



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

***Thursday, 2 June 2011 at 10.00 am  
County Hall, New Road, Oxford***

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 10 June 2011 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

*Peter G. Clark.*

Peter G. Clark  
County Solicitor

May 2011

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

Note: Date of next meeting: 28 July 2011

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

## Items for Decision

- 1. Declarations of Interest**
- 2. Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am 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. Proposed Reintroduction of Evening and Sunday Pay & Display Charges, Oxford** (Pages 1 - 24)

*Forward Plan Ref:* 2011/037

*Contact:* David Tole, Team Leader Tel: (01865) 815942  
10.05 am

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

- 5. Foxcombe Road, Boars Hill - Reduction in Speed Limit** (Pages 25 - 30)

*Forward Plan Ref:* 2011/070

*Contact:* Mark Francis, Senior Traffic Technician Tel: (01235) 466118  
**10.25 am**

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

**6. A4074, Port Way Crowmarsh Gifford - 40mph Speed Limit and No Right Turn** (Pages 31 - 34)

*Forward Plan Ref:* 2011/021

*Contact:* Mike Horton, Principal Traffic Technician Tel: (01865) 812649

**10.40 am**

Report by Deputy Director of Environment & Economy (Highways & Transport)  
(**CMDT6**).

**7. Proposed Changes to Parking in Cheney Lane and Warneford Lane, Headington West CPZ, Oxford** (Pages 35 - 40)

*Forward Plan Ref:* 2011/036

*Contact:* David Tole, Team Leader Tel: (01865) 815942)

**10.45 am**

Report by Deputy Director of Environment & Economy (Highways & Transport)  
(**CMDT7**).

**8. A41 Bicester - Various Traffic Regulation Orders** (Pages 41 - 46)

*Forward Plan Ref:* 2011/084

*Contact:* Mike Collins, Principal Engineer Tel: (01865) 815877

**10.55 am**

Report by Deputy Director for Environment & Economy (Highways & Transport)  
(**CMDT8**).

**9. Proposed Exclusion from Eligibility for Residents and Visitors Permits of 45 Hill View Road, West Oxford** (Pages 47 - 50)

*Forward Plan Ref:* 2011/060

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

**11.05 am**

Report by Deputy Director of Environment & Economy (Highways & Transport)  
(**CMDT9**).

---

This page is intentionally left blank

Division(s): West Central Oxford, Isis

## **CABINET MEMBER FOR TRANSPORT – 2 JUNE 2011**

### **PROPOSED REINTRODUCTION OF EVENING AND SUNDAY PAY & DISPLAY CHARGES, OXFORD**

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

#### **Introduction**

1. This report considers comments and objections received to a formal advertisement and statutory consultation undertaken to reintroduce Pay & Display charges in the evening and on Sundays in Oxford.

#### **Background**

2. Charges have been in place for many years to park on-street in central Oxford during the day (Monday – Saturday). During the late 1990's charging hours were extended to include evenings and Sundays but these was removed in December 2005. As part of setting the budget for 2011/12 to 2014/15, the County Council outlined its intention to reintroduce Sunday and evening on-street parking charges in during 2011.

#### **Formal Consultation**

3. It was considered that the most straightforward way to reintroduce evening and Sunday charging was to replicate the previous arrangements, albeit with the actual charges being higher to reflect the increases that had taken place in the cost of Monday - Saturday daytime parking. This means that most central Oxford streets would have Sunday daytime charges the same as other days of the week, with the remainder and all evenings being a flat charge at the same cost as 1-hour daytime parking in that street.
4. Formal consultation on these proposed new charges took place in February and March 2011. The public notice was published in the Oxford Times and prominently displayed in all those streets where the proposed charges would apply. Letters and emails were sent to County Councillors representing the relevant Divisions, statutory consultees and a range of organisations likely to have an interest in the proposals. Background documents were placed on deposit in County Hall and on the Consultation section of the County Council's website. A copy of the Notice of Proposal which sets out the proposal (including the charges proposed in each street) is attached at Annex 1.

## **Consultation responses**

5. A total of 246 responses were received. Of these, 118 were copies of a standard letter objecting to the proposed introduction of Sunday charges in the St Giles area and 125 were separate letters or emails objecting and generally raising many of the same points as the standard letter. A further two responses were objecting to the effect the proposals would have on the cultural life of the City (particularly classical music). One respondent was in favour of the proposals.
6. The individual letters/emails are summarised in Annex 2 along with officer comments. Copies of all the correspondence received are available for inspection in the Members' Resource Centre.
7. The main points raised by the majority of objectors can be summarised as follows:-
  - (a) There has been no consideration of the impact the proposals will have on churches and their congregations
  - (b) The existence of Sunday shopping results in the parking pressures. It is unjust to penalise church-goers for this and the Council should instead recoup its costs from those businesses open on a Sunday
  - (c) The consultation documents suggest that greater use should be made of Park & Ride. This is expensive for families and discriminates against those with limited means.
  - (d) The proposal interferes with right of citizens to practise their religion freely.
  - (e) Either charges should not apply on Sunday mornings or church-goers should be provided with permits to exempt them from the charge.
8. In response, the potential effect of the proposals on those who attend City Centre churches, particularly those in the St Giles' area is noted. However in acknowledging these points it should be remembered that these proposals reinstate the position that applied for around 10 years up to December 2005. The suggestion of a 'churchgoers permit' is unworkable for a number of reasons including potential abuse by some and accusations of discrimination by others. On the suggestion that the proposal is an interference with rights of religious freedom the County Solicitor has advised that this is not the case.

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

9. The cost of implementing the charges set out in this report (including the costs of consultation, signing and machine alterations) will be funded from the parking account.

## RECOMMENDATION

10. **The Cabinet Member for Transport is RECOMMENDED to approve the reintroduction of evening and Sunday Pay & Display charges in Oxford as advertised.**

STEVE HOWELL  
Head of Highways & Transport  
Environment & Economy

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

Contact Officer:               David Tole Tel: 01865 815942

May 2011



# OXFORDSHIRE COUNTY COUNCIL

## PROPOSED REINTRODUCTION OF EVENING AND SUNDAY PAY & DISPLAY CHARGES IN OXFORD

OXFORDSHIRE COUNTY COUNCIL (OXFORD CENTRAL AREA) (DESIGNATION AND REGULATION OF STREET PARKING PLACES) (VARIATION NO [6]) ORDER 20\*\*

OXFORDSHIRE COUNTY COUNCIL (PAY & DISPLAY PARKING OXFORD CITY) (VARIATION NO 3) ORDER 20\*\*

NOTICE IS HEREBY GIVEN that Oxfordshire County Council propose to make the above mentioned Orders under Sections 45 and 46 of the Road Traffic Regulation Act 1984 and all other enabling orders.

