulties delivering and collecting heavy items and find the existing single bay insufficient. The proposals also included a change in the status of the bay to a general loading bay, rather than one restricted to goods vehicles only, to allow greater flexibility. Achieving an appropriate balance between competing demands for kerb space, especially in the narrow streets of central Oxford, is always difficult and the Council has a long-standing practice of prioritising parking for disabled people wherever possible (generally by the provision of specific parking places for Blue Badge Holders). However, in this particular case, and for the reasons set out at Annex 2 as well as the assessment contained at Annex 3, it is considered that the conversion of this one space from disabled parking to loading bay is reasonable.

10. In the light of these conclusions it is suggested that the objection be overruled but that organisations representing disabled people be asked to suggest if there are specific locations where additional DPPPs might be provided in central Oxford and a further report on the matter be presented to this meeting in due course.
11. Buro Happold are consultants acting on behalf of St John's College who have recently completed major works to their site with accesses off Blackhall Road. Their particular concern is to secure use of an off-street loading bay which has a narrow gateway (in a listed wall) and gives access to a bio-mass boiler. The parking proposals for Blackhall Road are to amend the current Pay & Display parking which is opposite the loading bay (and if occupied will prevent lorries accessing the loading bay) by creating two separate sections of parking so that one can be suspended on the days when the bio-mass material is scheduled for delivery. This is considered a workable compromise between the demands for parking in this area and the needs of the College to receive timely deliveries of the heating material.
12. The other responses are discussed in the Annex and are either raising issues outside the scope of the consultation or are minor complaints and/or misunderstandings.

Conclusions

13. The principal objections raised to these proposals are discussed fully above. It is considered that only the matter raised by Thames Valley Police should result in a change to the advertised proposals which should therefore proceed and the objectors informed accordingly.

How the Project Supports LTP2 Objectives

14. The proposals described in this report relate to the LTP2 objective of improving the Street Environment (better management of parking).

Financial Implications (including Revenue)

15. Funding for the costs of implementing the proposals described in this report, estimated to be around £10,000 (including advertising) will be met from existing budgets.

RECOMMENDATION

16. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **approve the proposed changes to parking and loading restrictions in central Oxford as advertised in The Oxfordshire County Council (Central Area Oxford) (Controlled Parking Zone and Waiting Restrictions) Order 20**, The Oxfordshire County Council (Oxford Central Area) (Designation and Regulation of Street Parking**

Places) Variation Order 20 and The Oxfordshire County Council (Disabled Persons' Parking Places – Oxford) (Amendment No.*) Order 20** as amended in respect of part of Mansfield Road as set out in this report;**

- (b) authorise the Head of Highways & Transport to agree any further non-substantial variations he considers appropriate subject to him consulting the Cabinet Member for Transport on any material variation and undertaking any further consultation which he may consider appropriate.**

STEVE HOWELL
Head of Highways & Transport
Environment & Economy

Background papers: Copies of all the legal documents plus letters and emails received in response are available in the Members' Resource room.

Contact Officer: David Tole Tel: 01865 815942

August 2010

CENTRAL OXFORD CPZ AREA**DESCRIPTION OF EFFECT OF PROPOSED CHANGES****BLACKHALL ROAD**

The existing permit holders and Pay & Display parking bays at the southern end of the road will be rearranged to better differentiate between the two restrictions and reduce the length of permit holder parking to reflect permit eligibility. Separately, the Pay & Display parking opposite the rear of St John's College will be rearranged to better meet the needs of this recent redevelopment.

HIGH STREET

The remaining two goods vehicle loading bays in the central section will be replaced with No Waiting 6am to 6.30pm daily as part of simplifying the restrictions along the street and as part of the ongoing High Street works.

ST MICHAEL'S STREET

The existing Goods Vehicle loading bay will be extended and changed to become a general loading bay to better reflect the needs of the adjacent business. This will require a reduction by 7 metres in the length of one of the existing Disabled Parking Bays.

ST JOHN STREET

The restrictions currently on site (left from a temporary order) will be replaced to recreate permit holders only parking bays.

MARKET STREET

The existing Goods Vehicle loading bay will become a general loading bay and the permits issued to the Market Traders Committee for use on Market Street removed, in response to specific requests from the Covered Market Traders Committee.

HYPHEN BRIDGE STREET

The time limit in the existing loading bay will be amended from a maximum of 20 minutes to a maximum of 30 minutes to be consistent with other similar bays in the City Centre.

PAY & DISPLAY BAYS

The existing Pay & Display bays in Beaumont Street, Blackhall Road, Broad Street, Cromwell Street, King Edward Street, Longwall Street, Merton Street, Museum Road, Parks Road, St Giles, Woodstock Road and Wellington Square will be amended so that on Sundays they become standard 2-hour parking bays. This is to clarify the current arrangements which require the obtaining of a free Pay & Display ticket with a maximum stay of 2-hours.

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In addition, the descriptions of the bays in Blackhall Road, Mansfield Road, Museum Road, Parks Road, Saville Road and Woodstock Road will be redefined to allow gaps for existing accessways.

**PROPOSED CHANGES TO PARKING – CENTRAL OXFORD CPZ
Summary of Public Comments**

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Thames Valley Police	No objection to majority of proposals Object to proposed extension of Pay & Display parking on the northern end of Mansfield Road (east side) as this will interfere with the policing of ongoing animal rights protests in connection with the adjacent building.	Noted In view of these comments it is suggested that the proposed extension to this parking bay does not proceed.
2.	Michael Hocken	<p>Objects to the reduction in the length of the DPPP in St Michaels Street without making any alternative provision. Usage of the existing disabled parking bay is extremely heavy, and suggests that any reduction would cause real hardship. No evidence of any structural shortage of loading facilities appears to have been adduced, nor any apparent consideration given to a time-restricted loading zone which would enable the spaces to be used at other times by blue badge holders or of any alternative which would preserve these spaces at times other than when required for loading purposes.</p> <p>Objects to the blanket imposition of No Waiting and loading restrictions across all streets given that the consequence of this order will be to prevent any parking by blue badge holders on double yellow lines across the whole of the City</p>	<p>The proposed reduction of the DPPP by 7 metres to allow the current loading bay to be extended is as a direct result of longstanding and ongoing requests from the adjacent auctioneers who have also requested the bay be changed from Goods Vehicles only so that any vehicle (including a BBH) can use the bay to load/unload).</p> <p>If the proposed changes are introduced DPPPs for 6 vehicles will remain in St Michael's Street plus 40 metres of double yellow lines where BBH may park for up to 3 hours. In addition, the adjacent New Inn Hall Street has DPPPs for at least 13 vehicles plus additional double yellow lines where BBH may park for up to 3 hours.</p> <p>This advertised proposals do not represent a change from the current position. See Annex 3 for further response on this issue.</p>

		<p>centre (this restriction is, moreover, ill-understood by many blue badge holders, as it is hardly ever used in many parts of the country, and generates large numbers of PCNs, suggesting that these new proposals may in part have a revenue-raising purpose).</p> <p>Requests that before any decision is taken on these proposals a comprehensive equality audit of on-street parking possibilities for blue badge holders in the City centre be conducted.</p>	<p>See Annex 3.</p>
3.	Buro Happold consultants on behalf of St John's College	<p>Object to the continued provision of Pay & Display parking for a 12 metre section of Blackhall Road as it will not provide adequate access/egress to enable the College to meet its planning commitments and allow for ad hoc deliveries of wood chip fuel. The proposal to suspend the parking bay when deliveries are due will be unworkable. The loss of two spaces will have minimal impact on the parking facilities in the street and the Council's income from them.</p>	<p>It is recognised that the planning conditions agreed as part of the redevelopment of the College site bring particular challenges for deliveries to their bio-mass boiler house. As these deliveries will be infrequent it is considered that the most appropriate method of assisting access is to temporarily suspend the parking opposite the delivery gate. To this end, the advertised proposals create a separate short length of Pay & Display parking which could be clearly suspended without affecting the remaining parking in what is a well-used area of the city centre. Should this not prove satisfactory then consultation on a revised proposal will be undertaken.</p>
4.	Black Sheep Galleries, High Street	<p>Objects to the proposal to replace 2 Goods Vehicle Loading Bays with single yellow lines as they receive large, heavy and valuable deliveries on a regular basis and need to be able to unload without the worry of receiving a ticket. Deliveries and collection are difficult enough and the proposed plans will make it worse.</p>	<p>This change is the final stage in the remodelling of High Street as reported to the Cabinet Member Meeting in November 2008 and is part of reducing the visual clutter required by the current restrictions.</p> <p>Drivers will continue to be able to load/unload in High Street (except where there are loading</p>

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			prohibitions) irrespective of the presence of a loading bay. The approved Enforcement Policy which states that there will be an observation period (20 minutes for goods vehicles) during which, if loading/unloading is seen to be taking place then no PCN will be issued, is the same for loading bays as for yellow lines.
5.	Resident, Blackhall Road	Accepts that the location of the current permit parking spaces on Blackhall Road can be confusing and that moving them to the end of the road will be better providing they are well signed. Also accepts a reduction in the length of the residents bay but requests that there be room for 4 cars instead of the proposed 3 to allow space for visitors.	Noted There are only 3 properties eligible for permits, none of whom currently have any permits. The proposals seek to better match the allocated kerbspace to the likely demand for permits.
6.	Bonnors (greengrocers), Covered Market	Requests Business Permits to enable vehicles to park vehicles close by when waiting between deliveries etc.	The proposed Order seeks to replicate the current arrangements whereby up to 6 permits can be issued through the Covered Market Traders Committee for the use by traders to park in the Mansfield Road area. It may be appropriate to discuss with the Traders Committee whether to increase this number to reflect changing trading patterns. Any change would of course be subject to public consultation.
7.	Chocology, Covered Market	Welcomes proposed changes on Market Street but hopes that Loading Only signing will remain to ensure area is kept free for loading/unloading.	The only change will be the signing which will no longer refer to a <u>Goods Vehicle</u> Loading Bay.
8.	Lizzie James (Posh Frocks), Little Clarendon Street	Would like to see the current 30 minute parking limit increased to 1 hour to allow customers to be served in a less hurried way.	This request will be considered at the next opportunity to make changes within the Central Oxford CPZ.

AN ASSESSMENT OF THE AVAILABILITY OF ON-STREET PARKING FOR BLUE BADGE HOLDERS IN OXFORD CITY CENTRE

BACKGROUND

Parking on-street in Oxford City Centre (for the purposes of the assessment, this is shown in Appendix A) is controlled by means of a number of Traffic Regulation Orders (TRO), one of which deals with all Pay & Display (P&D) parking, another deals with Disabled Persons Parking Places (DPPP) and one which deals with all other parking/waiting/loading restrictions and creates a Controlled Parking Zone (CPZ).

In April 2010 Oxfordshire County Council (OCC) advertised for public consultation TROs to make a number of minor changes to parking in various streets in the City Centre, which are summarised in Appendix B. At the same time the opportunity was taken to 'consolidate' (ie bring together into a single new Order) all the preceding CPZ TROs which have been made over the last few years; this required the advertisement of all the restrictions in the CPZ, whether or not they are being changed.

On 2nd May an email was received objecting to the proposed change to Disabled Parking in St Michael's Street (one of the minor changes) and 'to the blanket proposal to impose waiting and loading restrictions across all the streets set out in the Controlled Parking Order'. The objector also requested that:-

before any decision on this Order is taken, a comprehensive equality audit of on-street parking possibilities for blue badge holders in the City centre be conducted by a fully qualified officer or consultant and used to produce a fully thought-through and 'joined-up' set of proposals so as to ensure that there is no deterioration in the existing already inadequate provision, and to explore fully the scope for extending the number of blue badge spaces available in the City centre.

A copy of the objection email is attached as Appendix C.

CITY CENTRE PARKING POLICY

Any discussion regarding parking for Blue Badge Holders (BBH) should be set in the overall policy context for City Centre parking.

For many years the approach to dealing with the private car in Oxford (as is the case with many historic towns and cities across the UK) has been to restrain the availability of parking in the central area and to encourage motorists to use Park & Ride. This has been very successful and has allowed the removal of all or most vehicles from key pedestrian areas such as Cornmarket, Queen Street, George Street and High Street.

Generally, access is retained for buses, taxis and private hire, which in themselves have become significantly more disabled-friendly with (for example) low-floor buses and wheelchair accessible taxis. There is also a Shopmobility service based in the principal City Centre Car Park.

There are around 100 DPPPs in the City Centre, focussed principally on the main shopping/commercial areas (eg New Inn Hall Street, St Aldates, St Giles, Broad Street, Beaumont Street) which allow Blue Badge Holders to park without charge or limit much closer to central facilities.

GENERAL PARKING AVAILABILITY FOR BBH

The National Concessions

A disabled person who is a Blue Badge Holder (BBH) is able to benefit from certain exemptions to parking restrictions providing they are in a vehicle (whether as driver or passenger) which is displaying a valid Blue Badge.

Apart from certain parts of Central London, these exemptions apply across the whole of England (similar concessions apply elsewhere in UK) and are set out in the Local Authorities' Traffic Orders (Exemption for Disabled Persons) (England) Regulations 2000.

The principal exemptions (set out in the DfT booklet 'The Blue Badge Scheme: rights and responsibilities in England') are that BBH can park on double or single yellow lines for up to 3 hours (except where there is a ban on loading/unloading) and can park in Pay & Display bays without charge and without time limit.

Local Concessions

Like many authorities, OCC provides parking concessions for BBH which go further than the National Concessions. These are defined in the individual TROs and include parking without time limit in time-limited bays where there is no charge, as well as parking without time limit (or the need for a permit) in residents parking bays.

PARKING PROVISION FOR BBH IN OXFORD CITY CENTRE

A desktop study has been carried out to look at the availability of parking for BBH in the City Centre. The study involved calculating the length of kerb where it is potentially possible to park a vehicle and then to use existing/proposed TROs to assess how much of this is/isn't available for BBH to park legally. For simplicity the study has only looked at daytime parking as restrictions on BBH in the evening are either the same or less onerous. The study has also not taken into account the limitations resulting from loading restrictions which only apply in peak hours.

