



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

Thursday, 25 May 2017 at 10.00 am

Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf and related reports attached. Decisions taken will become effective at the end of the working day on Friday 3 June 2017 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 'PG Clark'.

Peter G. Clark
Chief Executive

May 2017

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 29 June 2017

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

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

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

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

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

3. Petitions and Public Address

4. Proposed Additional Car Club Bays - Oxford (Pages 1 - 24)

Forward Plan Ref: 2017/033

Contact: David Tole, Traffic Safety & Area Steward Manager Tel: (01865) 815942

Report by Director for Infrastructure Delivery (**CMDE4**).

As part of the joint Oxfordshire County Council/Oxford City Council 'Go Ultra Low Oxford' project (a government funded project to trial electric car charging technologies on street) a number of existing Car Club bays are being converted to be used for electric vehicles. To compensate for this it has been agreed as part of the project to provide alternative Car Club bays for the displaced petrol/diesel vehicles.

The report presents objections and other comments received in the course of a statutory consultation on the proposals to introduce additional car club bays in Oxford.

The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposals as advertised and amended as set out in the report CMDE4.

5. Proposed Waiting Restrictions - Various Streets, Bicester (Pages 25 - 38)

Forward Plan Ref: 2016/094

Contact: David Tole, Safety & Area Steward Manager Tel: (01865) 815942

Report by Director for Infrastructure Delivery (**CMDE5**).

The report presents objections and other comments received in the course of a statutory consultation on proposals to introduce new and amend existing waiting restrictions in various streets in Bicester in order to address concerns raised by local members and at the Bicester Traffic Advisory Committee over the obstruction of traffic and road safety as a result of on-street waiting at a number of locations within the town.

The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposals as advertised and described in the report CMDE5.

6. Proposed Waiting Restrictions and Traffic Calming - Bankside, Banbury (Pages 39 - 60)

Forward Plan Ref: 2016/118

Contact: David Tole, Safety & Area Steward Manager Tel: (01865) 815942

Report by Director for Infrastructure Delivery (**CMDE6**).

The report presents objections and other representations received in the course of a consultation on proposed traffic calming measures (including a raised zebra crossing) and waiting restrictions on Bankside, Banbury.

The Cabinet Member for Environment is RECOMMENDED to:

- a) approve the implementation of the proposed parking restrictions as advertised and amended as set out in the report CMDE6; and***
- b) approve the implementation of the proposed traffic calming measures and raised zebra crossing.***

7. Proposed New Disabled Persons Parking Bays in South Oxfordshire and Vale of White Horse Districts (Pages 61 - 72)

Forward Plan Ref: 2017/059

Contact: David Tole, Traffic Safety & Area Steward Manager Tel: 01865 815942

Report by Director for Infrastructure Delivery (**CMDE7**).

The report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Berinsfield, Sonning Common, Stoke Row (on South Oxfordshire) and

Abingdon and Steventon (in Vale of White Horse).

The Cabinet Member for Environment is RECOMMENDED to approve the proposed changes, amended as set out in the report CMDE7

Division(s): Iffley Fields and St Mary's, Isis, Jericho and Osney, St Margaret's, University Parks

CABINET MEMBER FOR ENVIRONMENT – 25 MAY 2017

PROPOSED ADDITIONAL CAR CLUB BAYS, OXFORD

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and other comments received in the course of the statutory consultation on the proposals to introduce additional car club bays in Oxford.

Background

2. As part of the joint Oxfordshire County Council/Oxford City Council 'Go Ultra Low Oxford' project (a government funded project to trial electric car charging technologies on street) a number of existing Car Club bays are being converted to be used for electric vehicles. To compensate for this it has been agreed as part of the project to provide alternative Car Club bays for the displaced petrol/diesel vehicles.
3. Potential locations for these alternative bays have been identified in various streets in Oxford as shown at Annexes 1 to 12.

Consultation

4. Formal consultation on the proposed Car Club bays was carried out in March and April 2017. Public notices were placed in the Oxford Times, and also placed on site in the immediate vicinity of the each of the proposals. Emails were also sent to statutory consultees including; Thames Valley Police, the Fire & Rescue Service, Ambulance service and the relevant local County & City Councillors. Letters were sent to nearby properties. In total, 45 responses were received during the course of the consultations and these are summarised at Annex 12.
5. Councillor Pressel, the member for the Jericho and Osney division expressed support for the proposals. Thames Valley Police responded with no objections.
6. The responses from residents are summarised in the table below. This table excludes responses which were not related to specific sites, which comprised one objection and three expressions of support

Proposal	Objection	Support	Other comment
Stockmore Street (Annex 1)	0	1	0
Newton Road (Annex 2)	1	1	0
St Thomas Street (Annex 3)	0	1	0
East Street (Annex 4)	5	3	0
Nelson Street (Annex 5)	1	0	1
St John Street (Annex 6)	2	2	1
Observatory Street (Annex 7)	5	0	1
Alexandra Road (Annex 8)	2	4	0
Leckford Road (Annex 9)	3	0	0
Juxon Street (Annex 10)	0	0	0
Frenchay Road (Annex 11)	1	3	0

7. The objections primarily relate to the loss of parking for residents, and that the proposals would result in parking being transferred to other nearby roads which already have limited parking availability.