The effect of the proposed Orders will be to vary parking charges for on street parking in Oxford as follows:

1. **The charges currently applying Monday to Saturday at the following parking places will be extended to Sunday as listed:**

Location of Parking Place	Charging Hours – period of stay commencing between	Initial Charge	Initial Period
Beaumont Street (northern side), Blackhall Road, Cromwell Street, King Edward Street, Longwall Street, Merton Street, Museum Road, Parks Road, St Giles, Woodstock Road	8.00am to 6.30pm	£1.00 £2.50 £4.00	Up to 30 minutes Up to 1 hour Up to 2 hours (see point 3 below for Sunday evening parking)
Wellington Square	9.30am to 6.30pm		
Broad Street (Central Area)	8.00am to 6.30pm	£1.00 £2.50	Up to 30 minutes Up to 1 hour (see point 3 below for Sunday evening parking)



2. There will be charges on **Sunday** at the following parking places as listed:

Location of Parking Place	Charging Hours – period of stay commencing between	Initial Charge	Initial Period
Keble Road, Mansfield Road, Savile Road	8.00am to 10.00pm	£2.50	Any length of stay
Great Clarendon Street, Walton Street, Norham Gardens	8.00am to 10.00pm	£2.00	Any length of stay

3. There will be charges for parking **from 6.30pm** at the following parking places as listed:

Location of Parking Place	Charging Hours – period of stay commencing between	Initial Charge	Initial Period
Beaumont Street (northern and southern sides) , Blackhall Road, Broad Street (Central Area and northern and southern sides), Cromwell Street, Hythe Bridge Street, King Edward Street, Longwall Street, Merton Street, Museum Road, Parks Road, St Giles, Wellington Square, Woodstock Road	Monday to Sunday 6.30pm to 10.00pm	£2.50	Any length of stay
Keble Road, Mansfield Road, Savile Road	Monday to Saturday 6.30pm to 10.00pm	£2.50	Any length of stay (For Sunday evening parking see 2 above)
Great Clarendon Street, Walton Street, Norham Gardens	Monday to Saturday 6.30pm to 10.00pm	£2.00	Any length of stay (For Sunday evening parking see 2 above)
<b>Where a vehicle is parked prior to 6.00pm and payment is made for 1 hour or 2 hours (or as applicable 3 hour) stay and this does not expire until after 6.30pm, then no further charge is required for parking on that day.</b>			

4. The variation of charges made by notice of 19 August 2010 will be recorded in the orders.  
5. For information standard weekday charges apply on public and bank holidays.

Documents giving more detailed particulars of the Orders are available for public inspection at County Hall, New Road, Oxford OX1 1ND from 9.00am to 4.00pm Monday to Friday. These documents are also available at <http://myconsultations.oxfordshire.gov.uk/inovem/consult.ti/system/calendar>

Objections to the proposal, 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.TRO/DMT) at the address given below no later than 24<sup>th</sup> March 2011. 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 & Economy, Oxfordshire County Council, Speedwell House, Speedwell Street, Oxford, OX1 1NE**

PROPOSED REINTRODUCTION EVENING AND SUNDAY PAY & DISPLAY CHARGES, OXFORD  
 Summary of Comments

No.	Respondent's location (where known)	Point of objection that is same or similar to the standard letter				Summary of other points raised	Observations of the Director of Environment & Economy
		(a) No mention of impact will have on churches & their congregations	(b) Crowded parking is caused by Sunday shopping. Costs should be recouped from those businesses open on a Sunday.	(c) P&R is expensive for families & discriminates against those with limited means	(d) The proposal interferes with right of citizens to practise their religion freely.		
1.	Culworth	#	#	#	#		
2.	Culworth	#	#	#	#		
3.	Culworth	#	#	#	#		
4.	Oxford	#	#	#	#	Suggests	This is unworkable for a

						Churchgoers be given 2hr parking disc	number of reasons including potential abuse by some and accusations of discrimination by others
5.	Oxford	#			#	Collects elderly who are not on or near bus routes	Those who are disabled 'Blue Badge' holders will continue to have free parking
6.	Ramsden	#	#	#	#	Suggest start charges at 1pm on Sunday or adjust business rates for those open on Sundays. Provide free Sunday P&R Service	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.  The P&R services are operated commercially by the Oxford Bus Company
7.	Moreton				#		
8.	Oxford	#	#	#		P&R not regular enough for churchgoers. Suggests free parking in the morning on Sundays	The P&R services are operated commercially by the Oxford Bus Company who may decide to increase the frequency if usage rises following the reintroduction of charges.
9.	High Wycombe	#			#		
10.	Horspath	#		#	#	Elderly find using P&R difficult.	All Park and Ride buses are easy-access, low floor models designed to provide easy access
11.	Horspath	#			#		
12.	Woodcote	#	#	#	#	P&R not regular enough for churchgoers. P&R buses would need	The P&R services are operated commercially by the Oxford Bus Company who may decide to increase the

						to start earlier. Would add 90mins to journey time.	frequency if usage rises following the reintroduction of charges.
13.	Oxford	#		#	#	Most 'traffic' before 12 is churchgoers	
14.	Bicester	#	#		#	Would be willing to buy a £25pa permit. Brings elderly who can't use P&R	A permit arrangement of this type is unworkable for a number of reasons including potential abuse by some and accusations of discrimination by others
15.	Oxford	#			#	Already a 2hr limit, so will not 'free up' spaces. There is no congestion on Sunday mornings. Public transport is too expensive as an option. Carrying instruments necessitates parking close by	
16.	Woodcote	#	#	#	#	P&R would add an unacceptable time to journey.	
17.	Oxford	#	#		#	Many of those attending church are old and not wealthy & so will not be able to attend	See (c) above
18.	Oxford	#	#	#	#	Elderly & Disabled can't walk far. Public Transport Service cuts are	Those who are disabled 'Blue Badge' holders will continue to have free parking

						already causing problems	
19.	Oxford	#	#	#	#		
20.	Faringdon	#	#	#	#		
21.	Faringdon	#	#	#	#		
22.	Oxford	#	#	#	#	Suggests no charges before 1pm on Sunday	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
23.	Oxford	#	#	#	#	Suggests no charges before 1pm on Sunday	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
24.	Kirtlington				#	Suggests up to a 2hr permit be available for churchgoers.	A permit arrangement of this type is unworkable for a number of reasons including potential abuse by some and accusations of discrimination by others
25.	Oxford	#			#	Young families & elderly need to park close by. Bring instruments/products so can't use P&R. Charging in evenings fine, but not before noon on Sunday	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
26.	Oxford	#	#	#	#	Public Transport is not viable due to limited service & cost when	See (c) above

						compared to the proposed charge. Proposes no charge before noon in St. Giles on a Sunday	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
27.	Oxford	#			#	Do not charge on Sundays, or only charge between noon and 5pm	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
28.	Oxford	#			#	Shops & Restaurants will also be affected. Council should encourage trade to increase revenue.	
29.	Woodcote	#			#	Keep current system of 2hr free parking which allows worship & discourages long stay.	The County Council can no longer sustain this free service
30.	Oxford	#		#	#	P&R 'Stops' not convenient, nor are other bus services Charging on Christmas Day & Easter Sunday particularly discriminates against Christians as shops are closed	
31.	Oxford	#			#	Increase efficiency;	

						do not make 'stealth taxes' Is against all drivers who will go elsewhere.	
32.	Oxford	#		#	#	If the P&R Service is to be alternative it would need to be increased to match weekdays.	The P&R services are operated commercially by the Oxford Bus Company who may decide to increase the frequency if usage rises following the reintroduction of charges.
33.	Oxford	#			#	Suggests the first 2 hours remains free on Sunday mornings	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
34.	Oxford	#	#		#		
35.	Oxford	#			#	Congregations in City Centre churches have to travel in. Proposal would jeopardise churches' income & upkeep which would impact on their work and on tourism.	
36.	Woodcote	#	#	#	#	P&R frequency needs increasing. Extra time on journey would make it unviable.	The P&R services are operated commercially by the Oxford Bus Company who may decide to increase the frequency if usage rises following the reintroduction of charges.