This approach has some flaws such as that no allowance has been made as to whether a street is wide enough for a BBH to park a vehicle on double yellow lines (DYL) using the National Concession without blocking the road and thus committing

an offence; neither has there been any attempt to calculate the lengths of kerb where all stopping is prevented (such as pedestrian crossing zig-zags and the middle of junctions controlled by traffic-lights). As a result there will be some overestimate of the length of street where BBH could theoretically park.

Results of Desk-Top Study

The Table (Appendix D) sets out the meterage of the different types of restriction that apply across the City Centre and calculates the percentage available to BBH whether under the National Concession for yellow lines (ie maximum 3-hours stay) or other Concessions allowing unrestricted use. The Table also shows the amount of kerb-length which is unavailable to BBH and the amount which is available exclusively through around 100 DPPPs.

It can be seen that:-

- over 70% of the kerb-length in the City Centre is available for BBH to park for up to 3 hours (this increases to around 80% between 0930 and 1600 daily);
- only around 11% of the kerb-length in the City Centre is not available at all to BBH;
- the remainder can be used by BBH without time limit.

To put this in context, in 2007 there were around 2.3 million BBH in England out of a population of just over 51 million – in other words BBH represent 4.5% of the population (this increases to around 6% if children in the general population area excluded). The British Standard for off-street car parks requires a minimum of 5% of spaces to be allocated to BBH

Looking in more detail at the locations where BBH cannot park these can be grouped thus:-

- Streets with peak-time loading bans – these are the key through routes carrying high volumes of traffic where stationary vehicles would seriously impede all traffic
- Streets with daytime loading bans – these are busy shopping streets, narrow roads providing access, and places where a parked vehicle is likely to block the road
- Bus Stop Clearways – these are installed at well-used stops and are of particular benefit for passengers with mobility impairments as they allow buses to draw up level with the kerb edge
- Bays which are reserved for particular purposes – mostly these are loading bays (some of which could be used by BBH if loading was taking place)

Increasing Parking Opportunities for BBH in Oxford City Centre

There are several ways in which the availability of parking for BBH in the City Centre can be increased.

New DPPPs

The most visible would be to introduce additional DPPPs. Currently there are no requests pending for new DPPPs in the City Centre, but if any were

received they would be carefully considered to see that they complied with road safety and traffic management standards and would then be implemented, subject to the outcome of the normal consultation process.

Reduced Loading Restrictions

It is possible to relax/remove the loading restrictions in locations where BBH may wish to park either generally or for specific purposes – an example of this is on Magdalen Street where the loading prohibition has been removed on Sundays to allow BBH to attend the adjacent church. Again, any request for similar changes would be carefully considered to see that it complied with road safety and traffic management standards and would then be implemented, subject to the outcome of the normal consultation process.

Removing Reserved Bays

As explained above, BBH are prevented from parking in bays reserved for other uses (eg loading bays). It may be possible to remove these types of restrictions in particular locations – one example of this is the recent works on High Street where loading bays have been replaced with single yellow lines, thus allowing BBH to park for 3 hours under the National Concession. Another example is Floyds Row where a section of Police Parking bay was removed to allow a DPPP to be installed. Again, any request for similar changes would be carefully considered to see that it complied with road safety and traffic management standards and would then be implemented, subject to the outcome of the normal consultation process.

Attachments

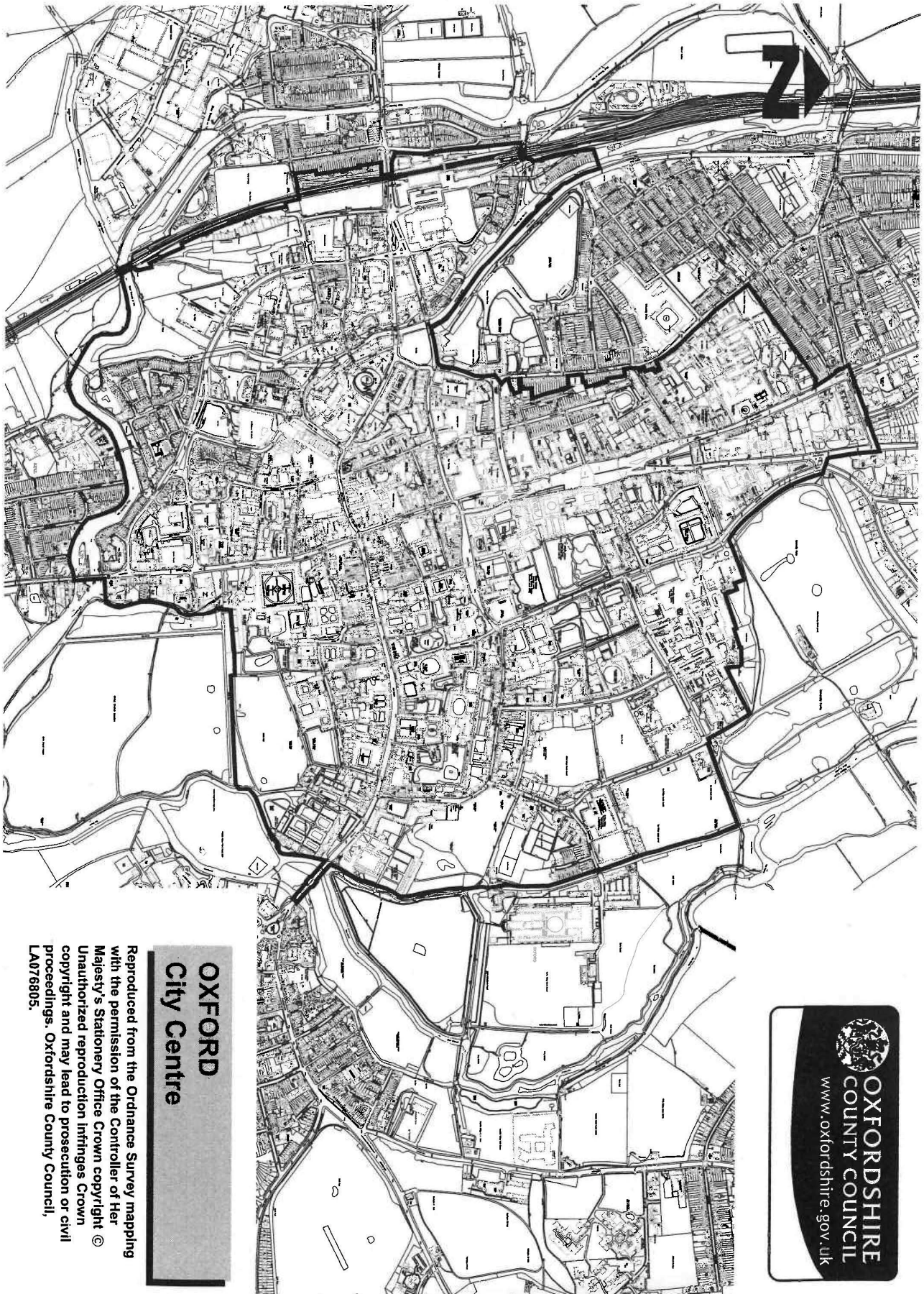
Appendix A – Plan of Oxford City Centre

Appendix B – Summary of proposed changes to parking etc April 2010

Appendix C – Objection from Michael Hocken

Appendix D – Summary results of Desk-Top Study

PLAN OF OXFORD CITY CENTRE



OXFORD
City Centre

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CENTRAL OXFORD CPZ AREA**DESCRIPTION OF EFFECT OF PROPOSED CHANGES****BLACKHALL ROAD**

The existing permit holders and Pay & Display parking bays at the southern end of the road will be rearranged to reduce the better differentiate between the two restrictions and to reduce the length of the permit holders parking to reflect permit eligibility.

Separately, the Pay & Display parking opposite the rear of St John's College will be rearranged to better meet the needs of this recent redevelopment;

HIGH STREET

The remaining two goods vehicle loading bays in the central section will be replaced with No Waiting 6am to 6.30pm daily as part of simplifying the restrictions along the street and as part of the ongoing High Street works;

ST MICHAELS STREET

The existing Goods Vehicle loading bay will be extended and changed to become a general loading bay to better reflect the needs of the adjacent business. This will require a reduction by 7 metres in the length of one of the existing Disabled Parking Bays;

ST JOHN STREET

The restrictions currently on site (left from a temporary order) will be replaced to recreate permit holders only parking bays;

MARKET STREET

The existing Goods Vehicle loading bay will become a general loading bay and the permits issued to the Market Traders Committee for use on Market Street will be removed, in response to specific requests from the Covered Market Traders Committee;

HYPHE BRIDGE STREET

The time limit in the existing loading bay will be amended from a maximum of 20 minutes to a maximum of 30 minutes to be consistent with other similar bays in the City Centre;

PAY & DISPLAY BAYS

The existing Pay & Display bays in Beaumont Street, Blackhall Road, Broad Street, Cromwell Street, King Edward Street, Longwall Street, Merton Street, Museum Road, Parks Road, St Giles, Woodstock Road and Wellington Square will be amended so that on Sundays they become standard 2-hour parking bays. This is to clarify the current arrangements which require the obtaining of a free Pay & Display ticket with a maximum stay of 2-hours

In addition, the descriptions of the bays in Blackhall Road, Mansfield Road, Museum Road, Parks Road, Saville Road and Woodstock Road will be redefined to allow gaps for existing accessways.

OBJECTION FROM MICHAEL HOCKEN

Dear Mr Jones,

I have carefully perused the abovementioned proposals and have become seriously concerned that they represent a further and significant deterioration in the already extremely limited parking availability for disabled persons who may need to use their cars to come into Oxford City centre.

BACKGROUND

The existing provision is already skewed by excessive use of "no waiting/no loading" restrictions, which prevent blue badge holders enjoying the legal dispensation to park on double yellow lines where appropriate and legal (i.e. where this does not restrict traffic flow, etc.). Whilst understanding the desire to keep highly polluting goods vehicles out of the City centre and to channel loading into specific areas/times, I'm afraid to have to conclude on a growing evidence base that scant consideration has been given to the impact on people with disabilities, and there is every indication that the authority has failed to mainstream its statutory equality duties into either the existing provision or – more worryingly - the proposed arrangements at conception, design or implementation stage. I have been unable to find any trace of an equality assessment or disability audit of on-street parking arrangements, and the evidence available is that there has been, and continues to be, an absence of properly qualified consideration of traffic orders from an equality standpoint.

Indeed, despite receiving assurances from your Highways team over a year ago about replacement provision for disabled parking spaces removed during works on the 'bottom' end of the High (opposite the Exam Schools), this was never done, nor was the undertaking to learn the lesson of that dismal failure respected, namely to ensure that in future stages of the High Street works appropriate alternative provision was made.

In fact, when I enquired why the sole disabled parking space at the 'top' end of the High (outside Harvey's café) was set to be removed without replacement for the duration of the next stage of the works, it became apparent that this had been totally overlooked, and that no-one had reviewed the proposed works from an equality angle, despite the earlier undertaking to this effect.

Furthermore, the alternative then proposed was quickly revealed to be impossible because other works had also been planned without coordination that prevented this being carried out.

In addition, several instances in which enforcement officers have issued PCNs to vehicles displaying non-UK blue badges on the grounds that they were not displaying a time clock have been brought to my attention and I have advised a number of foreign drivers faced with improperly issued penalty notices of their rights in this respect. Although it is clearly set out in the relevant rules (signed into force by

David Blunkett as European Council President some 13 years ago) that there is a complete dispensation from this requirement for non-UK blue badge holders, the company responsible has continued to wrongly issue PCNs on this basis (which suggests there may be either training or competence issues that need to be addressed). The authority's failure to ensure that the company which carries out enforcement work in respect of blue badge holders does so in compliance with both EU and national requirements further suggests that the OCC as an organisation may have an institutional disregard for its statutory equality duties.

This then is the background against which the new proposals need to be considered: viz accumulating evidence of a systemic failure to comply with the statutory equality duties on the part of the authority and a clearly deficient City centre blue badge parking provision.

THE PROPOSED ORDERS

As regards the specific proposals in the three proposed orders, **I hereby formally request that you register my objection to the proposal to reduce the length of the disabled bay on St Michael's Street by 7 metres** without making any alternative provision. Usage of the existing disabled parking bay is extremely heavy, and suggests that any reduction would cause real hardship. No evidence of any structural shortage of loading facilities appears to have been adduced, nor any apparent consideration given to a time-restricted loading zone which would enable the spaces to be used at other times by blue badge holders or of any alternative which would preserve these spaces at times other than when required for loading purposes (though even this would be a significantly retrograde step and in apparent contradiction with DfT guidance on the hierarchy of users). Ideally, **I would suggest that this element of the proposed orders be dropped**. If detailed and fully evidenced arguments were to be made for additional (but time-restricted) loading possibilities on this street, and a fully developed analysis of usage statistics of the existing bays by blue badge holders produced, then consideration could perhaps be given to temporary re-allocation of part of this particular bay at certain periods of the day/week.

Secondly, in the absence of any equality impact statement or assessment, **I also object to the blanket proposal to impose waiting and loading restrictions across all the streets set out in the Controlled Parking Order**, given that the consequence of this order will be to prevent any parking by blue badge holders on double yellow lines across the whole of the City centre (this restriction is, moreover, ill-understood by many blue badge holders, as it is hardly ever used in many parts of the country, and generates large numbers of PCNs, suggesting that these new proposals may in part have a revenue-raising purpose) **and request that before any decision on this Order is taken, a comprehensive equality audit of on-street parking possibilities for blue badge holders in the City centre be conducted by a fully qualified officer or consultant** and used to produce a fully thought-through and 'joined-up' set of proposals so as to ensure that there is no deterioration in the existing already inadequate provision, and to explore fully the scope for extending the number of blue badge spaces available in the City centre.

Thank you in advance for the consideration you will give to these views. I invite you to inform me of the subsequent steps in the process, and to ensure that I be notified when this matter is taken to the Cabinet member responsible for decision, so that I may have the opportunity to make further representations.

