

Division: Headington & Quarry

CABINET MEMBER FOR ENVIRONMENT– 11 FEBRUARY 2016

PROPOSED CAR CLUB BAYS – HEADINGTON AREA, OXFORD

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to formal consultations on proposals to introduce new parking bays for Car Club vehicles in All Saints Road and Sandfield Road in Headington. These proposals were initially considered as part of a report considered by the Cabinet Member for Environment 8 October 2015. That report is attached at Annex 1.

Background

2. At the October meeting a decision regarding these two bays was deferred as it was felt that the opportunity to provide these facilities off the highway had not been fully explored. Officers were asked to work with the Car Club operator (Co-Wheels) on this matter and report back. Subsequently a petition was presented to the Council meeting in December urging the County Council to reverse the decision not to approve these bays and “to take all possible steps to promote the growth of car clubs, in particular by granting them dedicated parking spaces on public highway.”

Response to deferral

3. Since the October meeting officers have been in contact with Co-Wheels on a number of occasions and have sought to better understand the benefits of Car Clubs having bays on-street rather than off-street. Co-Wheels have made it clear that they are requesting on-street bays to help expand the use of Car Clubs in Oxford for two principle reasons: firstly 1 in 3 members found out about the Car Club having seen a vehicle in the street and secondly because on-street cars are more accessible to existing members and the operator can seek to place vehicles in the locations based on existing membership base as opposed to being dictated to by what is available privately.
4. Co-Wheels state they have been actively looking for off-street bays for almost 2 years and have recently managed to secure space in both Oxford Brookes Gypsy Lane site and at Church House, Headington. Although the vehicles are being used, neither is in an ideal location to encourage development of this type of transport. Co-Wheels have also made the point that in no other area of the UK do Car Clubs rely so much on private driveways or businesses (unless the business actually uses the Car-club for organisational use).

Conclusion

5. The response received from Co-Wheels to the request for further information has been very helpful in validating the case for introducing additional on-street bays for Car Club vehicles. As with all Car Club bays, their usage will be kept under review and if it is considered that they are not being adequately used then the facility will be withdrawn.

How the Project supports LTP4 Goals

6. The proposals described in this report would help to support the transition to a low carbon future.

Financial and Staff Implications (including Revenue)

7. The cost of the proposed bays will be met by funding from Section 106 Agreements. Ongoing costs are met through the charges made for permits.

RECOMMENDATION

8. **The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised and detailed in the October 2015 report.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Response from Co-Wheels

Contact Officers: Owen Jenkins 01865 323304

January 2016