37.	Forest Hill	#			#		
38.	Oxford	#	#	#	#		
39.	Cuddesdon	#			#	Shops can't open until 11am so Sunday parking could remain free until then.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
40.	Oxford	#			#	Would not promote cultural benefit of Oxford, which is at the heart of Oxford and of all efficient environmental & economic pursuits'.	
41.	Oxford	#		#	#		
42.	Oxford	#		#	#	Particularly against Sunday morning charges	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
43.	Oxford	#			#	Only start charging from 11am (when Shops open)	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
44.	Boars Hill	#		#	#	P&R does not start at 8am, and would need to be every 10mins.	
45.	Oxford	#			#		
46.	Oxford	#			#	Sunday charges should start later & finish earlier reflecting shop	Having the charges start part-way through the day would be very confusing for those who arrive before that time but

						opening times. The charges may deter people from Oxford & so may not raise the expected revenue.	leave afterwards.
47.	Bicester	#			#	P&R Service is inadequate. OCC should have more robust financial management instead.	
48.	Abingdon	#			#	People will shop elsewhere where parking is free.	
49.	Eynsham	#			#		
50.	Woodcote	#	#	#	#	P&R not frequent enough and addition to journey time unacceptable.	
51.	Oxford	#			#	Council should make money elsewhere.	
52.	Oxford	#			#	Do not charge after 6pm on Sunday, or have 'churchgoer permits'.	A 'churchgoer' permit is unworkable for a number of reasons including potential abuse by some and accusations of discrimination by others
53.	Oxford	#			#	Buses are less frequent Sundays. Proposed charges are too high.	
54.	London	#			#	Consider the	A 'churchgoer' permit is

						elderly and those that can't use Public Transport and those that live outside Oxford. At least consider 'churchgoer permit'.	unworkable for a number of reasons including potential abuse by some and accusations of discrimination by others
55.	Oxford	#			#		
56.	Oxford	#			#	Charge from 1pm. Detering churchgoers would be detrimental to the community.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
57.	Oxford	#		#	#	St Giles should be exempted from the proposals.	This is likely to be counter-productive to the local church community as it would attract all the long-stay parkers and those wishing to avoid the charges elsewhere
58.	Oxford			#		Free Sunday parking benefits the whole community.	
59.	Oxford			#		Free Sunday parking benefits the whole community.	
60.	Oxford	#	#	#	#	Look to other means to recoup costs.	
61.	Oxford	#			#		
62.	Boars Hill	#	#		#	Raise revenue in other ways such as taxing shops that open on Sundays	See (b) above
63.	Oxford	#			#	Worshippers will go	

						elsewhere.	
64.	Oxford	#			#	Only objects to morning charges. Sunday charge should start at 12.30pm.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
65.	Oxford	#			#		
66.	Abingdon	#			#	Make the first 90mins free.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
67.	Longworth	#	#	#	#	Money should be raised from the commercial and leisure businesses in Oxford. Infringes Article 9 of EDHR.	See (b) above  See (d) above
68.	Oxford	#			#		
69.	Oxford	#			#	Willing to administer a 'church permit' parking system.	A permit arrangement of this type is unworkable for a number of reasons including potential abuse by some and accusations of discrimination by others
70.	Oxford	#			#	Churchgoers contribute to upkeep of building which benefits tourism.	
71.	Oxford	#			#	If charges are introduced then OCC should	

						contribute to upkeep of Churches.	
72.	Oxford	#			#		
73.	Abingdon	#	#	#	#	Abingdon bus service impractical for St Giles	
74.	Oxford	#			#	Sunday charges should only apply noon to 5.30pm. Have church permit system.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
75.	Oxford	#			#	There are fewer buses on Sunday a.m. Will also affect entertainment & evening education centres.	
76.	Oxford	#	#	#	#		
77.	Oxford	#			#	Compromise by only charging from when shops open.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
78.	Oxford	#			#	Only charge from noon Sunday.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
79.	Thame	#			#	Sunday Public Transport services are poor.	
80.	Appleford	#	#	#	#	Elderly can't use P&R, Sunday	Those who are disabled 'Blue Badge' holders will continue to

						service is infrequent & lengthen journey time. Should be 2hr free 'churchgoer pass'	have free parking A permit arrangement of this type is unworkable for a number of reasons including potential abuse by some and accusations of discrimination by others
81.	Oxford	#			#	Bus services are infrequent early Sunday a.m. Only parkers then are churchgoers.. Requests no Sunday morning charges	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
82.	Oxford	#	#	#	#	Queries costs involved in changing pricing.	
83.	Oxford	#	#	#	#	They vacate spaces by 1pm. Suggests other ways to save money.	
84.	Oxford	#	#	#			
85.	Oxford	#			#		
86.	Oxford	#				On Sundays charge only £2 from 7.30 to noon & 5.30 to 8pm Sundays, thus allowing higher charges in afternoon for shoppers.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
87.	Oxford	#			#	Do not charge	Having the charges start part-

						before noon in St Giles.	way through the day would be very confusing for those who arrive before that time but leave afterwards.
88.	Oxford	#			#	Reconsider Sunday morning charges only, or have 'churchgoer passes'	A permit arrangement of this type is unworkable for a number of reasons including potential abuse by some and accusations of discrimination by others
89.	Oxford	#				Would have an adverse effect on businesses & cultural life of City Centre.	
90.	Oxford	#	#	#	#	Use of P&R would add to financial burden. Discriminates against regular worshippers in favour of occasional visitors to shops	P&R services offer a number of discounted tickets, including free travel for up to three accompanied children under 16 travel
91.	Oxford	#			#	Businesses will suffer from evening charges. They will hold OCC responsible.	
92.	Oxford	#			#	Contrary to 'Big Society' thinking. Do not charge 9am-noon Sundays.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
93.	Dorchester-on-	#			#	Charges too high.	A permit arrangement of this

	Thames					Have 2hr 'churchgoer permits'.	type is unworkable for a number of reasons including potential abuse by some and accusations of discrimination by others
94.	Abingdon	#		#	#		
95.	Oxford	#	#				
96.	Oxford	#			#	Charge for 1hr too high.	
97.		#	#	#	#		
98.	Oxford	#		#	#		
99.		#	#	#	#		
100.	Cllr Fooks	#				Suggests flat rate Sunday am of £1 or £1.50	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
101.		#	#	#	#		
102.	Oxford	#				Asks OCC to support Christian heritage by keeping free Sunday parking	
103.	Oxford					Approves of charges being reinstated	Noted
104.	Oxford	#			#	OCC should find alternative ways to raise income/cut costs	
105.	Eynsham	#			#	Will have a detrimental effect on the cultural and economic life of	



						Oxford, also objects to level of charges	
106.						Queried if plans to charge for spaces directly in front of County Hall	Has been informed that these spaces are not included
107.		#	#	#	#		
108.	Oxford	#	#	#	#	Particularly concerned about king Alfred Street	Some parking on High Street will remain free of charge
109.		#			#	Charges start before the shops open	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
110.	Newbury	#	#	#	#	Churchgoers should not be penalised for the effects of Sunday trading	
111.		#	#	#	#		
112.	Bletchingdon	#			#		
113.	Oxford	#			#	Public Transport is impractical. St Giles should be excluded	
114.	Oxford	#			#	Sunday mornings should remain free. Proposals are contrary to 'Big Society'	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
115.	Oxford	#			#	Charges would affect the way the church serves the	

						community. OCC should look at other budget options	
116.		#			#	Brings disabled people often all DPPPs are taken. Wants alternative free parking	Those who are disabled 'Blue Badge' holders will continue to have free parking in all spaces
117.						People will go elsewhere if there is a charge	
118.		#			#	Bus services aren't an adequate alternative. Businesses will suffer from evening charges. Do receipts cover costs?	
119.	Holton	#		#	#	Public Transport & P&R is not an alternative at these times. Attends only church of its kind in the county	
120.	Southmoor	#		#	#	Charge should start later as shops don't open until 11am. P&R doesn't open until 8.30am Sunday.	Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
121.	Oxford					Charges on Sunday mornings will deter visitors when Oxford is	

						most quiet and attractive to tourists	
122.		#			#	Particularly concerned about king Alfred Street	Some parking on High Street will remain free of charge
123.	Kidlington	#	#	#	#	Proposed charges will have a catastrophic effect on businesses.	
124.		#				Elderly can't walk long distances. Increase cost of residents permits instead. Do not charge before noon on Sundays.	Those who are disabled 'Blue Badge' holders will continue to have free parking in all spaces  Having the charges start part-way through the day would be very confusing for those who arrive before that time but leave afterwards.
125.		#			#		