Yours sincerely,
Michael Hocken

APPENDIX D

SUMMARY RESULTS OF DESK-TOP STUDY

RESTRICTION AFFECTING BLUE BADGE HOLDERS	LENGTH (m)	%
No loading at any time	170	
No loading 0700-1900	215	
No loading 0730-1830	300	
No loading 0800-1830	1900	
No loading 1000-1800	1060	
No loading 1000-1800 Mon-Sat	20	
No loading 1030-1730 Mon-Sat	120	
No loading 0730-0930 & 1600-1830	5510	
No waiting 0600-1830	180	
M/C Parking	105	
Doctors Parking	22	
Loading Bays	365	
Police Parking	34	
Bus Stop/Stand Clearways	1200	
No waiting at any time (except Sundays 1100-1900)	136	
30 min parking	100	
60 min parking	89	
60 min parking (Permit holders exempt)	23	
2-hour parking	270	
2-hour parking (Sundays only)	780	
Permit Holders Only (Zone CA)	420	
Permit Holders Only (Zone CB)	405	
Permit Holders Only (Zone CC)	350	
Permit Holders Only (Zone CD)	17	
DPPP	660	
TOTAL WITH NON DOUBLE YELLOW LINE RESTRICTIONS	14451	
Total kerb length	49470	
DYL length	35019	70.79%
Unavailable to Blue Badge Holders	11201	22.64%
Exclusive to Blue Badge Holders	660	1.33%
Other unrestricted to Blue Badge Holders	2454	4.96%
Unrestricted to Blue Badge Holders (Sun only)	136	0.27%
		99.73%

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CABINET MEMBER FOR TRANSPORT – 2 SEPTEMBER 2010

HEADINGTON NORTHEAST CPZ, OXFORD MINOR AMENDMENTS

Report by Head of Highways & Transport

Introduction

1. This report considers comments and objections received to a formal advertisement and statutory consultation to vary the Traffic Regulation Order (TRO) for the Headington Northeast Controlled Parking Zone (CPZ) to amend the parking arrangements in two streets in response to requests from local residents.

Background

2. There have been several requests received from residents for minor changes to parking arrangements in the Headington Northeast CPZ. In Northfield Road residents have complained that since the introduction of the CPZ they are frequently unable to egress their driveway when there are vehicles parked in the parking bay opposite. In Burrows Close a resident has suggested that additional parking for visitors could be created by extending a 2-hour shared use bay in the turning area at the end of the Close. In advance of any zone-wide review, responding to such requests is considered an appropriate way to ensure that the changing parking needs/opportunities of an area continue to be met.

Formal Consultation

3. Formal consultation on the proposed changes took place in July 2010. Letters and plans were sent to all properties in the vicinity of the proposed changes, notices explaining the proposals placed on site and in the Oxford Times and information sent to local Councillors and emergency services. A copy of the public notice and the other legal documents, which were placed on deposit at Headington Library and at County Hall, are available for inspection in the Members' Resource Centre.

Consultation Responses

4. A total of 5 letters and e-mails were received in response to the advertised proposals. A précis of these together with the observations of the Head of Transport is attached at Annex 1. Copies of all these communications are available in the Members' Resource Centre.

5. Thames Valley Police and several residents have raised concerns about the proposed additional parking in Burrows Close and in response to these comments it is proposed that this change does not proceed. One resident is supportive of the proposed double yellow lines in Northfield Road and would like their own driveway to be similarly protected. Another resident does not think that the change should proceed as it will not solve any problems but will cause difficulties for other residents. However, it is considered that the loss of parking space is minor and the proposal should proceed.

Conclusions

6. In response to concerns expressed regarding the proposed change in Burrows Close, it is felt that this change should not now proceed. The objectors' concerns regarding the proposed change in Northfield Road are noted, but it is considered that the proposed change is minor and will not make parking significantly more difficult and should therefore proceed.

How the Project Supports LTP2 Objectives

7. The proposals described in this report relate to the LTP2 objective of improving the Street Environment (better management of parking).

Financial Implications (including Revenue)

8. Funding for the costs of implementing the proposals described in this report, estimated to be around £1000 (including advertising) will be met from existing budgets.

RECOMMENDATION

9. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **approve the proposed change to parking in Northfield Road in the Headington Northeast CPZ as advertised in the Oxfordshire County Council (Headington Northeast) (Controlled Parking Zone and Waiting Restrictions) (Variation No.9*) Order 20** subject to not proceeding with the proposed change for Burrows Close as set out in this report;**
 - (b) **authorise the Head of Highways & Transport to agree any further non-substantial variations he considers appropriate subject to him consulting the Cabinet Member for Transport on any material variation and undertaking any further consultation which he may consider appropriate.**

STEVE HOWELL
Head of Highways & Transport
Environment & Economy

Background papers: Copies of all the legal documents plus letters and emails received in response are available in the Members' Resource room.

Contact Officer: David Tole Tel: 01865 815942

August 2010

PROPOSED CHANGES TO PARKING – HEADINGTON NORTHEAST CPZ, OXFORD
Summary of Public Comments

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Thames Valley Police	No objections to proposal for Northfield Road Object to the proposed change in Burrows Close as it reduces the forward visibility of drivers using the turning area which is felt would raise the potential for collisions	Noted Following further consideration it is agreed that this additional parking space could cause problems and should not proceed
2.	Resident, Burrows Close	Agrees that there is a need for more 2-hour parking in the Close and suggests that this is done by converting some of the existing Residents Only Parking rather than this new bay which will create a blind spot for drivers using the turning area	Following further consideration it is agreed that this additional parking space could cause problems and should not proceed. The options to provide space for visitors elsewhere in the Close will be considered at the next available opportunity
3.	Two residents, Burrows Close	Concerned that the proposed bay would adversely affect their ability to manoeuvre their large vehicle on/off their driveway, and would make visibility much worse for drivers using the turning area. Suggests that a visitor bay could be created from some of the existing Residents Only Parking on the straight part of the Close	Following further consideration it is agreed that this additional parking space could cause problems and should not proceed. The options to provide space for visitors elsewhere in the Close will be considered at the next available opportunity
4.	Resident of Northfield Road	Supports the proposed alteration to parking. Would like a similar arrangement (double yellow lines opposite the driveway) put in for him and his neighbour as they have similar difficulties	Noted The options to provide similar assistance elsewhere in the Road will be considered at the next available opportunity
5.	Resident of Northfield Road	The proposed change should not proceed as it will not solve the requestor's problem and will increase the problems experienced by others as existing double yellow lines are routinely ignored as will new ones. The reduced parking bay length will force existing parked vehicles to squeeze into less space and lead to other driveways being impeded by badly parked cars	The loss of 4 metres of parking is considered to be minor given the overall amount of on and off street parking in the area. However, options to provide additional space elsewhere in the Road will be considered at the next available opportunity

CABINET MEMBER FOR TRANSPORT – 2 SEPTEMBER 2010

MARSTON SOUTH CPZ, OXFORD PROPOSED CHANGES TO PARKING

Report by Head of Highways & Transport

Introduction

1. This report considers comments received to a formal advertisement and statutory consultation to vary the Traffic Regulation Order (TRO) for the Marston South Controlled Parking Zone (CPZ) in Oxford to amend parking arrangements in a number of streets in response to requests from local members, local residents and Oxfordshire Fire & Rescue.

Background

2. Since the last minor review of the Marston South CPZ in mid-2009 there have been requests for amendments to prevent a number of access ways being obstructed by parked vehicles. Additionally Oxfordshire Fire & Rescue have asked that the newly installed fire hydrants in William Street be protected with no waiting at any time.

Public Consultation

3. As the proposals were straight forward and likely to have only a limited effect on parking capacity, a general informal consultation was felt unnecessary. However, where no waiting at any time was proposed adjacent to existing informal access protection lines, neighbouring residents were offered the choice of extending the proposals to similarly protect their access. Only one reply, from the resident of 20 Weldon Road, asked to take up this offer and this was incorporated into the formal proposals which were consulted on between 1 and 30 July 2010.
4. Annex 1 describes the proposed changes. Letters and plans were sent to properties in the vicinity of the proposed changes and to all premises in William Street. Notices explaining the proposals were placed on site and in the local newspaper. Information was also sent to local Councillors and the emergency services. A copy of the public notice is attached at Annex 2 and the full legal documents, which were placed on deposit at Old Marston Library and at County Hall, are available for inspection in the Members' Resource Centre.
5. Two e-mails were received in response to the advertised proposals. One was from a resident of Bishops Court, John Garne Way, who sought to clarify the amount of parking place to be replaced with no waiting at any time. The other was from the resident of 15 William Street, taking up the offer to replace their

informal access protection with no waiting at any time. This added protection can be achieved by extending the proposed fire hydrant protection across the access. Letters and a modified plan showing the additional no waiting being proposed were sent to properties in the immediate vicinity; this too is available for inspection in the Members' Resource Centre. Any responses received to this minor amendment will be reported orally at the meeting.

Conclusions

6. Subject to any late comments regarding 15 William Street which will be reported orally at the meeting, there have been no unresolved comments or objections to the proposals.

How the Project Supports LTP2 Objectives

7. The proposals described in this report comply with the LTP2 objectives of Tackling Congestion (encouraging development that minimises congestion) and improving the Street Environment (better management of parking).

Financial Implications (including Revenue)

8. Funding for the costs of implementing the proposals described in this report, estimated to be around £2000 (including advertising) will be met from existing budgets.

RECOMMENDATION

9. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **approve the making of the proposed changes to the Marston South CPZ as advertised but with the addition of no waiting at any time to protect the access to number 15 William Street, as described in the report;**
 - (b) **authorise the Head of Highways & Transport to agree any further non-substantial variations he considers appropriate subject to him consulting the Cabinet Member for Transport on any material variation and undertaking any further consultation which he may consider appropriate.**

STEVE HOWELL
Head of Highways and Transport
Environment & Economy

Background papers: Copies of all the letters are available in the Members'
Resource room.
Contact Officer: Stephen Axtell Tel 01865 815967

August 2010

MARSTON SOUTH CPZ

DESCRIPTION OF EFFECT OF PROPOSED CHANGES

HEATHER PLACE

No waiting Mon-Fri 8am-6.30pm to be replaced with no waiting at any time across the access to 17 Heather Place, to prevent it from being obstructed.

JOHN GARNE WAY

2 hour parking (where permit holders are exempt from the time limit) opposite the access to Bishops Court to be replaced with no waiting at any time to allow free movement in and out of the access thus preventing its obstruction.

LYNN CLOSE

Permit Holders Only Parking opposite the access to the rear of 312 Marston Road to be replaced with no waiting at any time to allow free movement in and out of the access thus preventing obstruction.

WELDON ROAD,

Permit holders only parking to be replaced with no waiting at any time across the access ways to 18 and 20 Weldon Road, to prevent the access ways from being obstructed.

WILLIAM STREET

Permit holders only parking to be replaced with no waiting at any time across the access to 9 William Street, to prevent it from being obstructed.

Two metres of permit holders only footway parking to be replaced with no waiting at any time centred on each fire hydrant outside 13 and 51a William Street, to prevent vehicles parking over them.



**OXFORDSHIRE COUNTY COUNCIL
(MARSTON SOUTH) (CONTROLLED PARKING ZONE
AND WAITING RESTRICTIONS) (VARIATION No.3) ORDER 20****

NOTICE IS HEREBY GIVEN that Oxfordshire County Council proposes to make the above mentioned Order under the Road Traffic Regulation Act 1984 and all other enabling powers.

The effect of the Order will be to amend the Oxfordshire County Council (Marston South) (Controlled Parking Zone and Waiting Restrictions) Order 2007, effectively replacing Schedules 2, 3 and 4.

The proposal makes adjustments to parking and waiting restrictions in various roads as follows:

William Street To introduce lengths of `No Waiting at Any Time`

1) to prevent vehicles obstructing two new fire hydrants. This will replace short lengths of `Permit Holders Only Footway Parking` and `2 hour Footway Parking` where permit holders are exempt from the time limit`.

2) to prevent vehicles obstructing an access way to No.9 William Street - replacing some Permit Holders Only Footway Parking.

Weldon Road The provision of `No Waiting at Any Time` to prevent vehicles obstructing two access ways outside Nos.18 & 20 Weldon Road - replacing some Permit Holders Only Parking.

John Garne Way To replace some `2 hour Footway Parking` where permit holders are exempt from the time limit opposite Bishop's Court with `No Waiting at Any Time` to stop vehicles from preventing access to Bishop's Court.

Lynn Close To replace some Permit Holders Only Parking opposite No.312 Marston Road with `No Waiting at Any Time` to stop vehicles from preventing access to No 312 Marston Road.

Heather Place To provide No Waiting at Any Time outside No.17 to prevent vehicles obstructing a vehicle access way - replacing `No Waiting Monday to Friday 8.00am-6.30pm`, and to reword descriptions of `Permit Holders Only Parking` to correct clerical errors.

Documents giving more detailed particulars of the Order are available for public inspection at County Hall, New Road, Oxford OX1 1ND from 9am to 4.30 pm Monday to Friday; at Old Marston Library, Mortimer Hall, Oxford Road, Old Marston, Oxford OX3 0PH from 2pm to 5pm Tuesday, 5.30pm to 7pm Thursday, 10am to 12pm & 2pm to 5pm Friday and 9.30am to 12.30pm Saturday; and at Headington Library, Bury Knowle Park, North Place, Headington OX3 9HY from 9.15am to 1pm Monday & Wednesday; 9.15am to 7pm Tuesday & Thursday; 9.15am to 6pm Friday; and 9.15am to 4.40pm Saturday.

Objections to the proposals, specifying the grounds on which they are made, and any other representations, should be sent in writing to the Director for Environment and Economy (**ref. SMA/TRO**) at the address given below, **no later than the 30th July 2010**. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Huw Jones
Director for Environment and Economy
Oxfordshire County Council
Speedwell House
Oxford, OX1 1NE.

Division(s): Summertown & Wolvercote,
West Central Oxford

CABINET MEMBER FOR TRANSPORT – 2 SEPTEMBER 2010

WALTON MANOR CPZ, OXFORD MINOR AMENDMENTS

Report by Head of Highways & Transport

Introduction

1. This report considers comments and objections received to a formal advertisement and statutory consultation to vary the Traffic Regulation Order (TRO) for the Walton Manor Controlled Parking Zone (CPZ) to amend parking arrangements in several streets in response to requests from local residents; formalise new parking arrangements following the remodelling of North Parade Avenue and to remove some ambiguities in the definition of the area covered by the CPZ and the list of properties eligible for permits.