Response to objections and concerns

8. The principle of providing specific parking bays for Car Club vehicles was agreed at the meeting of the Transport Decisions Committee in November 2009. Car Clubs provide ready access to a vehicle, without the fixed costs of motoring. They are a cheaper option to owning a car for many people, especially those who use their car for short, relatively infrequent trips. They may also offer a cheaper alternative to owning a second car and have the potential to reduce car ownership.
9. LTP4 states that the County Council will “work with local research and development partners to scope, design, test, and implement a family of vehicle hire and ride sharing technologies focused on bike hire, car share, car clubs and other on-demand vehicle services” (paragraph 122; Volume 1: Policy & Overall Strategy) and there is therefore a presumption in favour of providing Car Club bays.
10. It is recognised that the proposed bays in Newton Road, East Street, Nelson Street, Alexandra Road and Leckford Road are in areas where there is significant parking pressure. However, national research has shown that up to 20 private cars may be replaced by one Car Club vehicle, and this has clear potential benefits in reducing parking congestion in this type of area.
11. The objections to the proposed bay in St John Street (Annex 6) are primarily about the location given the current layout of parking along the street. This is accepted and it is suggested that the proposed Car Club Bay be relocated so

it is at the northern end of the parking bay (rather than being part-way along it).

12. The objections to the proposed bay in Observatory Street (Annex 7) are mainly from the adjacent flats in Belsyre Court. The points made by the objectors have been reviewed and it is suggested that a Car Club bay is not located in this location but that an alternative site (most likely in Bevington Road) is explored.
13. The objection to the proposed bay on Frenchay Road (Annex 11) primarily concerns the relocation of parking to be partially on the footway. As the footway here is quite wide and does not provide a through route for pedestrians (as the bridge over the canal only has a footway on the southern side) it is not considered that this change will have any particular disadvantage.

How the Project supports LTP4 Objectives

14. The proposals would help support the transition to a low carbon future.

Financial and Staff Implications (including Revenue)

15. Funding for the consultation and implementation of the bays has been made available through the Government's Office for Low Emissions Vehicles

RECOMMENDATION

16. **The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposals as advertised and amended as set out in this report.**