This page is intentionally left blank

Division(s): Kennington & Radley

## **CABINET MEMBER FOR TRANSPORT – 2 JUNE 2011**

### **FOXCOMBE ROAD, BOARS HILL – 40 MILES PER HOUR SPEED RESTRICTION**

Report by Deputy Director of Environment & Economy - Highways & Transport

#### **Introduction**

1. This report considers the objections/comments received following the consultation and formal advertisement of the proposed '40 miles per hour Speed Restriction', on Foxcombe Road, Boars Hill. The extent of the restriction is shown on the plan at Annex 1.

#### **Background**

2. Oxfordshire County Council received a request from South Hinksey Parish Council for the speed limit on a 354m length of Foxcombe Road between two existing 40 miles per hour speed limits to be reduced from the national speed limit to 40 miles per hour. The Parish Council stated that the current length of national speed limit did not meet DfT guidance and that the current speed of vehicles presented a significant risk to pedestrians.

#### **Consultation**

3. Informal consultation with statutory bodies and affected frontagers was carried out between 5 November 2010 and 17 December 2010. The proposals were formally advertised as a Notice in the local press on 17 February 2011. Notices were posted on site and copies of the notice, draft order, statement of reasons and plan posted to all the statutory consultees and affected frontagers.

#### **Responses**

4. Twenty letters of support and three letters of objection have been received. The objectors (none of whom are local to the Boars Hill area) state that the existing speed limit is satisfactory and a reduced limit would be unrealistic given the nature and surroundings of the road. Copies of these objections have been placed on deposit in the Members' Resource Centre and a summary can be found at Annex 2.
5. National guidelines on the setting of speed limits (Department for Transport Circular 1/06) recommend that the minimum length of speed limit should normally be no less than 600m, although they also recognise limits as short as 300m may be appropriate in some circumstances.

6. Thames Valley Police have replied indicating that they have no objections to the 40 miles per hour speed limit but have raised concerns that the change could dilute the existing speed limits due to the removal of the existing terminal signs. In response it should be noted that it is proposed to install 40 miles per hour repeater signs at the sites of the existing terminal signs alongside the existing 40mph carriageway roundel markings on red surfacing.

## **Conclusion**

7. The national speed limit on Foxcombe Road extends over a 354m length where there is no frontage development and was intended to reinforce the 40mph restrictions either side of this length. Although there is no evidence that the current arrangement works against safety, equally there is a perception that it leads to vehicles entering the adjacent 40mph limits at higher speeds than they might otherwise do. There are precedents in Oxfordshire where continuous 40mph limits have been introduced in very similar circumstances, which appear to perform well in safety terms and the advertised change would be consistent with these.

## **Financial Implications**

8. The cost of introducing these waiting restrictions will be met from existing budgets.

## **RECOMMENDATION**

9. **The Cabinet Member for Transport is RECOMMENDED to approve the introduction of the new 40 mph speed limit restriction on Foxcombe Road, Boars Hill as advertised.**

STEVE HOWELL

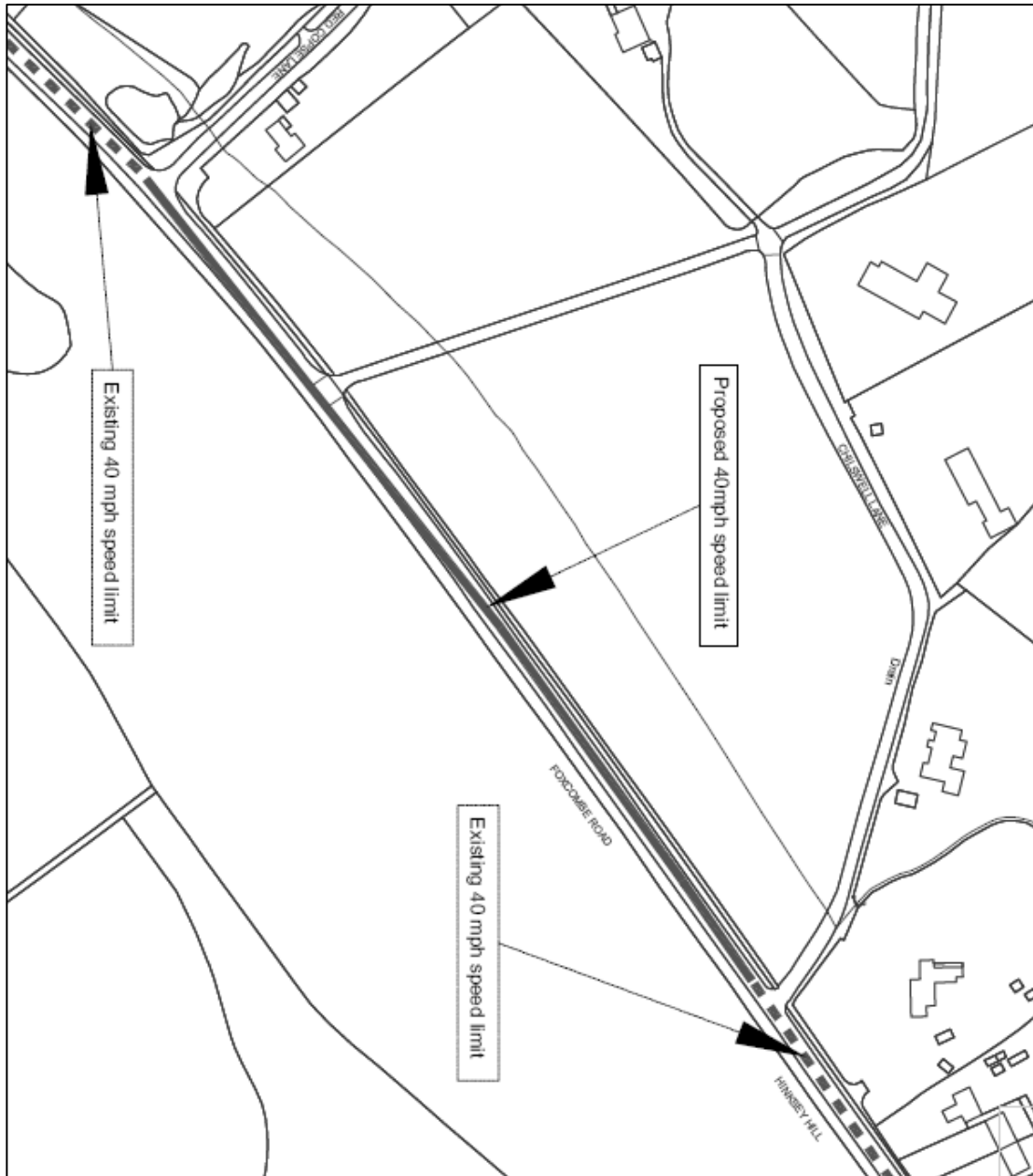
Deputy Director of Environment & Economy - Highways and Transport