Background

2. There have been a number of requests received from residents for minor changes to parking arrangements in the Walton Manor CPZ, generally to reduce the amount of double yellow lines and thus provide additional parking opportunities for residents and their visitors. In advance of any zone-wide review responding to such requests is considered an appropriate way to ensure that the changing parking needs/opportunities of an area continue to be met.
3. The recently-completed remodelling of North Parade Avenue by Oxford City Council was designed to create additional parking opportunities to benefit local businesses and the consequent changes to the TRO was included in this consultation.
4. Finally, the draft Order also sought to clarify the definitions of the Stated Area (the area/streets covered by the CPZ) and list of properties eligible for permits.

Formal Consultation

5. Formal consultation on the proposed changes took place in April/May 2010. Letters and plans were sent to all properties in the streets in the vicinity of the proposed principal changes, notices explaining the proposals placed on site and in the Oxford Times and information sent to local Councillors and the emergency services. A copy of the public notice and the other legal documents, which were placed on deposit at the Central Library and at County Hall, are available for inspection in the Members' Resource Centre. A summary of the proposed changes is attached at Annex 1.

Consultation Responses

6. In total, 5 letters or e-mails were received in response to the advertised proposals. A précis of these together with the observations of the Head of Transport is attached at Annex 2. Copies of all these communications are available in the Members' Resource Centre.
7. One resident is strongly supportive of the proposed additional parking space in Plantation Road. Three resident object to the proposed additional lengths of resident parking in Southmoor Road, one on the grounds that it would prevent access to their off-street parking area for motorcycles. One resident objects to the proposed reduction in length of a parking bay in St Margaret's Road, principally on the grounds that it is considered to be unnecessary.

Conclusions

8. The majority of the proposed changes received were either 'no comment' or supportive. In the light of the objections received it is suggested that the advertised removal of double yellow lines outside 106 Southmoor Road be slightly amended, but that all other proposals proceed as advertised and objectors informed accordingly.

How the Project Supports LTP2 Objectives

9. The proposals described in this report relate to the LTP2 objective of improving the Street Environment (better management of parking).

Financial Implications (including Revenue)

10. Funding for the costs of implementing the proposals described in this report, estimated to be around £1000 (including advertising) will be met from existing budgets.

RECOMMENDATION

11. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **approve the proposed changes to the Walton Manor CPZ as advertised in the Oxfordshire County Council (Walton Manor, Oxford) (Parking Places and Traffic Management) (Consolidation) (Variation No.11*) Order 20** as amended to retain a 3m length of double yellow lines in Southmoor Road as set out in Annex 2 to this report;**
 - (b) **authorise the Head of Highways & Transport to agree any further non-substantial variations he considers appropriate subject to him consulting the Cabinet Member for Transport on any material variation and undertaking any further consultation which he may consider appropriate.**

STEVE HOWELL
Head of Highways & Transport
Environment & Economy

Background papers: Copies of all the legal documents plus letters and emails received in response are available in the Members' Resource room.

Contact Officer: David Tole Tel: 01865 815942
August 2010

WALTON MANOR CPZ

DESCRIPTION OF EFFECT OF PROPOSED CHANGES

NORTH PARADE AVENUE

Existing restrictions on south side (no waiting 8am – 6.30pm Monday to Saturday) to become three 30-minute parking places 8am – 6.30pm daily in bays (with No Waiting At Any Time in the remainder) to reflect new road layout

FARNDON ROAD

Additional Permit Holders Only bay on south side near junction with Kingston Road

ST MARGARETS ROAD

Existing Permit Holders Only bay outside no's 19/20 shortened to improve access to off-street parking

PLANTATION ROAD

Existing Residents Permit Holders Only bay extended outside frontage of no. 18 in place of current double yellow lines

SOUTHMOOR ROAD

Existing Residents Permit Holders Only bay extended outside no's 106 and 118 in place of current double yellow lines

STATED AREA AND LIST OF ELIGIBLE PROPERTIES

The current definitions are updated to be more unambiguous. No change to eligibility for permits

PROPOSED CHANGES TO PARKING – WALTON MANOR CPZ, OXFORD
Summary of Public Comments

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Resident, Plantation Road	Welcomes the proposed change in Plantation Road	Noted
2.	Resident, Southmoor Road	Objects to the removal of DYLS outside 106 Southmoor Road as it will prevent the use of an off-street enclosed space for motorcycle parking	Given that the off-street facility can be used as such then it is reasonable to retain DYLS to ensure access. It is therefore RECOMMENDED that a short length (3 metres) of DYL be retained
3.	Resident Southmoor Road	Objects to any increase in the amount of parking in Southmoor Road as the street is already difficult for delivery vehicles to use	There are no reported incidents of this and the use of both sides of the street (which is one-way) for parking is well established. The small increase in parking proposed will have no effect on traffic flows
4.	Resident Southmoor Road	Objects to the removal of DYLS on Southmoor Road near Longworth Road as it will make the turn into Longworth Road more dangerous	Given that Southmoor Road is a one-way street it is not accepted that this proposed change will make turning from the street any more difficult.
5.	Resident St Margaret's Road	Objects to the proposed removal of part of the parking bay outside 19/20 St Margaret's Rd as there are no real difficulties with access to off-street parking and retaining the on-street space for 2 vehicles is important for the wider community	It is recognised that the amount of manoeuvring space needed to get in/out of off-street parking varies between individual drivers and vehicles. In this case it is felt that, despite the loss of space for one car to park, the request for an increase in the length of DYLS across a driveway should be accepted

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Division(s): East Oxford, Summertown
& Wolvercote

CABINET MEMBER FOR TRANSPORT – 2 SEPTEMBER 2010

EXCLUSION OF RESIDENTIAL PROPERTIES FROM EAST OXFORD AND NORTH SUMMERTOWN CONTROLLED PARKING ZONE ORDERS, OXFORD

Report by Head of Highways & Transport

Introduction

1. This report considers comments and objections received to a formal advertisement and statutory consultation on varying the Traffic Regulation Orders (TRO) for the East Oxford and North Summertown Controlled Parking Zones (CPZ) in Oxford to exclude a number of residential properties from eligibility for resident and visitor parking permits. These proposals arise out of planning permissions granted by Oxford City Council where consent was conditional upon removal of permit eligibility.

Background

2. Oxford City Council, as the local planning authority, seeks to remove entitlement to resident parking permits for certain properties within CPZs in connection with the granting of planning permission. Such permissions may be for the conversion of single dwellings into multiple residential units, extensions or infill developments. The reason for the planning conditions is generally to ensure that new developments do not generate a level of vehicular parking which would be prejudicial to highway safety or contribute towards parking problems in the immediate locality. In some cases the exclusion is contained within an agreement made under Section 106 of the Town and Country Planning Act 1990.

Public Consultation

3. Consultation was carried out between 10 June and 2 July 2010 on proposals to implement planning conditions for 14 developments in various CPZs covering 49 dwellings. Notices were placed outside the affected properties and letters sent to the respective dwellings, informing them of the proposed changes to the existing TROs. In addition, the proposals were advertised in the local newspaper and information sent to local Councillors. The documents were placed on public deposit at County Hall. A copy of the public notice is attached at Annex 1. This notice also included proposals to implement planning conditions in other CPZs for which there have been no objections.
4. One letter was received in response to the advertised proposals in East Oxford and one in respect of North Summertown. Copies of both are on deposit in the Members' Resource Centre.

5. One response is from a resident at one of the flats at 63a Marston Street, East Oxford who advises that there are always free parking spaces in the street and his letting agent did not tell him of the planning condition excluding the occupants from eligibility for parking permits. He objects to the exclusion and would like the County Council to consider his application for a resident's permit.
6. The other response has come from a resident at one of the apartments at 95 Islip Road, North Summertown who advises that the on-street parking near the apartments in Water Eaton Road and Islip Road is never full. Also, by removing eligibility for visitor permits the County Council is effectively preventing residents from receiving visitors during the day, whether they are social visitors or trades people carrying out renovation work. She objects to the proposals.

Conclusion

7. Whilst it is acknowledged that the removal of permit eligibility may cause difficulties for those residents directly affected, it is also important to recognise the undertakings given to the local community by the local planning authority during consideration of planning applications. As a result, and in line with previous cases, it is recommended that the objections be over-ruled and that the exclusions take place. This will mean that once any existing permits expire the residents at these properties will no longer be eligible for resident or visitor permits.
8. However, to allow existing residents time to adjust to their exclusion, it is proposed that any residents with current permits (resident or visitor permits or both) be allowed to apply for renewal for one more year before the exclusion is implemented. This is in line with previous practice and will also give sufficient time for those residents who wish to apply to the City Council for planning permission to amend the current consent and allow permit eligibility. If successful the TRO can be amended accordingly.

How the Project Supports LTP2 Objectives

9. The reduction in parking described in this report complies with the LTP2 objectives of tackling congestion (encouraging development that minimises congestion) and improving the street environment (better management of parking).

Financial Implications (including Revenue)

10. Funding for the costs of advertising the TROs is available from Section 106 and other agreements held by the County Council.

RECOMMENDATION

11. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) agree implementation of proposed revisions to the East Oxford and North Summertown Traffic Regulation Orders as advertised;**
 - (b) authorise the Head of Highways & Transport to agree any further non-substantial variations he considers appropriate subject to him consulting the Cabinet Member for Transport on any material variation and undertaking any further consultation which he may consider appropriate.**

STEVE HOWELL
Head of Highways & Transport
Environment & Economy

Background papers: Planning consents issued by Oxford City Council
Copies of all the correspondence are available in the
Members' Resource room.

Contact Officer: Mike Ruse Tel 01865 815978

August 2010



OXFORDSHIRE COUNTY COUNCIL

Road Traffic Regulation Act 1984

- 1. THE OXFORDSHIRE COUNTY COUNCIL (EAST OXFORD) (CONTROLLED PARKING ZONE) (VARIATION No.17*) ORDER 20****
- 2. THE OXFORDSHIRE COUNTY COUNCIL (HEADINGTON NORTH EAST) (CONTROLLED PARKING ZONE AND WAITING RESTRICTIONS) (VARIATION No.8) ORDER 20****
- 3. THE OXFORDSHIRE COUNTY COUNCIL (HEADINGTON WEST) (CONTROLLED PARKING ZONE) (VARIATION No. 10*) ORDER 20****
- 4. THE OXFORDSHIRE COUNTY COUNCIL (JERICHO) (PARKING PLACES AND CONTROLLED PARKING ZONE) (VARIATION No.9) ORDER 20****
- 5. THE OXFORDSHIRE COUNTY COUNCIL (NORTH SUMMERTOWN) (CONTROLLED PARKING ZONE AND WAITING RESTRICTIONS) (VARIATION No.4) ORDER 20****
- 6. THE OXFORDSHIRE COUNTY COUNCIL (SUMMERTOWN) (CONTROLLED PARKING ZONE AND VARIOUS RESTRICTIONS) (VARIATION No. 10*) ORDER 20****
- 7. THE OXFORDSHIRE COUNTY COUNCIL (WEST OXFORD AND OSNEY MEAD) (CONTROLLED PARKING ZONE AND WAITING RESTRICTIONS) (VARIATION No.1) ORDER 20**.**

NOTICE IS HEREBY GIVEN that Oxfordshire County Council proposes to make the above mentioned Orders under Road Traffic Regulation Act 1984 and all other enabling powers. The Orders will amend the following:

1. The City of Oxford (East Oxford) (Controlled Parking Zone) Order 2000 (as amended);
2. The Oxfordshire County Council (Headington North East) (Controlled Parking Zone and Waiting Restrictions) Order 2006 (as amended);
3. The City of Oxford (Headington West) (Controlled Parking Zone) Order 2000 (as amended);
4. The City of Oxford (Jericho) (Parking Places and Controlled Parking Zone) Order 2000 (as amended);
5. The Oxfordshire County Council (North Summertown) (Controlled Parking Zone and Waiting Restrictions) Order 2007, (as amended);
6. The Oxfordshire County Council (Summertown) (Controlled Parking Zone and Various Restrictions) Order 2004 (as amended);
7. The Oxfordshire County Council (West Oxford and Osney Mead) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 2009. The effect of the proposal is to:
 1. exclude the following properties from eligibility for residents and visitors permits in:
 - a East Oxford: 63A Marston Street - Raja Court (flats 1 to 10), 4 Little Brewery Street, and 65A, 65B & 65C St Mary's Road.
 - b Headington North East: 238B London Road (1 to 4 Joshua Court).
 - c Headington West: 16B & 16C Grays Road.
 - d Jericho: 1 & 2 Walton Lane, 46C Walton Crescent (subject to final address confirmation).
 - e North Summertown: 17 Islip Road (1 to 4 Tattersalls), 22A & 22B Carlton Road, 93 Islip Road (flats 1 to 5), 95 Islip Road (flats 6 to 13), 29 Water Eaton Road (flats 14 to 19).

f Summertown: 222 Woodstock Road (flats 1 to 3).

g West Oxford: 43 Botley Road (1st floor flat).

2. include the following property for eligibility for residents and visitors permits in Headington North East – 18 Ash Grove.

Documents giving more detailed particulars of the proposed Orders are available for public inspection at County Hall, New Road, Oxford OX1 1ND from 9.00 am to 4.30 pm Monday to Friday.

Objections to the proposals, specifying the grounds on which they are made, and any other representations, should be sent in writing to the Director for Environment and Economy (ref. MJR/TRO) at the address given below, no later than the 2nd July 2010. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Huw Jones, Director for Environment and Economy, Oxfordshire County Council, Speedwell House, Oxford, OX1 1NE.

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Division(s): Thame and Chinnor

CABINET MEMBER FOR TRANSPORT- 2 SEPTEMBER 2010

DISABLED PERSONS' PARKING – HORTON AVENUE, THAME

Report by Head of Highways & Transport

Introduction

1. This report considers the proposed provision of a new Disabled Persons' Parking Place (DPPP), in Horton Avenue, Thame and associated No Waiting at Any Time (NWAAT) restrictions. This follows the publication of the draft Oxfordshire County Council (South Oxfordshire District) (Disabled Persons' Parking Places) (Amendment [No.5]) Order 20**, and the Oxfordshire County Council (Various Roads – South Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No. 4*) Order 20**.