OWEN JENKINS

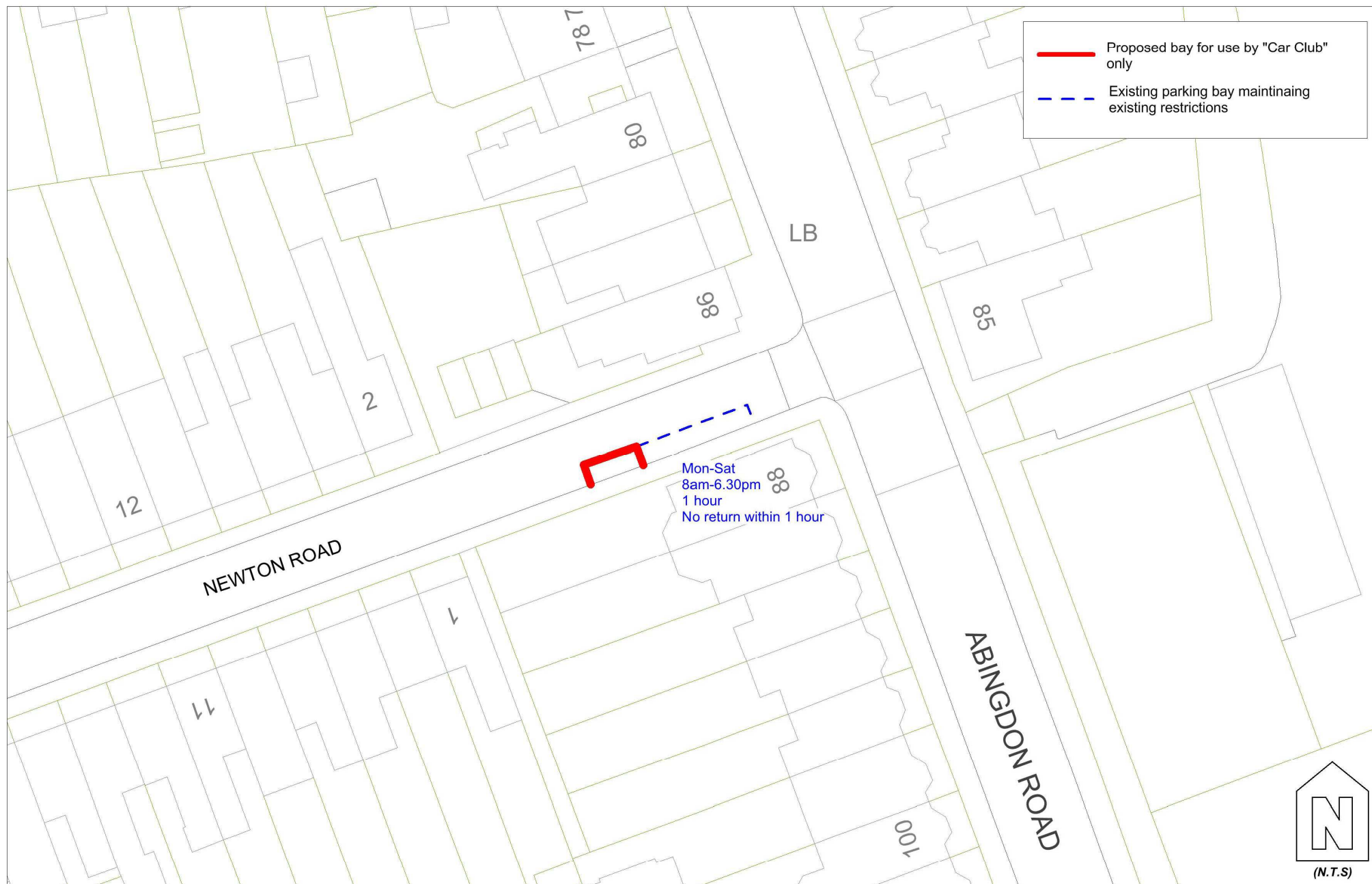
Director for Infrastructure Delivery

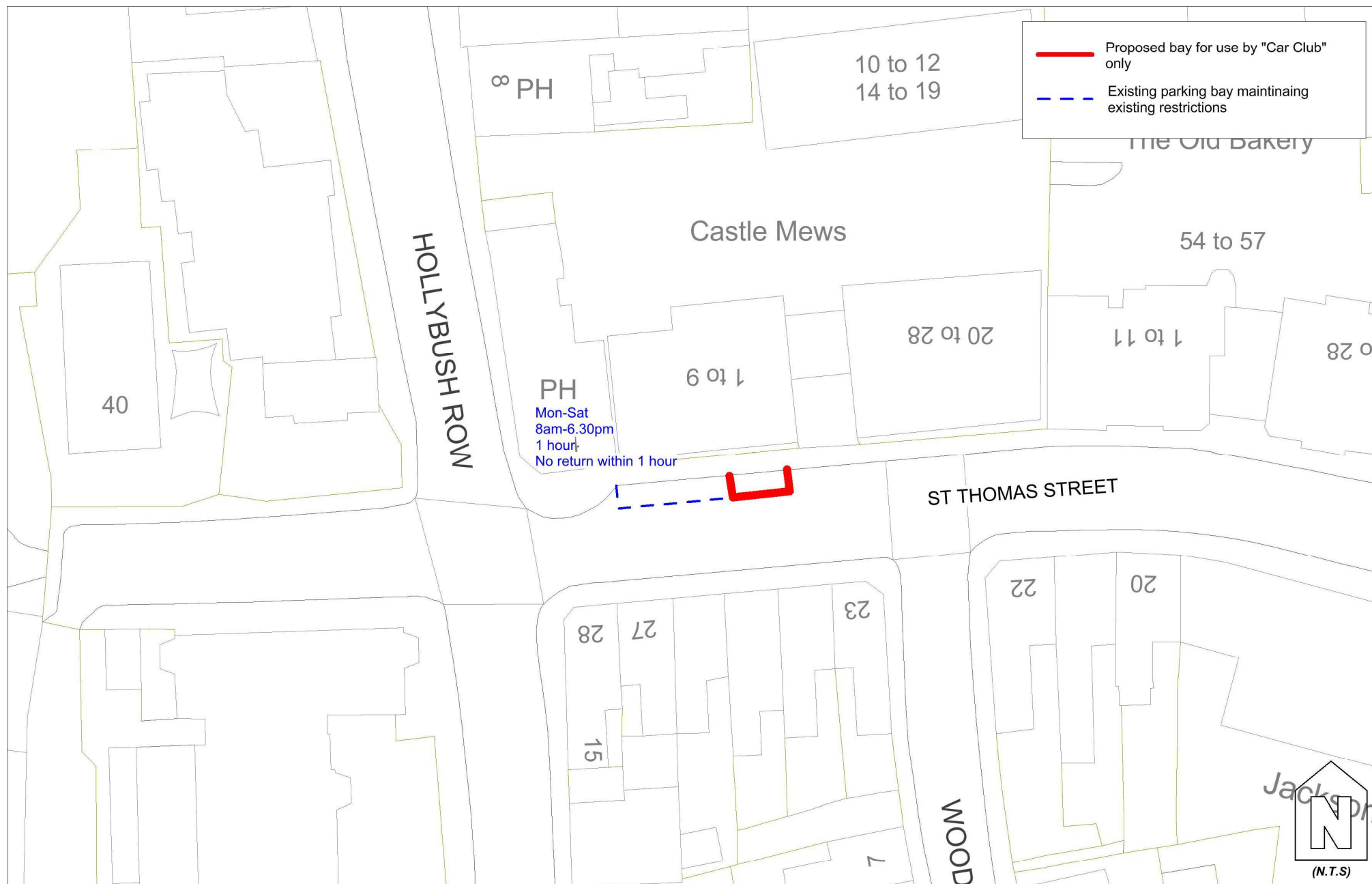
Background papers: Consultation responses