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

Contact Officer: Mark Francis (01865 815881)

June 2011

Annex 1



**PROPOSED 40mph SPEED LIMIT – FOXCOMBE ROAD, BOARS HILL**  
**Summary of Objections**

No.	Objector	Summary of Objection or Comment
1.	A resident of Bampton	<p>In my view, the 40mph limits (particularly at the NE end) are already somewhat low for the stretch of road. In my opinion, joining the 40mph sections by removing the national speed limit (NSL) will give an <i>increase</i> in speeds as there will no longer be any apparent delineation between the 40mph sections of road and the rural NSL section. As there will no longer be terminal signs at each end showing the entry to the original 40 mph sections, drivers may not slow down as they enter them so could end up travelling faster than before in those sections.</p> <p>Oxfordshire's limits are already a significant problem for those of us who comply with them. Because they're artificially low, other drivers frequently react aggressively to people sticking to the limits, attempt dangerous overtakes and intimidate compliant drivers/riders.</p>
2.	Oxfordshire Rep. for Association of British Drivers	<p>I do not share that unsubstantiated belief and speed limits should not be set in accordance with the wishes of local residents with no knowledge of the scientific basis of how speed limits should be used.</p> <p>Speed limits can only influence less experienced drivers if they are set at a level that the more experienced majority accept as reasonable. The currently unrestricted section of Foxcombe Road is virtually straight, reasonably wide, and has a wood on one side and open fields on the other. It is demonstrably a rural road, where drivers would expect the national speed limit to apply. A 40 mph speed limit on this section of road would be seen as unreasonably low by most drivers, so there would be widespread non-compliance.</p> <p>Another purpose of speed limits, to warn drivers of expected hazard density, is also only achieved if the speed limit is seen by the majority of responsible and experienced drivers to be appropriate for the road environment they can see ahead of and around them. A 40 mph speed limit on this section of Foxcombe Road would certainly conflict with most drivers' assessment of the hazard density presented by the road environment. By making the 40 mph speed limit continuous along Foxcombe Road and Hinksey Hill, the terminal signs at each end of the currently unrestricted section would have to be removed. There would thus be no traffic signing to indicate the change from open rural road to those stretches with ribbon development alongside them. The</p>



		<p>likelihood is, therefore, that some drivers who speed up along the open section would fail to slow down again when entering the developed areas. Speeds through those areas would thus likely increase.</p> <p>I understand that the parish council is concerned about accidents that have occurred at the junction with Oxford Road, and this is the main reason for requesting a 40 mph speed limit on the unrestricted section of Foxcombe Road. This appears to be an irrational, knee-jerk reaction.</p> <p>In my view, however, a better speed limit strategy for Foxcombe Road would be to remove the 40 mph limit at the Oxford Road end entirely, which, together with relocating the terminal signs at the south-west end to the junction with Foxcombe Lane, would reduce driver frustration and overtaking. If that is considered too radical, imposing a 50 mph speed limit from Oxford Road to Foxcombe Lane might be acceptable, depending on the results of speed surveys along this length of road to ensure the speed limit would not be below the existing mean speed</p>
3.	A representative of Drivers Protest Union	<p>Speed limits should not be set in accordance with the wishes of local residents with no knowledge of the scientific basis of how speed limits should be used. Why should any qualified police officer instigate prosecutions of drivers based on the aspirations of some less qualified parochial councillor or even a highways official?</p> <p>What will indicate to drivers that they have moved from a totally rural aspect into a more habituated area? Are we next going to see an increase in accidents within the existing 40mph areas and so subsequently be asked to reduce these to 30mph?</p>

This page is intentionally left blank

Division(s): Crowmarsh Gifford
--------------------------------

## **CABINET MEMBER FOR TRANSPORT – 2 JUNE 2011**

### **A4074 PORTWAY, CROWMARSH GIFFORD – 40 MILES PER HOUR SPEED RESTRICTION & PROHIBITION OF RIGHT TURNS**

**Report by Deputy Director of Environment & Economy  
Highways & Transport**

#### **Introduction**

1. The purpose of this report is to consider the objections/comments received following the consultation and formal advertisement of the proposed '40 miles per hour Speed Restriction & Prohibition of Right Turn', on A4074 Portway, Crowmarsh Gifford. The extents of the restrictions are shown on the plans included at Annex 1.

#### **Background**

2. At a meeting of South Oxfordshire District Council Planning Committee consent was given to erect industrial units on land at Betts Farm, Crowmarsh. A requirement for works to be carried out under Section 278 under the Highways Act included a 40 miles per hour speed limit to commence 300 metres south-west of the current 30 miles per hour speed limit on the approach to the Roundabout junction of A4130/A4074/The Street. A Prohibition of Right Turn movements at the new proposed access to the units was included.
3. The development will attract turning movements of large goods vehicles and agricultural machinery. These movements are likely to be carried out at quite low speeds. For this reason the 40 miles per hour speed limit was seen to be appropriate by the planning authority. In similar vein the prohibition of right turns both into and out of the development was seen by that authority to be necessary.

#### **Consultation**

4. The proposals were subsequently advertised in the local press. Notices were posted on site, and copies of the notice, draft Order, statement of reasons and plans were posted to all the statutory consultees and affected frontages. Consultation with statutory consultees and affected frontagers was carried out between 5<sup>th</sup> January and 4<sup>th</sup> February, 2011.

#### **Responses**

5. Thames Valley Police have replied indicating that they have objections to the 40 miles per hour speed limit and prohibition of right turns. Their comments are detailed in Annex 2 to this report.

## Conclusions

6. At the time of the granting of planning consent the Planning Authority saw fit to impose the works subject to this report.
7. The proposals will have the effect of reducing vehicle speeds between the existing 30 miles per hour speed limit and the approach to the new access to serve the industrial development at Betts Farm. They also will prohibit right turn movements across A4074 Portway.
8. Existing speeds between the roundabout at Nosworthy Way and the roundabout A4074/A4130/The Street are such that very few vehicles enter the 30 miles per hour speed limit below that speed. The proposal, in addition to the planning reasons should also contribute to making drivers more aware of the need to reduce speed on the approach to the roundabout.

## Financial and Staff Implications

9. The costs of implementation will be met through the planning obligations in respect of the Betts Farm development.

## RECOMMENDATION

10. **The Cabinet Member for Transport is RECOMMENDED to:**
  - a) **approve the proposed 40 miles per hour speed Restriction & prohibition of right turn on A4074 Portway, Crowmarsh Gifford as advertised; and**
  - b) **authorise the necessary works to implement the proposals**

Steve Howell  
Deputy Director of Environment & Economy - Highways and Transport

Background papers:

Contact Officer: Thomas Cockhill

March 2011

Comments received by Thames Valley Police

Their response is in the following terms “Thames Valley Police work in partnership with Oxfordshire County Council on the Speed limit reference group. The aim of the partnership is to discuss/implement new speed limits which have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.

During the last 12 months Thames Valley Police have regularly met with Oxfordshire County Council Speed Reference Group but no mention of this speed limit has been made. The collision history is good with no reported injury collisions in the last three years.

The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self compliance is the 85<sup>th</sup> percentile speed, no 85th percentile speed data has been received from OCC. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.

There is a proven link between road environment/character and drivers speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.

The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2006) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement.

This proposed speed limit does not take into account an already busy private entrance at Newnham Manor Farm further south along the A4074 , as the speed limit terminal signs are positioned immediately north of that entrance.

The Prohibition of No Right turn into the site is also not supported without engineering in order to achieve compliance.