Background

2. In April 2010, a report was presented to the Cabinet Member for Transport on the outcome of public consultation on proposals for a number of DPPPs across South Oxfordshire District. As a result of an objection and subsequent advice from Thames Valley Police, the proposed DPPP in Horton Avenue, Thame was withdrawn (copy of supplementary report is attached at Annex 2).
3. This report considers the outcome of the subsequent formal consultation on the provision of a DPPP on the south-west side of Horton Avenue along with a length of NWAAT restrictions on the opposite side to enable the DPPP to be used without causing an obstruction (see plan at Annex 3). The April report set out the reasoning for the DPPP and the criteria that needed to be met for a DPPP to be considered.

Formal Consultation

4. The Directorate sent a copy of the draft Amendment Order, a Statement of Reasons for the Order and a copy of the Public Notice appearing in the local press to formal Consultees (including local County Councillors) on 8 June, 2010. These documents, together with supporting documentation as required, and the plan of the proposed DPPP and NWAAT restrictions were deposited for public inspection at County Hall, South Oxfordshire District Council offices at Crowmarsh, and at Thame Library. They are also available for inspection in the Members' Resource Centre.
5. Separately, the Directorate wrote to local residents in Horton Avenue where the proposed new DPPP and section of double yellow lines would be sited, asking for their comments. In addition a public notice was displayed at the site and in the Oxford Times.
6. Thames Valley Police raised no objection to the proposals.

7. Comments were received from four local residents and a synopsis of each comment with an officer response is set out at Annex 1. Copies of the comments can be viewed in the Members' Resource Centre.

How the Project supports LTP2 Objectives

8. The introduction of a new DPPP and supporting restrictions will help in Delivering Accessibility by enabling disabled people to park near to their homes and thus access a wider range of services.

Financial and Staff Implications (including Revenue)

9. The cost of installing the DPPP and no waiting restrictions is approximately £1,200 and will be met from the existing revenue budget provided for this.

RECOMMENDATION

10. **The Cabinet Member is RECOMMENDED to authorise variations to the Oxfordshire County Council (South Oxfordshire District) (Disabled Persons' Parking Places) Order 2006 and the Oxfordshire County Council (Various Roads - South Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No. 4*) Order 20**, as amended in this report, to provide for:**
 - (a) **a new DPPP in Horton Avenue;**
 - (b) **a new section of No Waiting at Any Time restrictions opposite the DPPP.**

STEVE HOWELL
Head of Highways & Transport
Environment & Economy

Background papers: Consultation documentation

Contact Officer: Mike Ruse, Tel 01865 815978

August 2010

ANNEX 1

Comments on the Proposed Disabled Persons' Parking Place (DPPP)

	Commentor	Comments	Response	Recommendation
1	Resident, Horton Avenue	Approves of DPPP proposal as it will save the applicant "unnecessary worry and discomfort" and improve his mobility and quality of life. The no waiting restrictions are required to prevent "thoughtless parking causing obstructions."	Noted.	Proceed
2	Resident, Horton Avenue	Has ample parking off street and proposed DPPP won't really affect them. It will reduce the parking space available in the Avenue overall and might tempt drivers to park over the commentator's access. They suggest putting DPPP in applicant's own driveway.	Applicant doesn't have a driveway or any other off-street parking place. If the commentator's driveway becomes obstructed they might like to consider a Private Access Protection Marking to protect their dropped kerb. As applicant already parks in the road these proposals should not significantly affect the parking.	As above.
3	Resident, Horton Avenue.	Approved of proposal during telephone conversation, but has other concerns. Subsequent e-mail requests that proposed double yellow line restrictions be extended to the bend in the road outside No 12. No 12 has a drive around the corner and No 13 has a "double drive." The sole objector to the proposals has purchased another car purposely to park on the road and	Extending the double yellow lines would require a new consultation so best to proceed with the proposals as they stand and if problems persist – consult on an extension then.	As above.

		<p>create parking problems especially for the disabled applicant. He has said that if the proposals go ahead, he will park all his vehicles from the end of the double yellow lines to the corner. This will upset the usual parking practice and make it difficult for those opposite to access their drives and make it difficult for passing traffic including ambulances getting to and from the “old peoples bungalows at the end” of the avenue.</p>		
4	Resident, Horton Avenue	<p>His position is as per previous e-mails in previous consultations – thinks bay should be outside No 10 (<i>No 10 has a driveway & bay is for applicant at No 8- author</i>). Believes that DfT guidance compels OCC to provide a ramp (<i>hard-standing – author</i>) on the grass verge for wheelchair users from side access vehicles. He is in the process of having the Blue Badge holder investigated as he doesn't believe he should qualify for a DPPP. He hopes the consultation process this time will be managed as a true consultation.</p>	<p>Department for Transport (DfT) regulations do not require road authorities to provide dropped kerbs or tarmac grassed areas adjacent to on-street DPPPs therefore this is not proposed. The applicant's eligibility for a Blue Badge has been investigated by the Social & Community Service Directorate and that eligibility remains.</p>	As above.

CABINET MEMBER FOR TRANSPORT – 22 APRIL 2010**5. Disabled Persons' Parking Places – South Oxfordshire**

Supplementary Report by the Head of Transport

Proposed New DPPP in Horton Avenue, Thame

Thames Valley Police advise us that if a driver parked opposite an occupied DPPP, and in so doing blocked the road, providing they could establish that the DPPP was occupied first then they could charge the driver with obstruction. If the DPPP was empty and there were no restrictions on parking on the opposite side of the road, there is nothing to prevent a driver parking opposite the DPPP. If a vehicle correctly displaying a Blue Badge then parked in the DPPP and caused the road to be blocked, then the driver of the Blue Badged vehicle would be guilty of obstruction.

There is reason to believe that drivers may park opposite a DPPP in Horton Avenue and frustrate the disabled resident's efforts to use it so it is recommended that this proposal be withdrawn at this stage pending a review of the situation.

Revised Recommendation

The Cabinet Member for Transport is RECOMMENDED to authorise variations to the Oxfordshire County Council (South Oxfordshire District) (Disabled Persons' Parking Places) Order 2006 as amended in this report to provide for:

- (a) withdrawal of the proposal to provide a DPPP in Horton Avenue, Thame pending further review;
- (b) twelve (~~delete thirteen~~) new DPPPs as set out in Annex 1 to the report;
- (c) as (b) in original report;
- (d) as (c) in original report;

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Division(s): All

CABINET MEMBER FOR TRANSPORT - 2 SEPTEMBER 2010

BUS SERVICE SUBSIDIES

Report by Head of Highways & Transport

Introduction

1. This report and associated Annexes deals with the following which now need decisions to be made by the Committee:-
 - (A) Contract awards following the Review of Subsidised Bus Services in the Witney and Eynsham area, which, if awarded, will be effective from 12 December 2010.
 - (B) Other bus subsidy contracts elsewhere in the County.
2. Background information on items (A) and (B) above is included at Annex 1 together with a summary of the relevant points from the responses received through local consultation. Information relating to the main County Council subsidy contracts is also included at Annex 1 for each service, but in some cases there are wider issues affecting particular contracts, which are discussed in the main body of the report. Section A of Annex 1 deals with services under review in the Witney and Eynsham area, whilst Section B deals with other services elsewhere in the County.
3. Tender prices obtained for contracts specified in paragraph 1 will be contained within Supplementary Exempt Annex 2, to be circulated later.

Reasons for Exempt Annex

4. This item should be considered in exempt session because its discussion in public might lead to the disclosure to members of the public present of information relating to the financial or business affairs of any particular person (including the authority holding that information) as a result of discussions between Oxfordshire County Council and/or other local authorities and organisations.
5. The costs contained in Annex 2 must be treated as strictly confidential since they relate to the financial and business affairs of the operator. All prices must be treated as strictly confidential until such time as the Decision Meeting decides whether or not to provide financial support for each service. Revealing operators' prices before then would prejudice the County Council's position if tenders or propositions had to be sought again for any of the services. Prices remain confidential after the date of this meeting for 10 days (until 12 September) under the objection period specified in the Public Contract Regulations 2006.

Subsidy Prices

6. Tender prices will not be available until shortly before the meeting and will therefore be reported separately in Supplementary Exempt Annex 2 together with my recommendations. Until all tender prices and 'de minimis' propositions received have been analysed, I will not know what the overall impact on the Public Transport budget is likely to be. Local Members will be advised in writing of recommendations affecting their Divisions at least one week before the meeting that considers this report and their written comments sought. Any responses received will be included as an appendix to Supplementary Exempt Annex 2.
7. If further support for any contract is not agreed at the meeting on Thursday 2 September 2010 (except where they have been replaced by alternative arrangements or contracts) then the service or journey(s) concerned will cease after operation on Saturday 11 December 2010. The only exception to this may be if a settlement will be left with no other form of public transport. In such cases, I may recommend that existing contract arrangements be extended until June 2011 to allow time for alternative facilities such as voluntary community transport to be explored.

Exemption from Call-in

8. On 10 January 2006 Council agreed an amendment to the Constitution which means that the County Council's call-in procedure should not apply to any decision on the letting of a contract arising from termination of an existing contract if the time available is such that allowing for call-in would result in service discontinuity, provided that all members of the relevant Scrutiny Committee had been informed of the circumstances of the decision to be made and had had an opportunity to make representations to the decision maker about it. Since existing subsidy contracts will inevitably end on 11 December 2010, the effect of any call-in would be to prevent introduction of any replacement contracts, thus resulting in complete withdrawal of the services concerned and a consequent service discontinuity. The 10 January 2006 amendment therefore applies.
9. With regard to that provision, local members and Growth & Infrastructure Scrutiny Committee Members will be advised of the recommended contract awards (as contained in Supplementary Exempt Annex 2) at least one week before the date of this Meeting which will allow them the opportunity to put their comments in writing or arrange to speak at the meeting.
10. The above arrangements are separate from the provisions of the Public Contracts Regulations 2006 which allow a 10 day 'cooling-off' period for contractors who have any grievance with regards to the tender awards or processes. Successful tenderers will be advised of the outcome as soon as is practicable after the meeting, so that they will be in a position to register services with the Traffic Commissioners before the end of the 10 day period if necessary. Because of this it will not be possible to disclose any information to the public in respect of the tender awards until before Monday 13

September 2010 (the tenth day of the 'cooling-off' period being the preceding Sunday).

Financial Position – Current Year (2010-11)

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

	£000's
Bus Subsidy Budget	3,200
Rural Bus Subsidy Grant (RBSG)	1,697

This figure essentially represents a stand still budget when the annual inflation cost to be applied to existing contracts is taken into account. No decision has been made on the amount available in next year's (2011/12) budget, but given the likelihood of a reduction this may impact on the future of some of the contracts currently under review.

12. Note that this excludes budgets for public transport development, some of which are used for pump-priming bus services. It also excludes over £800K of income from developer, partnership and service-specific Government grant funding. All of these other sources of funding are dedicated to specific services and are not available for general bus subsidy. The value of any of these other sources of funding is therefore 'netted out' in any references to the subsidy cost to the Council of the services concerned.

Financial Position – Witney and Eynsham Review

13. The current annual net cost to the bus subsidy budget of the contracts under review is £600,000. However, there are also external contributions to the contracts (largely from Section 106 developer contributions and sums provided from the 'Home-to-School' transport budget for transporting students to catchment area school on subsidised public bus services) which total an additional £66,000 annually. Given the significant sums coming from sources other than the bus subsidy budget, significant cost reductions may be necessary to maintain services should the availability of external funding be greatly reduced.
14. Following a meeting with the Cabinet Member for Transport during the review, officers were advised that due to current budgetary pressures it would not be possible to explore significant enhancements. It will therefore not be possible to meet requests for, for example, new evening and Sunday services, although many such requests were received during the consultation exercise. However, it may be possible to meet one or two requests for new services provided by small diversions, extensions or additional journeys at minimal additional cost.

Contract Numbering

15. Contracts have been given a letter code in the first column of each Annex (and also in any references to the service within this report) and members are recommended to use this code for cross-reference purposes. Existing service and contract numbers are mentioned, for members' information only, in the service descriptions. Both service and contract numbers may change following award of new contracts.

A. Review of Subsidised Bus Services in the Witney and Eynsham area

Background

16. Subsidised bus services in the Witney and Eynsham area are due for review and tenders have been invited for new contracts to run from 12 December 2010 until 7 June 2014 (unless stated otherwise). Contract length is reduced from the standard four-year duration to three-and-a-half years as a result of revisions to the area review schedule for subsidised bus services and the gradual phasing-in of six-year contracts to replace four-year contracts. 13 contracts are currently operating in this area and are included in this review. In addition, three contracts awarded in the Chipping Norton review from December 2008 were awarded on the proviso that a mid-term review of patronage be undertaken: these have also been considered at this time. One other contract serving the Didcot and Wallingford area is also due for consideration for similar reasons, and all four of these contracts are dealt with separately in section B of this report.
17. Details of all of the services concerned together with information on the present subsidy cost and patronage data are contained in Annex 1 (Section A). All affected Parish/Town Councils were consulted, as were parishes in the review area with no existing bus service. The views of West Oxfordshire District Council, Vale of White Horse District Council, Oxford City Council, Gloucestershire County Council, Swindon Borough Council were also requested. If appointed, the Parish Transport Representative of each parish was notified of the consultation process in addition to the Parish Clerk. Numerous further interested parties were also consulted in the course of this review including Bus Users UK, Transport for All, local health representatives and colleagues elsewhere within Oxfordshire County Council. Views were also received from private individuals and other representative bodies via Oxfordshire County Council's online Consultation Portal. Comments received from consultees, including any particular requests for new services or variations to existing routes, are summarised under the respective contract headings in Supplementary Annex 1.
18. A response rate of around 50% was achieved from Parish and Town Councils as a result of the public consultation exercise. Of these, several responses were in the form of 'transport needs surveys', which were compiled with the assistance of the Community Transport Adviser at Oxfordshire Rural Community Council. Some made suggestions for additional journeys or

variations to services, although it was made clear at the beginning of the consultation process that spare funds for significant improvements were likely not to be available at this time. However, prices have been sought for some route diversions or other realistic improvements where feasible. In addition to the above responses, several further comments were received from other consultees.