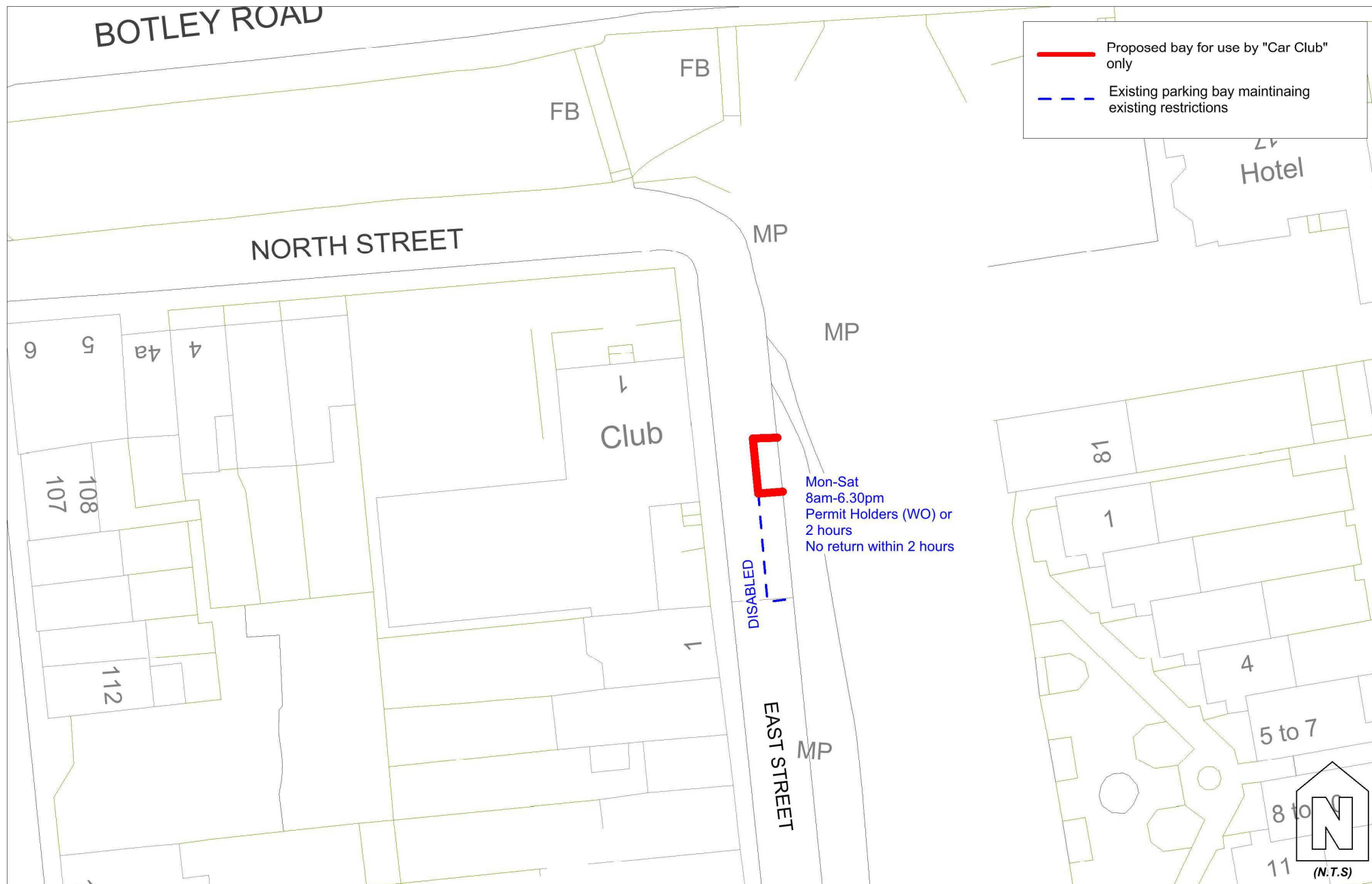
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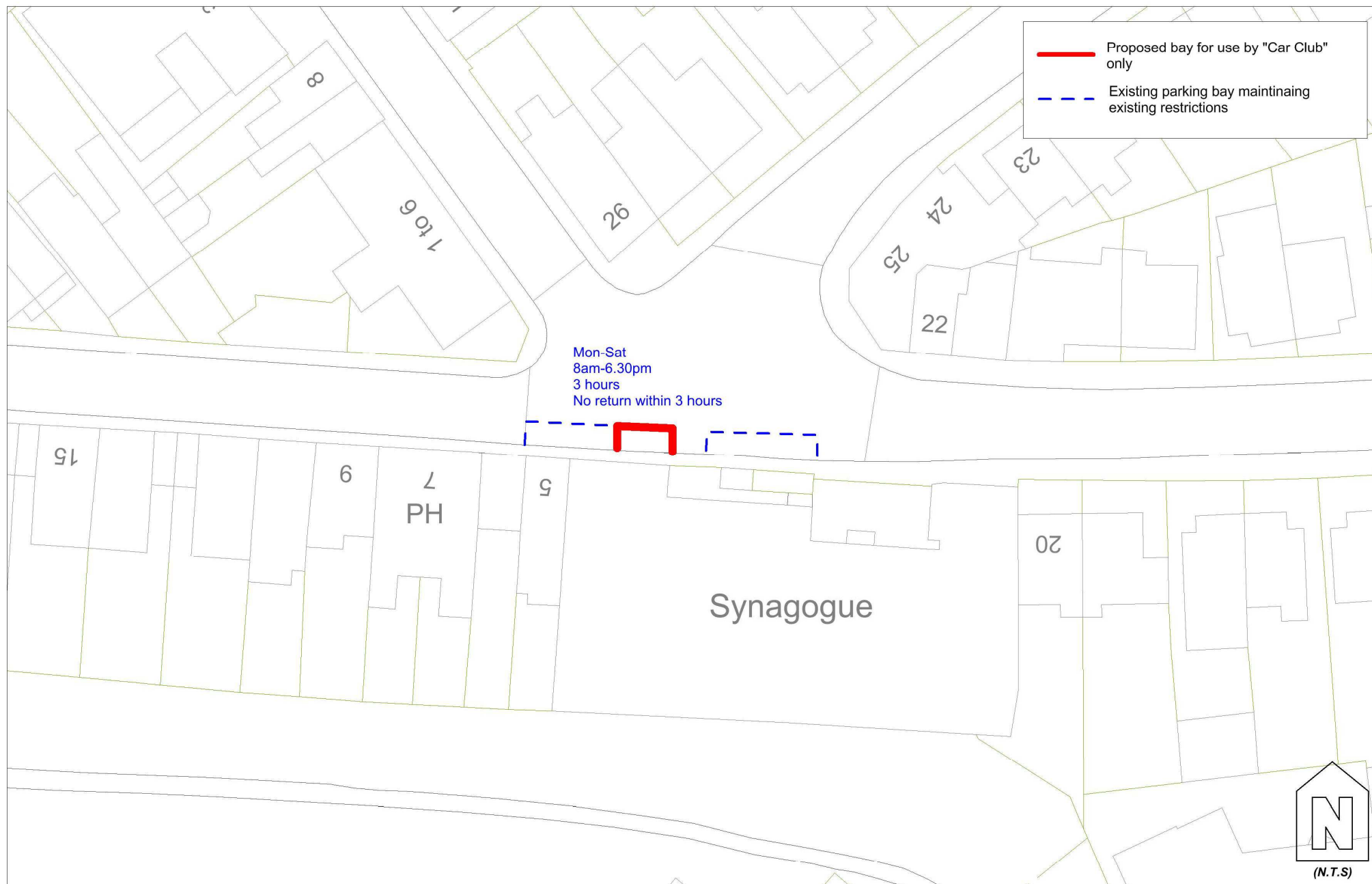