It is accepted that these measures might prohibit large vehicles from turning; they do not in any way prohibit light vans and cars from turning right from the A4074 into the site.

There is no signing suggesting the route for vehicles prohibited from turning right and the roundabout where vehicles should turn is not visible ahead.

The stand alone sign warning of the prohibition will probably result in drivers making a U turn in the road beyond the junction or using the large field gateway opposite to make the turn.”



Division(s): Barton & Churchill, Headington & Marston
--

## **CABINET MEMBER FOR TRANSPORT – 2 JUNE 2011**

### **PROPOSED CHANGES TO PARKING IN CHENEY LANE AND WARNEFORD LANE, HEADINGTON WEST CPZ, OXFORD**

Report by Deputy Director of Environment & Economy -  
Highways & Transport

#### **Introduction**

1. This report considers the objections/comments received following the consultation and formal advertisement of proposals to remove parking restrictions in parts of Cheney Lane and Warneford Lane in Headington West CPZ, Oxford.

#### **Background**

2. At the Cabinet Member for Transport decisions meeting in October 2010, approval was given for the making of The Oxfordshire County Council (Headington West) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 20\*\*. One of the agreed changes was to replace the lengths of existing uncontrolled parking in Cheney Lane and Warneford Lane with 24-hours limited waiting (no return within 8 hours). Annex 1 shows the sections of road concerned.
3. Soon after the October meeting representatives of the Divinity Road Area Residents' Association (DRARA) expressed grave concerns about the effects of vehicles being displaced into their area from Cheney and Warneford Lanes which would further exacerbate the parking problems already existing in the Divinity Road area, particularly in view of the absence of the proposed Divinity Road CPZ. DRARA asked that the matter be reconsidered and in the light of this request officers agreed to suspend the works and to formally consult on proposals to restore the status quo on Cheney and Warneford Lanes.

#### **Statutory Consultation**

4. The proposal was formally advertised as a Notice in the local press on 10 February 2011. Notices were posted on site and information sent to statutory consultees, affected frontagers and interested organisations.
5. Seven responses were received which are summarised together with officer comment at Annex 2. Copies of the responses have been placed on deposit in the Members' Resource Centre.
6. It can be seen that existing residents were generally in agreement with the proposal to not proceed with the 24-hour restrictions. However, those in Granville Court were

also keen to see some permit controlled parking in the nearby section of Cheney Lane. The principle objection was on behalf of the developers of Dairy Lodge (on Headington Hill, opposite the end of Cheney Lane) as the absence of parking controls in Cheney Lane prevents their development from proceeding.

## **Conclusion**

7. Whilst the proposal to drop the 24-hour restriction on Cheney and Warneford Lanes has the support of the majority of respondents it is clear that the problems of parking in this area remain unresolved. It may be that a section of permit parking on the part of Cheney Lane near Granville Court would improve the local situation without having an impact in the Divinity Road area, however with the reduction in funding and staff resources available to carry out this type of small-scale change to existing CPZs it is unlikely that this could be pursued in the short term.

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

9. The cost of implementing the proposals set out in this report can be contained within the budget for implementing the review of the Headington West CPZ.

## **RECOMMENDATIONS**

10. **The Cabinet Member for Transport is RECOMMENDED to approve the making of the amendments to The Oxfordshire County Council (Headington West) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 20\*\* affecting Cheney Lane and Warneford Lane, as advertised and set out in this report**

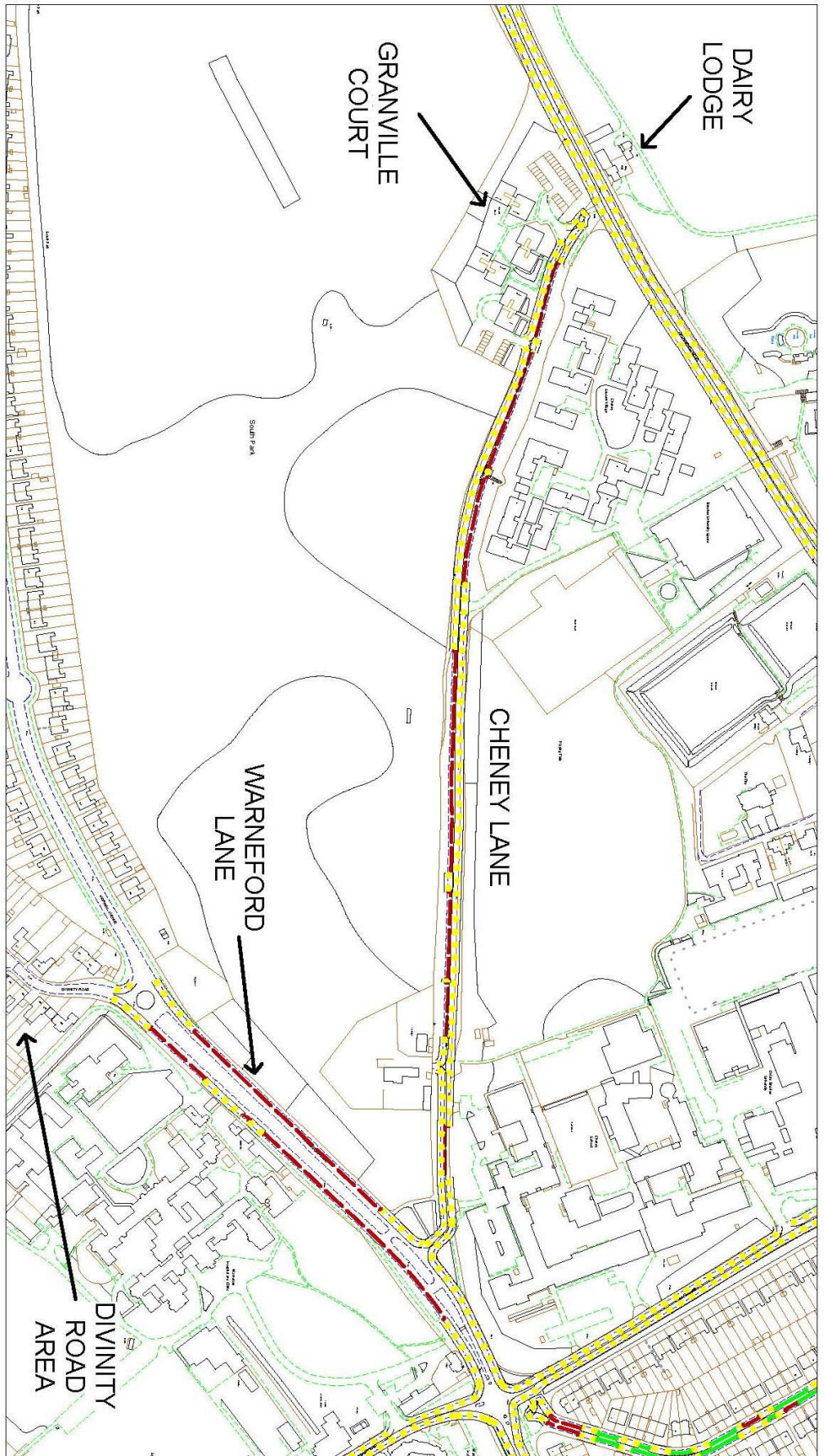
STEVE HOWELL  
Deputy Director of Environment & Economy  
Highways & Transport

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

Contact Officers: Peter Egawhary, Tel 01865 815857  
Dean Gildea, Tel 01865 815724