Services under Review

19. A number of factors have had to be taken into consideration during the course of the review. These include:-
- (a) Wholly or partial commercial declarations by existing operators, and subsequent 'de minimis' prices sought
 - (b) Other 'de minimis' prices sought for some contracts
 - (c) Cross-boundary issues relating to operations within the Gloucestershire County Council and Swindon Borough Council administrative areas
 - (d) Home to School Transport: continued contribution to contracts under review
 - (e) Tendering of railbus services on behalf of the Rail Development Team

(a) – Wholly or partial commercial declarations by existing operators, and subsequent de minimis prices sought

20. Commercial journeys are those which operate without any subsidy. All existing contractors were approached regarding the declaration of any route or section of route currently supported by the County Council that could be continued without subsidy (i.e. commercially).

Full commercial declarations

Indications were received from Stagecoach that commercial declarations were likely on service 11 (Contract PT/W11: Oxford to Witney via Hanborough Monday to Saturday) and service 242 (Contract PT/W28: Woodstock to Witney via Hanborough Monday to Saturday). However, these declarations were withdrawn shortly before the tendering process for this review commenced and tenders were therefore invited for each route in full.

21. For all contracts under review and made available for tender, officers have as a basic specification sought tenders for the current level of service. However, as usual various alternative options have also been specified for many contracts at either a lower level of service, or for a combination of existing routes in order to achieve savings.

(b) – Other 'de minimis' prices sought

22. Previous reviews have usefully employed 'de minimis' contracts as a means of securing enhancements or extensions to existing commercial services by negotiation with the incumbent operator, without the need to tender

competitively. However, the value of 'de minimis' contract awards should not exceed a threshold of around 25% of the total bus subsidy budget: the current value of these contracts is at this threshold and, therefore, all contract awards recommended as a result of this review will necessarily have been procured by competitive tender.

(c) – Cross-boundary services

23. A single Oxfordshire-administered contract in this review currently operates into Gloucestershire (contract PT/W10 (Item D) – service 64 Carterton-Lechlade-Swindon Monday to Saturday). Currently this service receives a financial contribution from Gloucestershire County Council for a peak hour service between Lechlade and Swindon and a shoppers' service between St John's Priory Caravan Park (located just outside Lechlade) and Swindon.
24. Officers have been in discussions with their counterparts at Gloucestershire regarding their future financial commitment to this service should a further contract be awarded. At the time of writing no confirmation had been received.
25. In addition, a further contribution is received from Swindon Borough Council for this service to operate via the Lower Stratton, Elgin and Gorse Hill areas of Swindon, which are otherwise unserved by regular bus services. The current level of financial input is 6.9% of the gross contract cost for service 64, but again at the time of writing no confirmation of future financial commitment had been received from officers at Swindon Borough Council.
26. The ongoing contributions from Gloucestershire and Swindon Borough Council towards the contract as a whole are significant in terms of ensuring the continued viability of the entire service. Officers' recommendations for the future of this service are detailed in Supplementary Exempt Annex 2, along with the details of the future financial contributions of the neighbouring authorities.

(d) – Home-to-School Transport – continued contribution to contracts under review

27. Currently a single service (contract PT/W6 (Item G) – service 233: Milton-under-Wychwood-Burford-Witney Monday to Saturday) attracts a contribution of around £39,000 from the Home-to-School Transport budget for transport of students attending Burford School, largely from the villages of Milton-under-Wychwood and Shipton-under-Wychwood. This contribution accounts for over 50% of the total contract value, which would fall entirely to the bus subsidy budget if not continued. A double-deck vehicle is currently required to transport the high numbers of students travelling (around 70 according to surveys), but a vehicle of this type is specified in the contract for the service, and as a result is encompassed in any contract prices that are submitted.
28. Officers from Home-to-School Transport have indicated that they wish the current arrangement to continue, although it has been implied that the

maximum contribution to the contract may be reduced in order to assist with achieving savings on the Home-to-School transport budget. As a result tenders for continued operation of service 233 have included the continued provision of a large-capacity vehicle for journeys to and from Burford School. The financial implications of any future contribution from the Home-to-School transport budget for this contract are included under Item G of Supplementary Exempt Annex 2.

29. Following discussions with the Home-to-School transport team, this arrangement is the only formal one that their officers wish to pursue in this review area. However, one or two informal arrangements are likely where a flow of students to a school or college can be easily accommodated within existing vehicle resources and without compromising other passengers' journey requirements. Schools in the review area have been consulted in an attempt to identify additional flows of students that could be similarly catered for: details of their responses are contained in paragraphs 37 to 39 below.

(e) – Tendering of railbus services on behalf of the Rail Development Team

30. During the review, officers from the Bus Services Team were asked by the Rail Development Officer to incorporate the procurement of two potential Railbus services in their tendering exercise. This followed detailed discussions with First Great Western about maximising the benefits from Network Rail's £67 million redoubling scheme, due to be completed in summer 2011. First Great Western is keen to boost leisure use of the line and has already met with potential beneficiaries to consider extensive promotion of these new links. The Railbus services proposed would respectively link Ascott-under-Wychwood Station with Burford and the Cotswold Wildlife Park (service B1: contract PT/W22) and Hanborough Station with Blenheim Palace (service H1: contract PT/W23), and would be designed to connect with improved train services on the Cotswold Line.
31. At Ascott-under-Wychwood the provision of a connecting bus service to Burford is a pre-requisite for extra trains to call at this station and infrastructure is being built to facilitate them as part of the Network Rail scheme. Together, these two new services would improve sustainable access to Blenheim Palace, Burford and the Cotswold Wildlife Park from London and the Thames Valley, including Oxford and Oxfordshire. Contracts for both services, if awarded, would commence in May 2011 and operate until December 2012 initially, when they would be reviewed alongside the existing Railbus services at Charlbury and Kingham stations. They would be funded independently from the Bus Subsidy Budget by First Great Western should tender prices be deemed acceptable.
32. As both services are entirely new, no details are included in Supplementary Annex 1: however, details of prices received are included in Section C of Supplementary Exempt Annex 2.

Identification of flows of non-entitled schoolchildren

33. The Bus Strategy states that subsidy will not be paid for services provided wholly or mainly for passengers who are (non-entitled) students who pay their own fares, although where a service can be justified on the basis of catering for other users, and can cater for students at no extra cost, then every effort will be made to ensure that this is achieved.
34. As in previous reviews, officers have contacted all schools in the review area to explore whether in their opinion any of the routes under review catered for significant numbers of non-entitled schoolchildren and whether, if through minor adjustments to timings, it may be possible to benefit more children than are currently carried. This exercise yielded responses from Bladon Primary School and Marlborough School informing officers of a likely increase in the number of schoolchildren travelling from Bladon to Woodstock on service 242 (contract PT/W28 (Item H) – service 242 Woodstock-Hanborough-Witney Monday to Saturday) from September 2010. The morning school journey is already busy and the headteachers at each school were concerned that children may be left behind as a result.
35. Officers speculatively advised Heyfordian Travel, the current operator of the 'Woodstock Wanderer' bus service that there may be a commercial opportunity to carry these additional passengers from Bladon to Woodstock with the vehicle used to operate this bus service (which does not commence until 0900). Following deliberations the operator responded positively and has undertaken to transport schoolchildren from Heath Lane and the A4095 in Bladon to Marlborough School on a commercial basis in the morning only. Unfortunately the vehicle is not available in the afternoon and schoolchildren will need to rely on the 242 journey that is diverted to serve the school, but the fact that this journey starts at Marlborough School and appears to be sparsely used by other passengers means that capacity issues should be limited.

Developer Funding – Section 106 Agreements

36. Details of any available Section 106 funding (or alternative sources) for particular bus services under review will be shown under the relevant item headings within Supplementary Exempt Annex 2.

Publicity

37. In order to assist the travelling public a publicity leaflet will be produced containing all the new bus service timetables in the review area, along with other commercial services and those not under review. It is anticipated that this will be distributed locally and carried on board the current buses serving this area. This will assist with the challenge of keeping passengers informed of changes to operational arrangements resulting from the review. Previous publicity of this type has attracted favourable comment.

Contract Costs

38. Following the award of any new bus service contracts, the financial impact on the Bus Services budget can be calculated. The financial out turn will be shown in Supplementary Exempt Annex 2.

Use of County Council owned vehicles

39. Officers have explored the potential for use of the Integrated Transport Unit (ITU) vehicle fleet to operate one particular contract currently under review (contract PT/W12 (Item E) – service 113 Fulbrook-Burford-Carterton: Thursday only) in return for subsidy payments. Vehicles from the ITU fleet sometimes have spare capacity between mid-morning and mid-afternoon, and as a result could potentially be deployed on this subsidised bus contract providing that the timetable is deemed suitable by the Fleet Operations Manager and the vehicle to be utilised provides the necessary seating capacity. No other contracts were deemed suitable for similar exploration as most under review operate from early in the morning until evening.
40. Although initial discussions were positive, the timing constraints mentioned above meant that the service would have to commence significantly later and finish earlier than was desirable. Once the scheduling implications became apparent, officers therefore decided not to pursue this option further.

Contributions towards timetabled Community Transport operations

41. Villager Community Minibus operates four contracts currently under review (Contracts PT/W14, PT/W15, PT/W18 and PT/W19: Item J): these all provide single weekly return trips from villages in West Oxfordshire to Witney. Many of the villages served have little or no other public transport to Witney or elsewhere, and all the contracts are awarded on a 'de minimis' basis without going to competitive tender.
42. As part of this review, officers intend to simplify the administrative arrangements for these services by converting the individual contracts to a single annual grant, hopefully with mutual administrative benefits for officers within the Bus Services Team and Villager Community Minibus alike. It is likely that no other operator would be able to provide the journeys concerned at lower cost, meaning that there will never be any need to tender these contracts competitively. Additionally, as Villager is a community bus service staffed by volunteer drivers it seems more appropriate that they are awarded an annual grant for provision of services to the villages they serve rather than continually re-awarding individual conventional contracts of minimal value.
43. Details of officers' recommendations relating to the four contracts operated by Villager Community Minibus are contained in item J of Supplementary Exempt Annex 2.

Consultation During Review

44. Extensive consultation has been carried out during the course of this review and around half of those parishes consulted responded. A brief summary of all the comments received is set out at Annex 1 under their respective contracts. In addition, public meetings were held in Witney in June 2010 to which all consultees were invited and at which various proposals were outlined and comments received.
45. This is the first review which has utilised Oxfordshire County Council's Consultation Portal as a means of attracting comments from local residents. In practice many comments reflected those of other consultees or simply asked that a bus service should be retained: for clarity, individual comments have not been included in Annex 1 where this is the case, but officers have taken on board any such responses.

B. Contracts for Subsidised Bus Services Elsewhere

RH Transport service X9 (contract PT/W45): Witney-Chipping Norton Friday and Saturday evenings (item K)

46. A four-year contract was awarded for this experimental service in October 2008 following the Chipping Norton area review subject to an internal 'mini-review' of patronage after two years of operation. Officers have conducted this 'mini-review' in parallel with the main Witney area review and recommendations are contained in Supplementary Exempt Annex 2.

RH Transport service X8 (contract PT/W50): 'Kingham Railbus': extension from Kingham Station to the Wychwoods (item L)

47. A four-year contract was awarded for this experimental extension to the existing 'Kingham Railbus' service following the Chipping Norton area review subject to an internal 'mini-review' of patronage after two years of operation. Officers have conducted this 'mini-review' in parallel with the main Witney area review and recommendations are contained in Supplementary Exempt Annex 2.

Stagecoach service 233 (Contract PT/W44): Witney-Burford-Kingham Station-Chipping Norton (Item M)

48. A two-year contract was awarded for this new Sunday and Bank Holiday service following the Chipping Norton area review subject to an internal 'mini-review' of patronage after two years of operation with a further two-year award to the current operator dependent upon the outcome of this review. Officers have conducted this 'mini-review' in parallel with the main Witney area review and recommendations are contained in Supplementary Exempt Annex 2.

Thames Travel service 130 (Contract PT/S63): Friday and Saturday evening service plus additional Saturday afternoon journey (item N)

49. A four-year contract was awarded for this experimental contract which commenced in June 2008 subject to an internal 'mini-review' of patronage after two years of operation. Officers have conducted this 'mini-review' in parallel with the main Witney area review and recommendations are contained in Supplementary Exempt Annex 2.

How the project supports LTP2 objectives

50. The 'Accession' system is able to provide a detailed accessibility study for the area under review. An 'Accession' run conducted early in the review highlighted that most villages had good accessibility to the main centre (in this case Witney), with one or two exceptions. Officers will give a provisional indication in Supplementary Exempt Annex 2 of those service options which, if agreed, would have either a significant positive or negative effect on accessibility in the review area.

Financial and Staff Implications

51. The financial implications as they relate to bus service subsidies will be dealt with in Supplementary Exempt Annex 2. There are no staff implications.

SUPPLEMENTARY EXEMPT ANNEX 2

52. This document will be circulated prior to the meeting to all relevant County Council members. Each contract (or group of like contracts) will have a separate sheet in the same order and numbering as in Annex 1. Relevant information on the current service pattern, level and route will be repeated in the heading followed by an officer recommended option and suggested course of action (including the cost of the recommended option). This section will also highlight the likely consequences of proceeding with the award of this recommended option (for example parishes left unserved or known passenger flows displaced). This is followed by a summary of all the other options/prices sought and the cost and likely effect of awarding these options (and which may be awarded by the Cabinet Member for Transport in lieu of the officer recommended option if he so wishes).