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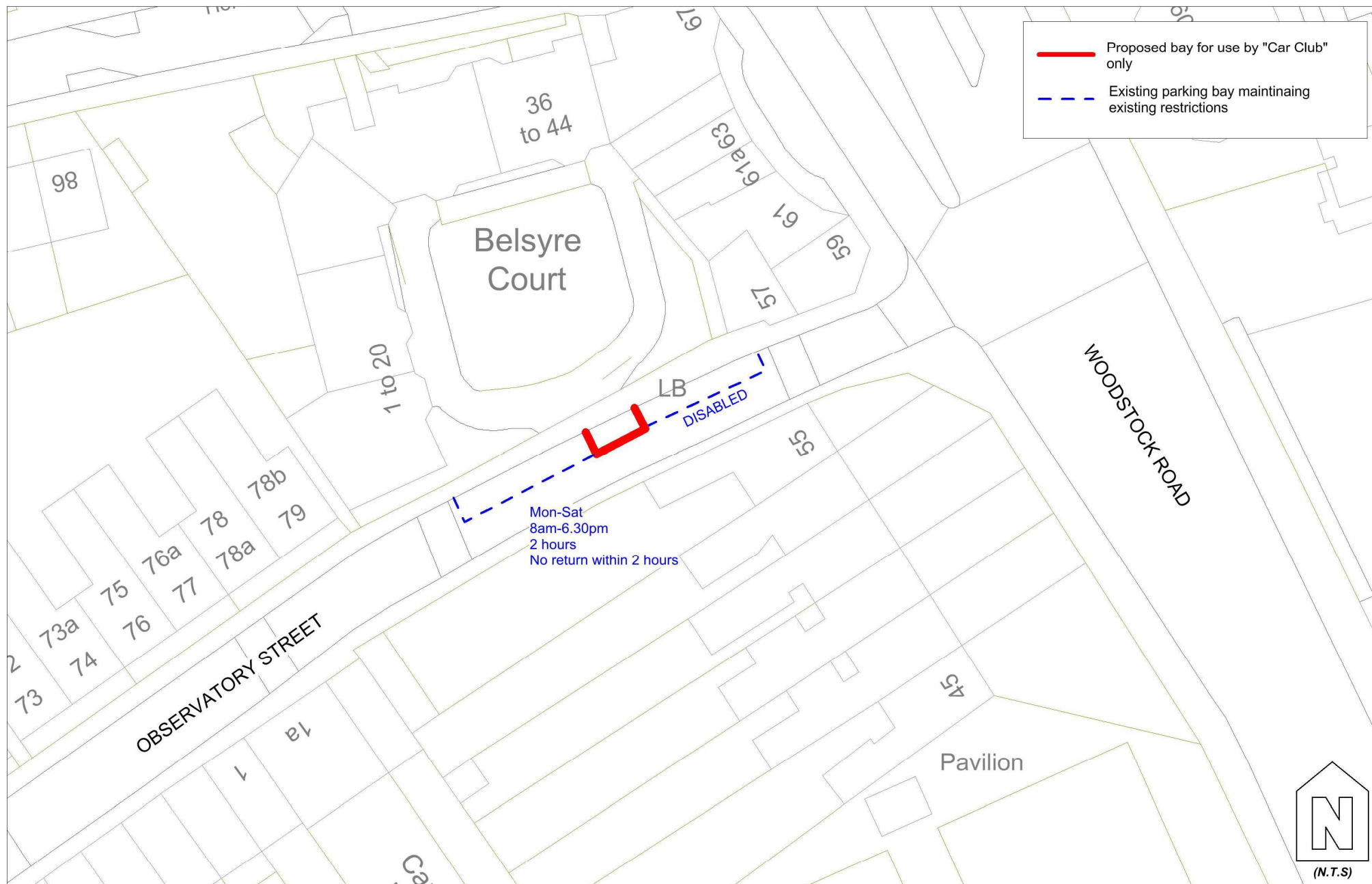