May 2011





© Crown copyright. All rights reserved.  
 License No. 10002343.2011

 <b>OXFORDSHIRE COUNTY COUNCIL</b> ENVIRONMENT & ECONOMY <a href="http://www.oxfordshire.gov.uk">www.oxfordshire.gov.uk</a>	 <b>PARKING BAYS</b> <b>CHENEY LANE AND WARNEFORD LANE, OXFORD</b>	SCALE	NTS
		DATE	February 2011
		DRAWING No.	
		DRAWN BY	

**PROPOSED CHANGES TO PARKING IN CHENEY LANE AND WARNEFORD LANE, HEADINGTON WEST CPZ, OXFORD**

**Summary of Objections/Comments**

No.	Objector	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	A resident of Granville Court, Cheney Lane	Supports the proposal to not implement the 24-hour parking limit in Cheney Lane	Noted
2.	A resident of Granville Court, Cheney Lane	<p>Supports the proposal to not implement the 24-hour parking limit in Cheney Lane but considers that uncontrolled parking is not the correct decision either.</p> <p>Requests residents permit parking at the lower end of Cheney Lane so that residents have a greater chance of parking nearer their homes</p>	<p>Noted</p> <p>This suggestion would need to be carefully considered and designed, and then consultation undertaken to assess whether there were any objections. Unfortunately the resources to do this (nor implement any agreed solution) are not currently available</p>
3.	A resident of Granville Court, Cheney Lane	<p>Supports the proposal to not implement the 24-hour parking limit in Cheney Lane as this would have been inconvenient for residents and their visitors.</p> <p>Requests residents permit parking at the lower end of Cheney Lane so that residents have a greater chance of parking nearer their homes and there is better control of the parking.</p>	<p>Noted</p> <p>This suggestion would need to be carefully considered and designed, and then consultation undertaken to assess whether there were any objections. Unfortunately the resources to do this (nor implement any agreed solution) are not currently available</p>

4.	Two residents of Granville Court, Cheney Lane	Support the 24-hour parking restriction as originally proposed.	Noted
5.	A Director, Granville Court Residents Company, Cheney Lane	<p>Supports the proposal to not implement the 24-hour parking limit in Cheney Lane as this would have been inconvenient for residents and their visitors.</p> <p>Notes that there is growing pressure on parking in Cheney Lane and that at times the private parking in Granville Court is used by students and other using the Brookes facilities</p> <p>Requests residents permit parking at the lower end of Cheney Lane so that residents have a greater chance of parking nearer their homes and there is better control of the parking.</p>	<p>Noted</p> <p>Officers have observed that there Cheney Lane is heavily parked, especially during the day</p> <p>This suggestion would need to be carefully considered and designed, and then consultation undertaken to assess whether there were any objections. Unfortunately the resources to do this (nor implement any agreed solution) are not currently available</p>
6.	Edgars Limited (planning consultants) on behalf of the owners of Dairy Lodge, Headington Hill	<p>Object to the proposal not to continue with the approved proposal for the 24-hour parking limit on the grounds that the imposition of the restrictions is desirable in terms of:</p> <ul style="list-style-type: none"> <li>(a) highway safety</li> <li>(b) allowing a much needed parking resource to residents and their visitors</li> <li>(c) helping meet the Council's strategy to encourage a less dependent resident and working population</li> <li>(d) enabling the provision of three small units of accommodation in a sustainable location</li> </ul> <p>Also considers that there is no evidence that the approved restrictions in Cheney Lane would affect in the Divinity Road area as it is a considerable distance away.</p>	<p>It is accepted that the 24-hour restriction would deliver the points the points listed.</p> <p>However surveys have shown a significant level of ongoing overnight parking which would be expected to displace into the Divinity Road area which already suffers from significant overparking, a situation that will only be resolved by the introduction of the Divinity Road CPZ</p>

7.	The Traffic Group of DRARA	<p>Strongly support the proposal to not implement the 24-hour parking limit in Cheney and Warneford Lanes.</p> <p>Convinced that if the approved proposal had been implemented then unchecked Brookes and hospital parking would have overspilled into the Divinity Road area with serious consequences.</p> <p>Supports the County Councils proposals for a CPZ in the Divinity Road area and would support similar controls in Cheney and Warneford Lanes if introduced at the same time.</p>	<p>Noted</p> <p>Surveys have shown a significant level of ongoing overnight parking which would be expected to displace into the Divinity Road area.</p> <p>Support for the implementation of the Divinity Road CPZ is welcomed.</p>
----	----------------------------	---	--

Division(s): Bicester, Bicester South

## **CABINET MEMBER FOR TRANSPORT – 2 June 2011**

### **A41 BICESTER – CHESTERTON JUNCTION SLIP ROADS CLOSURE**

Report by Deputy Director for Environment & Economy Highways & Transport

#### **Introduction**

1. Development is currently being undertaken to provide new roads and infrastructure to the South West of Bicester (see plan at Annex 1). The current time table is to complete the South West perimeter road and junctions and be open to traffic by the end of 2011.
2. A new roundabout junction is currently being constructed on the A41 to serve the new SW perimeter road and a new link eastwards will be provided to maintain access to local roads and villages and improve access to Wyevale Garden Centre. This arrangement will provide an all movement junction on to the A41 and replace the need for slip roads at the A41 Chesterton junction. These proposals were identified during the planning stage for the development and were approved by Cherwell District Council in 2008.
3. The location of the new roundabout is in very close proximity to the existing A41 Chesterton junction slip road entry (northbound) and is considered to be a traffic safety issue if it remains open to general traffic once the new roundabout is operational.
4. Slip road traffic will have difficulty merging safely as A41 traffic will be approaching in both lanes in order to negotiate the turning movement at the roundabout so reducing the ability to move out for a merging vehicle. This will create frustration and lead to slip road drivers forcing their way in to the traffic with resulting accidents.
5. Oxfordshire County Council as Highway Authority is promoting a permanent traffic regulation order to close the slip roads at the junction to general traffic once the main roundabout and associated links are in place.
6. Formal consultation on the proposed order has been undertaken and objections received. This report details the consultation process, identifies the grounds for objection and seeks a decision on how to proceed.

#### **A41 Chesterton Junction – Formal Consultation**

7. Formal consultation has been undertaken on the permanent traffic regulation order seeking closure of the slip roads to general traffic.

8. Consultation has been undertaken with local councils, local County Councillors, emergency services, statutory undertakers and local residents living near the junction. Notices were placed in local newspapers on two consecutive weeks and on site. The consultation period ran from 15 April to 13 May 2011.
9. Three letters of formal objection have been received from local residents. Copies of correspondence are available in the Members' Room.

### **Objections to Proposed Permanent Traffic Regulation Order**

10. The grounds for objection are summarized as follows:
  - (a) Existing minor roads and junctions are unsuitable for level of re-routed traffic travelling to Chesterton once slip roads are closed.
  - (b) Excessive delay to vehicles wishing to join A41 at new roundabout. Heavy traffic flows through roundabout will make entry difficult to turn both north and south on A41 due to lack of gaps in circulatory traffic.
  - (c) Congestion will be created on the new link road due to conflict of movements at the minor roads junction. The traffic wishing to turn right to go to Chesterton would build up due to the volume and priority of traffic coming from the Garden Centre.
  - (d) Location of new roundabout is detrimental to property value due to light intrusion from illumination of roundabout and increased noise due to acceleration and deceleration of vehicles approaching and leaving roundabout.