RECOMMENDATION

53. **The Cabinet Member for Transport is RECOMMENDED to:**
- (a) **Make his decisions on subsidy for the services described in this report on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to be reported subsequently;**
 - (b) **record that in his opinion the decisions made in (a) above are urgent in that any delay likely to be caused by the call in process**

would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process;

STEVE HOWELL
Head of Transport
Environment & Economy

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

Contact Officers: Allan Field (Tel: Oxford 815826): Financial information and other services.
Tim Darch (Tel: Oxford 815587): Witney and Eynsham area review

August 2010

Witney Area Review – December 2010

A: Contracts under review in Witney area

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
A	11	W11	Witney – Freeland – Oxford	Mon-Sat	Stagecoach	2
B	18 18A	W2	Bampton – Oxford	Mon-Sat	Stagecoach	3
C	19	W5	Witney – Bampton – Carterton Carterton – Shilton Park	Mon-Sat	Stagecoach	4
D	64	W10	Carterton – Swindon	Mon-Sat	Stagecoach	5
E	113	W12	Fulbrook – Carterton	Thurs only	RH Transport	6
F	213 214 215	W3	Witney town services	Mon-Sat	Stagecoach	7
G	233	W6	Milton under Wychwood – Witney	Mon-Sat	Stagecoach	8
H	242	W28	Woodstock – Witney	Mon-Sat	Stagecoach	9
I	X15 *	W21	Standlake – Witney	Mon-Sat	RH Transport	10
J	20 24 21 14	W14 W15 W18 W19	Swinbrook – Witney Ascott – Witney Idbury – Witney Leafield – Witney	Thurs only Thurs only Weds only Tue only	Villager	11

B: Contracts elsewhere under review

ITEM	Service number	Contract number	Route	Days of operation	Operator	Page
K	X9 *	W45	Witney – Chipping Norton evenings	Fri/Sat	RH Transport	12
L	X8	W50	Kingham Railbus: extension from Kingham Station to Wychwoods	Mon-Sat	RH Transport	13
M	233	W44	Witney – Burford – Kingham – (Chipping Norton)	Sun/Bank Hols	Stagecoach	14
N	130 *	S63	Wallingford – Didcot evenings	Fri-Sat	Thames Travel	15

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

Contracts in section B were awarded in December 2008 with a 'mini-review' of patronage to be conducted during 2010: a further two year contract extension is to be awarded dependent on the outcome of this review.

Notes

Parishes served: Where a parish is listed in [square brackets], the service passes through the parish but does not serve the main area of population.

A: Contracts under review in Witney area**ITEM A****Service 11****Contract W11: Witney – Freeland – Oxford**

Hourly service declared non-commercial by the operator prior to last review four years ago.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Hourly
Parishes served	[Cumnor], Eynsham, Hanborough, Freeland, Oxford City, North Hinksey, North Leigh, Witney

Alternative services

- Stagecoach service 242 (contract W28 - Woodstock – Witney: q.v) also serves Hanborough, Freeland, North Leigh and Witney
- Stagecoach S1 Witney – Oxford also serves Eynsham, North Hinksey and Oxford City up to every 10 minutes daily

Church Hanborough has no alternative bus service at any time, and Freeland has no alternative off-peak bus service.

Current subsidy per annum £154,660 (combined with contract W28: q.v)

Average passengers per day	Mon-Fri: 368 Sat: 221 (Excludes passengers travelling wholly between Eynsham & Oxford)
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Cost per passenger journey	Mon-Fri: £0.48 Sat: £0.80 Overall: £0.52 (All figures using individual contract value)
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Comments from consultation***Cumnor***

Retain: useful for people travelling to destinations between Eynsham and Witney

Freeland

Do not wish to change at Eynsham. Evening service to Witney requested.

Hanborough

Request evening/Sunday/Bank Holiday service

Do not support routing of 11 away from Church Hanborough to enhance Hanborough Station service

Improve peak hour service to Witney/Oxford

Morning timings not ideal.

Connect with trains?

Madley Park Residents Association:

Divert 11 via Madley Park.

Evening 11 Freeland-Witney.

North Leigh (Transport Needs Study):

Looks to Hanborough and Witney for GP appointments.

Request for 'rail-link' service to Hanborough.

Request for service via East End.

Comments on evening peak buses which terminate at Freeland to get back to Oxford. Could these somehow continue to North Leigh (or adjust 242 to connect at Hanborough/Freeland)?

Requests for /evening/ Sunday/Bank Holiday services

OCC Consultation Portal

11 via Madley Park/more peak journeys

Witney PTR:

Route 11 via Madley Park (peak and off-peak): ***reflected in many other individual responses***

Not support termination of 11/18 at Eynsham

Prices sought

PT/W11A – Current level of service with peak journeys operating via Madley Park

PT/W11B – Broadly current level of peak service with two hourly off-peak service

ITEM B**Services 18/18A****Contract W2: Bampton – Standlake – Oxford (plus single afternoon round trip to Witney via service 18A)**

Offers guaranteed connections with service 19 at Bampton (contract W5) for travel to/from Clanfield and Alvescot.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	18: Hourly, with single afternoon gap in service 18A: One afternoon return journey
Parishes served	Oxford City, Cassington, Eynsham, Stanton Harcourt, Northmoor, Standlake, Aston Cote Shifford & Chimney, Ducklington, Witney, Bampton, Clanfield

Alternative services

- Stagecoach Service 19 (Contract W5 - Witney – Bampton – Carterton: q.v) serves Aston, Ducklington, Witney, Bampton and Clanfield
- RH Transport Service X15 (Contract W21 - Standlake-Witney: q.v) serves Standlake and Witney two-hourly Monday to Saturday
- Stagecoach Service S1 (Witney – Oxford) links Eynsham and Oxford up to every 10 minutes daily

Stanton Harcourt, Sutton, Northmoor and Bablockhythe each have no alternative bus service.

Current subsidy per annum	£250,555 (combined with contracts W5 and W8)
Average passengers per day	157 (Excludes passengers travelling wholly between Eynsham and Oxford)
Cost per passenger journey	£2.26 (Using individual contract value)

Comments from consultation***Bampton (Transport Needs Survey)***

General request for evening/Sunday services.

Several requests for service to Faringdon.

Fill a.m peak gap.

Omitting Northmoor/Bablockhythe may make service more attractive.

Brighthampton

Request for direct bus to Witney/Oxford

Bus Users UK

Regularise 18 and 19 timetables

Introduce Stanton Harcourt-Witney service via Sutton/South Leigh

Cassington

Divert 18 to serve Red Lion (terminate at Standlake to create extra time?)

Route via Yarnton and Cassington instead of via A40

Retime from Oxford to avoid 'clash' with S2

Eynsham (Transport Needs Study)

Many respondents are using 11 and 18 for travel to Oxford.

Several requests for 'staggering' of 11/18/S1 times

Standlake

Maintain X15/18 as is.

Sort out 'confusion' over stops in Aston (18 vs 18A)

Witney

Reduce to two-hourly?

'Eynsham-Bampton shuttle' with changes at either end?

Prices Sought

PT/W2A – Existing service (broadly hourly) with one afternoon return journey extended to/from Witney

PT/W2B – Simplified hourly service with service to Bablockhythe/Northmoor reduced to two-hourly and afternoon trip to/from Witney withdrawn (journey can still be made by change of bus at Bampton)

PT/W2C – Two-hourly peak/off-peak service

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

Offers guaranteed connections with service 18 at Bampton (contract W2) for onward travel to Standlake/Eynsham/Oxford.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Hourly
Parishes served	Carterton, Alvescot, Black Bourton, Clanfield, Bampton, Aston Cote Shifford & Chimney, Ducklington, Witney

Alternative services

- Stagecoach Service 18 (Contract W2 - Bampton – Oxford: q.v) serves Bampton and Aston, and also extends to Clanfield in peak hours
- Stagecoach Service 18A (Contract W2 - Oxford – Witney: q.v) serves Ducklington
- Stagecoach Service X15 (Contract W21 - Standlake-Witney: q.v) serves Standlake and Witney two-hourly Monday to Saturday

There are no alternative services to Alvescot or Black Bourton

Current subsidy per annum	£250,555 (combined with contracts W2 and W8)
Average passengers per day	272
Cost per passenger journey	£1.72 (Using individual contract value)

Comments from consultation***Bampton (Transport Needs Survey)***

General request for evening/Sunday services
Increase 19 frequency, connect with S1/S2 at Witney?

Brighthampton

Request for direct bus to Witney/Oxford

BUUK

Regularise 18 and 19 timetables

Carterton

Little peak use. Reduce to Thursday only if cuts necessary.

Ducklington

Retain daytime service, with evening service on some days if possible.

Witney PTR

Reduce am peak journeys to Carterton: 2 to 1?
Route via Milestone Road giving hourly service?

Prices Sought

PT/W5A – Existing broadly hourly peak/off-peak service

PT/W5B – Existing broadly hourly peak/off-peak service with shoppers service via Brighthampton

PT/W5C – Revised broadly hourly peak/off-peak service with most journeys via Brighthampton

PT/W5D – Revised hourly service with with shoppers service via Brighthampton

ITEM D

Service 64

Contract W10: Carterton – Swindon

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

Alternative services

- Faringdon Community Bus 63 shopping journey to Faringdon serving Buscot and Coleshill on Tuesday was withdrawn June 2010 with no adverse reaction.
- There are no alternative services to Kencot, Filkins, Langford or Little Faringdon
- Gloucestershire C.C contributes towards peak journeys from Lechlade to Swindon (officers awaiting confirmation of future potential contributions)
- Swindon B.C contributes towards route in/out of Swindon via Gorse Hill, Elgin and Lower Stratton, (officers awaiting confirmation of future potential contributions)

Current subsidy per annum	£33,640 (+ £15,143 contribution from Gloucestershire County Council and £3,616 from Swindon Borough Council)
Average passengers per day	98 (excludes non-Oxfordshire passengers)
Cost per passenger journey	£1.13 (excludes external contributions)

Comments from consultation

Broadwell/Filkins/Langford

Retain service (Langford also requests evening journeys)

BUUK

Increase to hourly by enhancement of Stagecoach services S1/S2

Carterton

Retain but reduce to one daily return trip if necessary.

Coleshill

Retain daily 64 diversion

Witney

Run on to Shilton/Cotswold Wildlife Park (omit Broadshires Health Centre/Milestone Road)

Prices Sought

PT/W10A – Existing two-hourly service

PT/W10B – Off-peak service only

PT/W10C – Reduced off-peak service

ITEM E

Service 113

Contract W12: Fulbrook – Burford – Carterton

Includes limited north-east Carterton local service (Shilbrook Avenue/York Avenue)

Operator	RH Transport
Days of operation	Thursday only
Frequency	Three journeys to Carterton (two a.m, one p.m), one back with 'infill' town journeys
Parishes served	Carterton, Shilton, Burford, Fulbrook

Alternative services

- Stagecoach service 233 (Contract W10 - Milton-under-Wychwood-Witney: q.v) serves Burford and Fulbrook
- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout: three journeys Mon-Sat in each direction
- Villager also run a shopping journey via Fulbrook and Burford on Wednesdays
- Stagecoach 19 (Contract W5 – Carterton-Witney: q.v) links Broadshires Health Centre with Carterton town centre hourly Mon-Sat

Shilton and North-East Carterton have no alternative bus services.

Current subsidy per annum	£6,816
Average passengers per day	37
Cost per passenger journey	£3.56

Comments from consultation

BUUK

Support daily 113 (omitting Shilton) and via Cotswold Wildlife Park on Saturday, extended to Shipton/Burford Support hourly Faringdon-Clanfield-Carterton or Faringdon and Burford *via* Clanfield, Carterton and Cotswold Wildlife Park

Carterton

Retain, but reduce to one round trip.

Fulbrook

Not well used, but may be more so if frequency enhanced

Prices Sought

- PT/W12A – Existing service (Thursday only)
- PT/W12B – Revised service (Tuesday and Thursday)
- PT/W12C – Revised service (Monday to Friday)

- PT/W13A – Thursday only service extended to Faringdon
- PT/W13B – Tuesday and Thursday service extended to Faringdon
- PT/W13C – Monday to Friday service extended to Faringdon

ITEM F

Service 213: Town Centre-Farmers Close-Madley Park-Cogges Estate-Town Centre
Service 214: Town Centre-Cogges Estate-Madley Park-Farmers Close-Town Centre
Service 215: Town Centre-Apley Way-Springfield Oval-Town Centre
Contract W3 – Witney Town Services

Operator Stagecoach
Days of operation Monday to Saturday
Frequency Broadly hourly
Parishes served Witney

Alternative services There are no alternative services between Witney and the estates served by these routes, although other services may pass them on nearby main roads

Current subsidy per annum £63,255

Average passengers per day 213/214: 122
 215: 99
 Total: 221

Cost per passenger journey £0.94

Comments from consultation

Madley Park Residents Association:

Earlier arrival in Witney on Mondays-Fridays. Run a 214 from town before 0900 instead of a 215 to get passengers from Cogges, Madley Park, Quarry Road etc. into town before 1000. At the very least, the 0825 Saturdays only to run in school holidays as well (HS). Run from Madley Park to Cogges (some children travelling to Blake School)?

Reduce the gap of over two hours in the afternoon service M-F (two 215s in this period)

Later bus home than 1745.

Early morning bus (0822 at Madley Park) to serve Cogges (Manor Road).

Witney

No changes suggested unless 233 withdrawn from Deer Park. May need to evolve as town expands.

Prices Sought

PT/W3A – Existing level of service (broadly hourly peak and off-peak)

PT/W3B – Existing level of service (broadly hourly peak and off-peak) but omitting afternoon school journey

PT/W3C – Off-peak only service

ITEM G**Service 233****Contract W6: Milton under Wychwood – Witney**

Certain journeys operate through to Oxford as part of route S1. This contract is currently combined with a Home to School contract and carries pupils to Burford School from Milton and Shipton: the school journey is run as a public service.

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Generally every 90 minutes
Parishes served	Witney, [Curbridge], Minster Lovell, [Asthall], [Swinbrook], Burford, Fulbrook, Shipton-under-Wychwood, Ascott-under-Wychwood, Milton-under-Wychwood

Alternative services

- Swanbrook service 853 (Cheltenham - Witney - Oxford) serves Burford Roundabout and Minster Lovell, three journeys daily in each direction
- Stagecoach service S2 (Carterton – Witney – Oxford) serves Minster Lovell every 30 minutes Monday to Saturday
- RH Transport service 113 (Fulbrook – Carterton - Contract W12: q.v) serves Fulbrook and Burford Thursday only
- Pulhams 806 Thursday shopping journey to Banbury serves Ascott, Shipton and Milton under Wychwood
- Pulhams 811 Saturday shopping journey to Cheltenham serves Ascott, Shipton and Milton under Wychwood
- RH Transport C1 Charlbury Taxibus links Ascott and Shipton-under-Wychwood with Charlbury (peak only)
- RH Transport X8 links Ascott, Shipton and Milton-under-Wychwood with Chipping Norton
- Villager also run shopping journeys via Ascott, Shipton and Milton-under-Wychwood, Fulbrook and Burford on various weekdays

The Deer Park area of Witney has no alternative bus service.