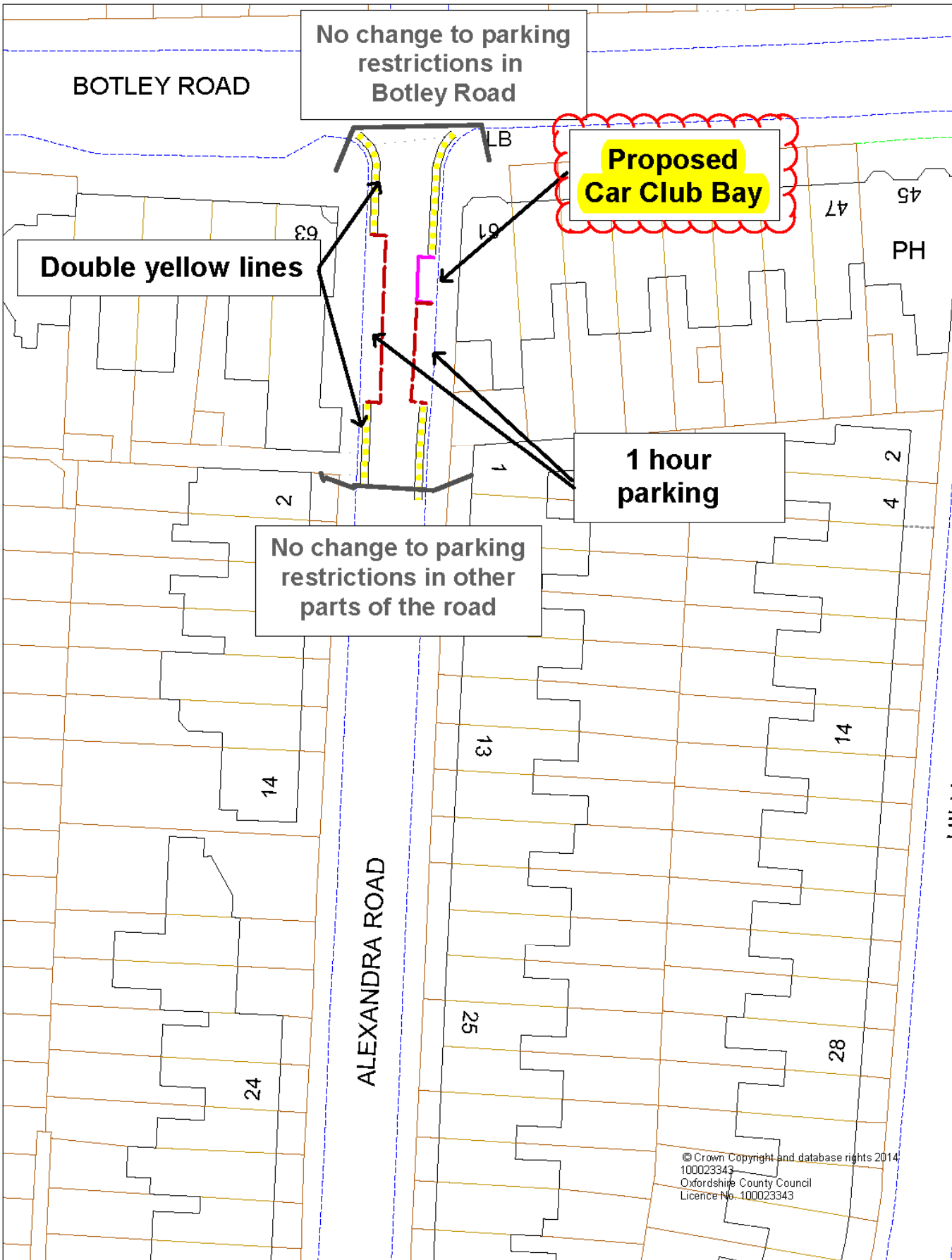








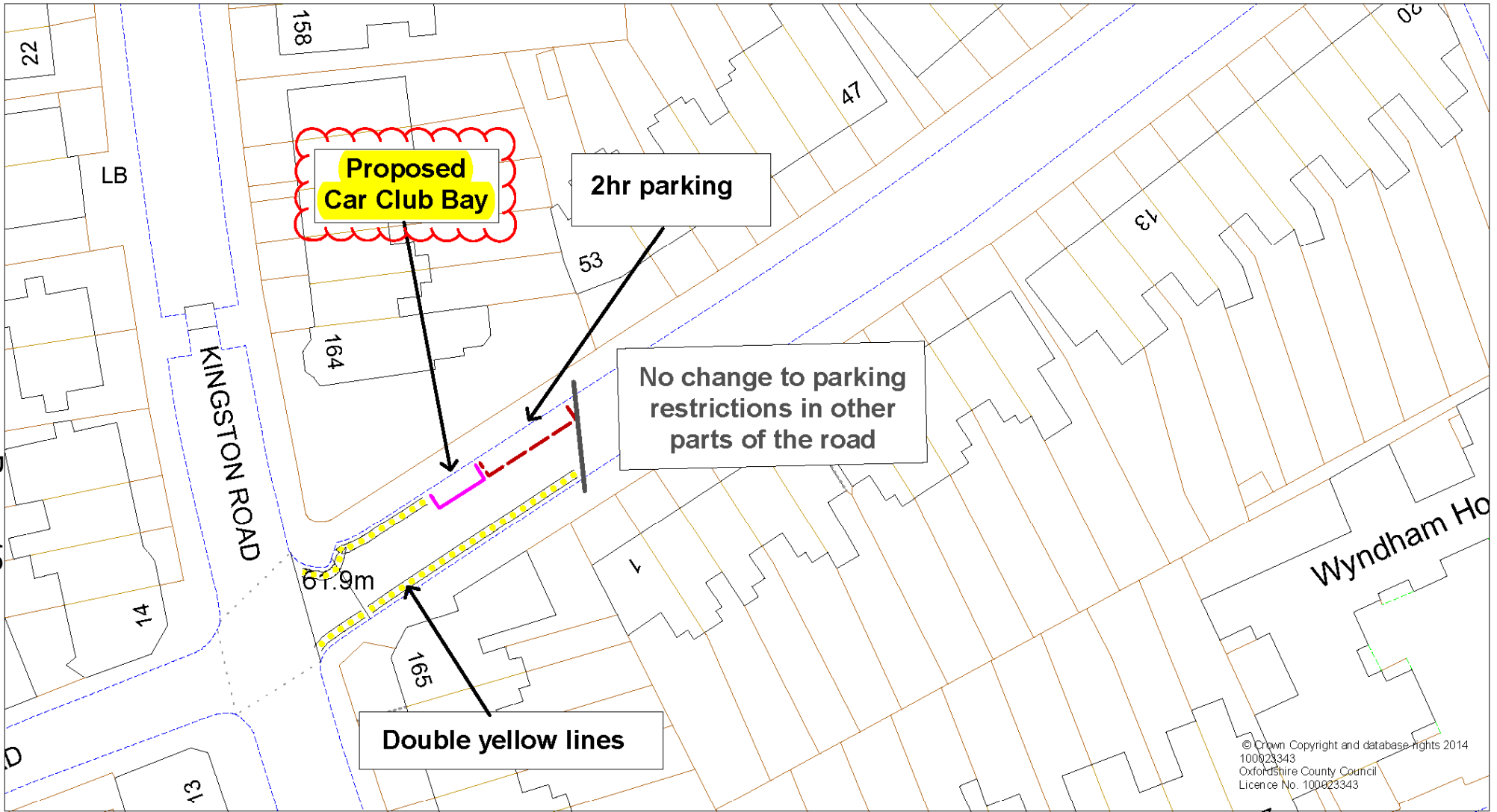