### **Officer Comment**

11. Countryside Properties has reported that the SW perimeter road and its junctions on the A41 and Middleton Stoney Road are expected to be open by the end of 2011. This will result in the turning movements at the new A41 roundabout being more balanced so creating sufficient gaps for vehicles emerging from the minor road link.
12. Road improvements have recently been completed (May 2011) to widen the existing road and junction when travelling to Chesterton. The route is now of a standard suitable to carry the level and type of traffic likely to use it. Local over-run areas are provided at the junction to allow larger vehicles to make the turn.
13. Impact on property values is a matter covered by the Land Compensation Act. Individuals should be informed to seek professional advice to see if they have grounds for a claim under this Act as a result of the road scheme.

### **Financial and Staff Implications**

14. Funding to carry out the formal closure of the slip roads has been secured from Section 106 contributions. Implementation of the works will be carried

out either by the Highways & Transport Service contract or directly by the developer's contractor.

## **RECOMMENDATION**

- 15. The Cabinet Member for Transport is RECOMMENDED to approve the making of the Oxfordshire County Council (Chesterton) (Prohibition of Motor Vehicles) Order 2011 as published.**

STEVE HOWELL

Deputy Director for Environment and Economy (Highways & Transport)

Background papers: Consultation documentation

Contact Officer: Mike Collins (Tel: 01865 815877)

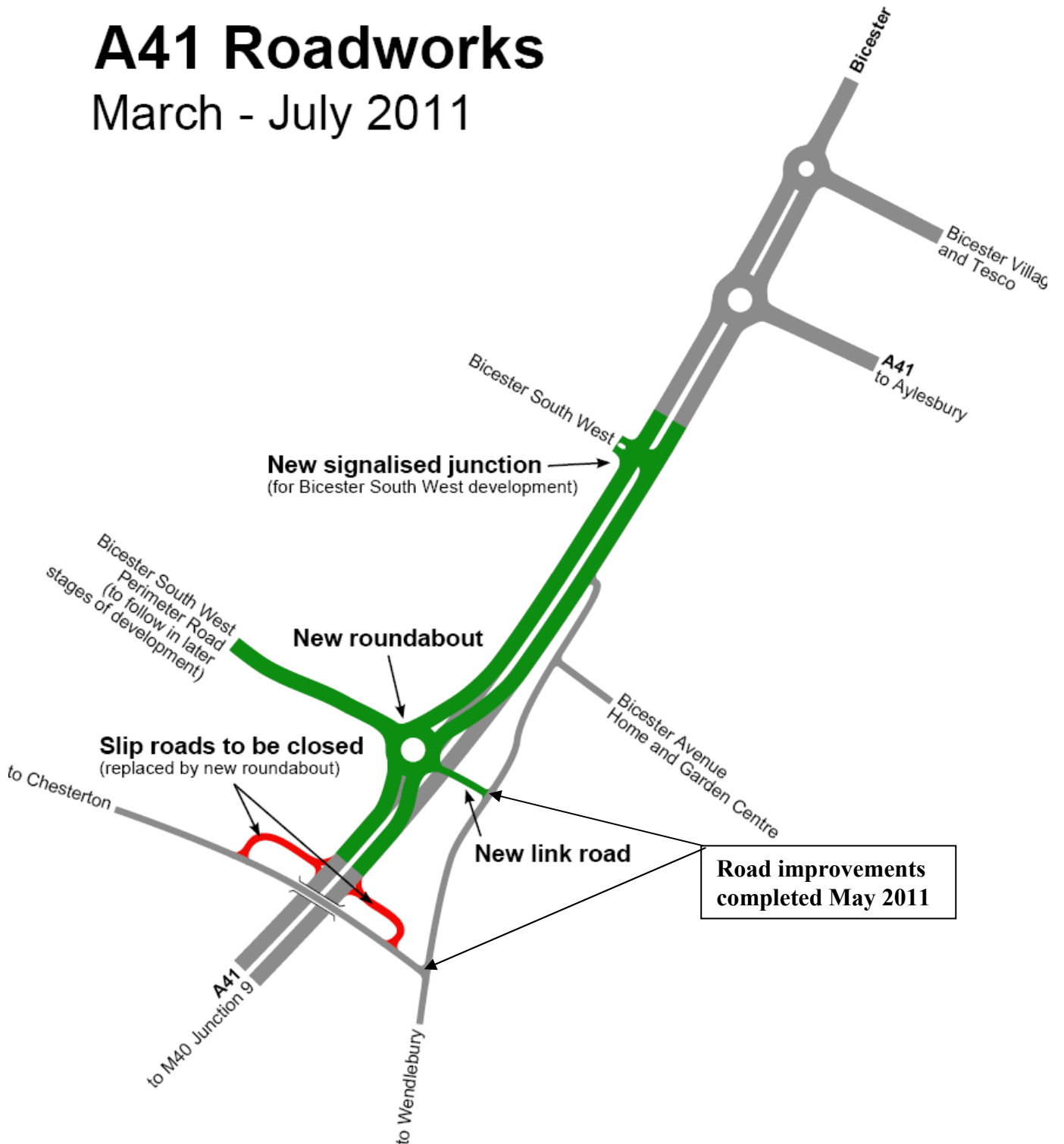
May 2011

This page is intentionally left blank



# A41 Roadworks

March - July 2011



ANNEX 1

This page is intentionally left blank

Division: West Central Oxford
-------------------------------

## **CABINET MEMBER FOR TRANSPORT – 2 JUNE 2011**

### **PROPOSED EXCLUSION FROM ELIGIBILITY FOR RESIDENTS AND VISITORS PERMITS OF 45 HILL VIEW ROAD, WEST OXFORD**

**Report by Deputy Director of Environment & Economy - Highways & Transport**

#### **Introduction**

1. This report considers an objection received to a formal advertisement and statutory consultation on varying the Traffic Regulation Order (TRO) for the West Oxford Controlled Parking Zone (CPZ) in Oxford to exclude a property from eligibility for residents and visitors parking permits. These proposals arise out of a planning permission 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 residents' and visitors' 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, homes in multiple occupancy, extensions, or infill developments. The reason for the planning condition 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 17 November and 10 December 2010 on proposals to implement planning conditions for a number of developments in various CPZs. 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 Notice is available in the Members' Resource Centre.
4. Two objections were received in response to the advertised proposals to remove the eligibility of residents of 45 Hill View Road (in the West Oxford CPZ) in line with the conditions of the planning consent to convert this property into a House in Multiple Occupation (HMO). Copies of both objections are on deposit in the Members' Resource Centre.

5. One response was from a resident at 45 Hill View Road, West Oxford who advised that the landlord had appealed against the decision of the City Council in respect of the planning condition excluding the property from eligibility for residents' and visitors' permits. The resident did not believe the change would generate a higher level of on-street parking since the CPZ limits the number of permits to two per dwelling and there are 2 residents here. The other response came from the owner of 45 Hill View Road to confirm that he had appealed against the planning condition. In view of this no further action was taken pending the results of the Appeal.
7. The Planning Inspectorate's report and decision was received in February 2011. The Inspector found that "the change of use would result in additional parking demand that would be detrimental to highway safety and add to parking stress in the area." He concluded that the planning condition "was necessary and reasonable in removing the opportunity for tenants of the HMO to be issued with parking permits" and the Appeal was dismissed.

## **Conclusion**

6. 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 exclusion takes 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.
7. 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.

## **How the Project Supports LTP2 Objectives**

8. 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)**

9. Funding for the costs of advertising the TRO is available from Section 106 agreement monies held by the County Council.

## RECOMMENDATION

10. **The Cabinet Member for Transport is RECOMMENDED to agree to the implementation of the proposed revision to the West Oxford Traffic Regulation Order as advertised.**

STEVE HOWELL

Head of Highways & Transport  
Environment & Economy

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

Contact Officer:                Mike Ruse Tel 01865 815978

March 2011

This page is intentionally left blank