Current subsidy per annum	£34,640 (plus £39,085 contribution from Home-to-School transport budget for carriage of students from Milton and Shipton to Burford School)
Average passengers per day	155 (excludes students)
Cost per passenger journey	£0.73 (Excludes pax travelling wholly between Witney and Minster Lovell, also excludes Burford schoolchildren)

Comments from consultation***BUUK***

Regularise/enhance to hourly 233, and run via Ascott, Leafield and Crawley (covering Witney-Burford by extension of S2?)

Fulbrook

Retain service/introduce evening service

Milton-u-Wychwood

Retain service (petition)

Minster Lovell

Request for evening service

Shipton-u-Wychwood (Transport Needs Study):

Request for evening services to Witney/Oxford (esp. Friday/Saturday)

Request for more buses to Banbury/Cheltenham

Several requests for direct buses to Oxford

Witney

Hourly service would entail route changes (omit Deer Park?). Would create gaps elsewhere so maybe best left. Alternatively run in loop via A424 (either single direction or alternate directions/alternate hours). Extend to Bourton with Gloucestershire subsidy?

Prices Sought

Service 233

- PT/W6A – Current level of service (broadly every 90 minutes peak/off-peak) with school journeys to/from Burford School
- PT/W6B – Hourly service operating a one-way loop between Burford and the Wychwoods and omitting Deer Park off-peak
- PT/W6C – Hourly service operating an alternate clockwise/anticlockwise loop between Burford and The Wychwoods and omitting Deer Park

New service 232 (combining services 233 and 242)

- PT/W29A – A broadly hourly peak and off-peak service from Burford/The Wychwoods to Witney and Woodstock with alternate journeys terminating at Burford
- PT/W29B – A broadly hourly peak and off-peak service from Burford/The Wychwoods to Witney and Woodstock with most journeys running beyond Burford to the Wychwoods

ITEM H**Service 242****Contract W28: Witney – Long Hanborough – Bladon – Woodstock**

Operator	Stagecoach
Days of operation	Monday to Saturday
Frequency	Hourly
Parishes served	Woodstock, Blenheim, Bladon, Hanborough, Freeland, North Leigh, [Hailey], Witney

Alternative services

- Stagecoach service 11 (Contract W11-Witney – Freeland – Oxford: q.v) also serves Hanborough, Freeland, North Leigh and Witney
- Stagecoach service S3 (Chipping Norton – Woodstock – Oxford) also serves Woodstock every 30 minutes off-peak and every 10 minutes (peak)
- Heyfordian service 242 (Bladon (Heath Lane) – Woodstock) also serves Bladon and Woodstock: single a.m daily return trip Monday to Friday
- Prior to withdrawal in June 2010, RH Transport service 218 (Woodstock - Bladon – Oxford) served Woodstock and Bladon: one return journey Wednesday, Thursday and Friday.
- New Yatt has no other bus service
- North Leigh (Windmill Road) has no other bus service

Current subsidy per annum £154,660 (combined with contract W11)

Average passengers per day 182

Cost per passenger journey £1.81 (using individual contract price)

Comments from consultation***Bladon***

Capacity issue on a.m peak 'school bus'. No significant changes desired, though minor retimings to early a.m arrival in Woodstock (to improve connection to Oxford) desirable. Informal connection at Hanborough should be maintained).

Freeland

Maintain through service to Oxford
Introduce evening service to Witney

Hanborough

Request evening/Sunday/Bank Holiday service
Improve peak hour service to Witney/Oxford
Morning timings not ideal.
Connect with trains?
Requests for service to Kidlington

Marlborough School

Require additional capacity for schoolchildren from Bladon

North Leigh (Transport Needs Study)

Looks to Hanborough and Witney for GP appointments.
Request for 'rail-link' service to Hanborough (also requested by Rail Development team).
Request for service via East End
Comments on evening peak buses which terminate at Freeland to get back to Oxford. Could these somehow continue to North Leigh (or adjust 242 to connect at Hanborough/Freeland)?
Requests for /evening/ Sunday/Bank Holiday services

Witney

Continue to serve New Yatt
Promote as 'rail link' service?

Prices Sought

Service 242

PT/W28A – A broadly hourly peak and off-peak service – existing timetable

PT/W28B – A broadly hourly peak and off-peak service – revised late afternoon/early evening times

PT/W28C – Revised hourly service with alternate journeys via Madley Park and New Yatt

New service 232 (combining services 242 and 233)

PT/W29A – A broadly hourly peak and off-peak service from Burford/The Wychwoods to Witney and Woodstock with alternate journeys terminating at Burford

PT/W29B – A broadly hourly peak and off-peak service from Burford/The Wychwoods to Witney and Woodstock with most journeys running beyond Burford to the Wychwoods

ITEM I

Service X15

Contract W21: Witney – Standlake (continues to Southmoor and Abingdon without subsidy)

This contract provides 'top-up' subsidy to enhance the commercial X15 service between Standlake and Witney.

Operator	RH Transport
Days of operation	Monday to Saturday
Frequency	Broadly two-hourly off-peak, hourly peak.
Parishes served	Witney, Ducklington, Hardwick with Yelford, Standlake

Alternative services

Alternative direct services between Standlake and Witney are available via Stagecoach service 18A (single daily afternoon round trip). Additionally the journey can be made with a change of bus at Bampton (services 18/19), but the journey takes around 40 minutes.

Current subsidy per annum	£46,834
Average passengers per day	53.75 (excludes identifiable College students, and includes all passengers boarding in Witney Town Centre-Standlake section and travelling in either direction)
Cost per passenger journey	£2.82

Comments from consultation

Standlake

Maintain X15/18 as is

Witney

Could include Ducklington/Longworth, but timetable too tight at present

Prices Sought

PT/W21A – Five return journeys including peak hours (current level of service)

PT/W21B – Four return journeys (off peak only)

PT/W21C – Four return journeys including peak hours

PT/W21D – Three return journeys (off peak only)

ITEM J

Services 14, 20, 21 and 24

Contracts W14, W15, W18, W19

Various shopping services to Witney from north-west Oxfordshire

Villager hold a number of de-minimis contracts to add specific villages to their routes.

Operator	Villager Community Bus
Days of operation	14: Tuesday only <i>Asthall-Asthall Leigh-Leafield-Crawley-Witney</i> 20: Thursday a.m only <i>Kingham-Shipton-Leafield-Crawley-Minster Lovell-South Leigh-Witney</i> 21: Wednesday only <i>Idbury-Fifield-Taynton-Fulbrook-Burford-Swinbrook-Asthall-Asthall Leigh-Fordwells-Leafield-Crawley-Witney</i> 24: Thursday p.m only <i>Swinbrook-Asthall-Asthall Leigh-Fordwells-Leafield-Minster Lovell-Ascott-Witney</i>
Frequency	One return journey on each route
Parishes served	18 (Witney, Minster Lovell, Crawley, Swinbrook, Asthall, Leafield, Ascott-under-Wychwood, Shipton-under-Wychwood, Milton-under-Wychwood, Taynton, Fifield, Idbury, Chipping Norton, Lyneham, Sarsden, Cornwell, Churchill, Kingham, Burford, Fulbrook, South Leigh)

Alternative services

All villages have other more frequent alternative services to either Witney or Chipping Norton except Asthall, Swinbrook, Taynton, Sarsden and South Leigh which have no other bus services.

Current subsidy per annum	Service 14 (Contract W19): £1,249 Service 20 (Contract W14): £2,612 Service 21 (Contract W18): £2,045 Service 24 (Contract W15): £1,079
Average passengers per day	Service 14: 4.75 Service 20: 21 Service 21: 21 Service 24: 3.5
Cost per passenger journey	Service 14: £5.09 Service 20: £0.98 Service 21: £1.85 Service 24: £3.06

Comments from consultation

South Leigh

Retain Villager Thursday service despite low usage

Witney

Support maintenance of Villager network, and removal of unnecessary stops (eg Shipton, Burford)

Prices Sought

These contracts were all awarded as 'de minimis' contracts in 2006. Given their extremely low total value and the minimal likelihood of other operators wishing to tender for these routes, they have not been made available for competitive tender. Officers are in discussions with the operator over converting these individual contracts to a single annual grant payment for provision of services to places with little or no alternative transport in West Oxfordshire: details are reported in Confidential Annex 2.

B: Contracts elsewhere under review**ITEM K****Service X9****Contract W45: Chipping Norton-Charlbury-Witney**

Experimental Friday and Saturday evening service

Operator	RH Transport
Days of operation	Friday and Saturday evening
Frequency	Two return trips
Parishes served	Witney, Hailey, Ramsden, Finstock, Charlbury, Chadlington, Spelsbury, Chipping Norton

Alternative services

No alternative evening services link the places served.

Current subsidy per annum	£10,400
Average passengers per day	13 (16 Friday, 10 Saturday)
Cost per passenger journey	£7.80

Comments from consultation

This contract has been the subject of a 'mini-review' of patronage: as such a full public consultation was not conducted. However, the views of County Councillors for divisions served by this contract have been sought: no comments were received.

Prices Sought

This contract was awarded for four years, but with subsidy for the second two-year contractual period to be awarded dependent on the outcome of a mini-review of patronage during 2010: no tendering exercise has therefore been conducted. In the event of continued subsidy being granted, the existing contract price will be maintained for the next two years.

ITEM L**Service X8****Contract W50: Chipping Norton-Kingham-Fifield-Milton-Shipton-Ascott**

Experimental off-peak extension of 'Kingham Railbus' service to The Wychwoods

Operator	RH Transport
Days of operation	Monday to Saturday
Frequency	Broadly hourly (off-peak only)
Parishes served	Ascott-under-Wychwood, Shipton-under-Wychwood, Milton-under-Wychwood, Fifield, Idbury, [Bledington: Gloucs], Kingham, Churchill, Chipping Norton

Alternative services

No daily alternative services link Ascott, Milton and Shipton with Kingham Station or Chipping Norton, although Villager Community Minibus operates a Friday shopping service from Shipton and Milton (a.m) and Fifield and Idbury (p.m) to Chipping Norton.

Current subsidy per annum	£137,213 (price for entire C1/T1/X8 contract)
Average passengers per day	C1: 29.5 T1: Not yet surveyed X8: 160 M-F, 103 Sat X8: (Kingham-Ascott only): 35 M-F, 13 Sat
Cost per passenger journey	£1.57 (using combined contract price for C1/T1/X8, and excluding T1)

Comments from consultation

This contract has been the subject of a 'mini-review': as such a full public consultation was not conducted. However, the views of County Councillors for divisions served by this contract have been sought: no comments were received.

Prices Sought

This contract was awarded for four years, but with subsidy for the second two-year contractual period to be awarded dependent on the outcome of a mini-review of patronage during 2010: no tendering exercise has therefore been conducted. In the event of continued subsidy being granted, the existing contract price will be maintained for the next two years.

ITEM M**Service 233****Contract W44: Chipping Norton-Kingham-Fifield-Milton-Shipton-Burford-Witney**

Experimental Sunday service

Operator	Stagecoach
Days of operation	Sundays and Bank Holidays
Frequency	Four trips in each direction, with most timed to connect with trains at Kingham Station
Parishes served	Chipping Norton, Churchill, Kingham, [Bledington (Gloucs)], Idbury, Fifield, Milton-under-Wychwood, Shipton-under-Wychwood, Burford, Minster Lovell, [Asthal], Witney

Alternative services

No alternative Sunday service links Chipping Norton and Kingham Station with Burford and Witney.

Current subsidy per annum	£16,099
Average passengers per day	44
Cost per passenger journey	£6.35

Comments from consultation

This contract has been the subject of a 'mini-review': as such a full public consultation was not conducted. However, the views of County Councillors for divisions served by this contract have been sought: no comments were received.

Prices Sought

This contract was awarded for two years, with a further two-year extension to be awarded dependent on the outcome of a mini-review of patronage during 2010: no tendering exercise has therefore been conducted. In the event of a further two-year award, the existing contract price will be maintained for the next two years.

ITEM N**Service 130****Contract S63: Wallingford-Brightwell-Didcot**

This contract was awarded in June 2008 at the last Didcot and Wallingford area review, with a further **two year extension** to be awarded subject to the outcome of an internal 'mini-review' of patronage during 2010.

Operator Thames Travel

Days of operation Friday and Saturday

Days of operation Saturday early evening (1653 Wallingford-Brightwell-Didcot & 1716 Didcot-Brightwell-Wallingford)
Friday and Saturday night (1930, 2030, 2230 & 2330 Wallingford-Moretons-Brightwell-Didcot and 1955, 2055, 2255 & 2355 Didcot-Moretons-Brightwell-Wallingford)

Parishes served Wallingford, Brightwell, North Moreton, South Moreton, Didcot

Alternative services

Earlier and later commercial journeys exist on Saturday early evening.
No alternative services are available on Friday and Saturday night.

Current subsidy per annum £11,145

Average passengers per day 28.5 (21 Friday, 36 Saturday: Saturday total includes early evening passengers on 1653 journey ex-Wallingford and 1716 ex-Didcot)

Cost per passenger journey £3.82

Comments from consultation

This contract has been the subject of a 'mini-review': as such a full public consultation was not conducted. However, the views of County Councillors for divisions served by this contract have been sought: comments were received as follows:

Cllr Lynda Atkins: service valued by Brightwell residents, although usage not enormous. Recommend continuation.

Cllr Patrick Greene: recommend continuation.

Cllr Bill Service: Service under-used, but nevertheless is vital.

Prices Sought

This contract was awarded for four years, but with subsidy for the second two-year contractual period to be awarded dependent on the outcome of a mini-review of patronage during 2010: no tendering exercise has therefore been conducted. In the event of continued subsidy being granted, the existing contract price will be maintained for the next two years.

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