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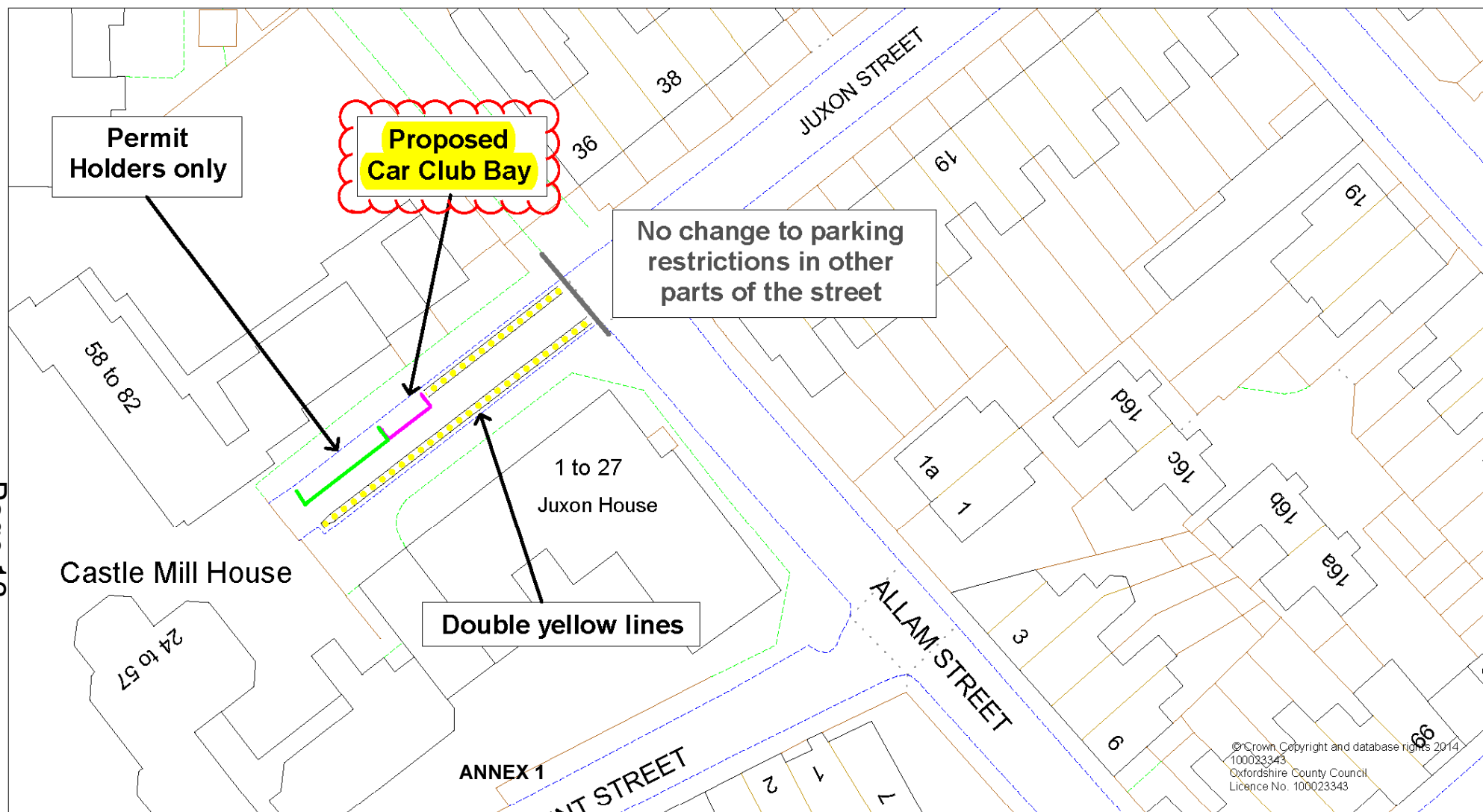


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PROPOSED CAR CLUB BAY LECKFORD ROAD, OXFORD

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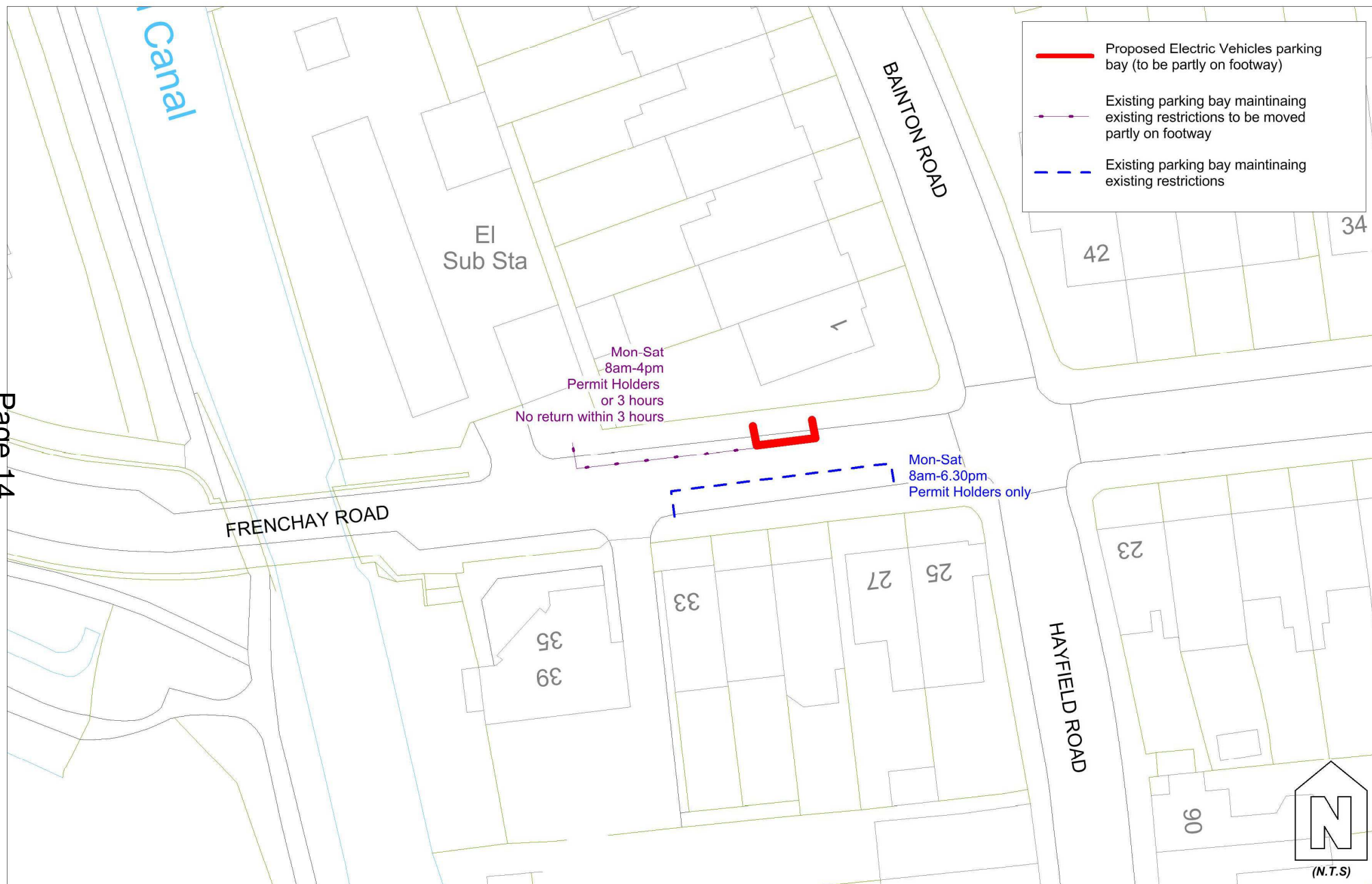


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PROPOSED CAR CLUB BAY JUXON STREET, OXFORD

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RESPONDENT	PROPOSAL	FULL COMMENTS
Cllr Pressel (Local County & City Cllr)	All Locations	<p>Support - I am very much in favour of car clubs and so I support the principle of this application. The locations seem to be OK, though I will consult residents about the Osney and the St John St ones. Has the Synagogue been asked about the Nelson St one?</p> <p>I'm sorry that these new bays will not include electric charging points. They will surely be needed soon, so I hope the charging points can easily be added? Car clubs should be encouraged or incentivised to buy electric cars, please.</p>
Thames Valley Police	All Locations	No Objection.
Resident, (Stanley Road)	Stockmore Street (Annex 1)	<p>Support - Strongly support having move parking bays for car club only use - we need to do all we can to encourage people who need to use cars to use car clubs instead of private cars wherever possible, to help reduce congestion.</p> <p>Pleased to note that all of these bays are properly on the road (pavements are for people!). Does any consideration need to be given to having electric vehicle charging points for these new bays?</p>
Resident, (Abingdon Road)	Newton Road (Annex 2)	Object - We don't have enough parking place for residents, please make more parking place for residents not for any body else.
Resident, (Lake Street)	Newton Road (Annex 2)	Support - Excellent idea to encourage electric vehicle use and reduce air pollution and congestion.
Resident, (St Thomas Street Street)	St Thomas Street (Annex 3)	Support - I am a member of the Co-Wheels Car Club and a keen advocate of this type of scheme as it provides people with a really practical alternative to owning a car. Traffic congestion and air pollution are

		<p>both significant issues in Oxford city centre so the fact that car clubs reduce the number of cars on the road benefits the city and all its residents.</p> <p>I do not own a car and neither do many of the residents at Castle Mews Uudging by the largely empty car park). Furthermore, other residents of Castle Mews are also car club members as I regularly see both Co-Wheels and Zip Car vehicles in our car park. As a result, I believe the creation of a car club space in StThomas' Street will provide a valuable amenity for the local community.</p>
Resident, (Bridge Street)	East Street (Annex 4)	Support - Osney is more than ever an inner city location. We should all be looking to get rid of our cars which are (mostly) under-used and a truly local car club would be as convenient as your own car.
Resident, (Bridge Street)	East Street (Annex 4)	Object - Parking on Osney Island is becoming more and more difficult for permit holders. Often there are no spaces left in the evening, perhaps, the Democrats Club would agree to rent a space?
Resident, (South Street)	East Street (Annex 4)	Object - Parking is already very difficult for residents and their visitors, at various times of day. Loss of another space would exacerbate the problem further.
Resident, (Bridge Street)	East Street (Annex 4)	Support - Excellent idea - we can all benefit from the shared use of a car club, helping to reduce the need to own a car and the associated advantage of reduced congestion, improved air quality and more space on the street.
Resident, (East Street)	East Street (Annex 4)	Support - This seems to threaten parking in the short term but will benefit it in the longer term. I will personally use this car club within a year or two.
Resident 18/03/2017, (North Street)	East Street (Annex 4)	<p>Object - The parking situation on Osney Island for residents and their visitors is already very difficult and this will exacerbate the situation. It is not a proper function of the County Council to discourage private car ownership which is what this amounts to.</p> <p>I am also surprised that no option is provided for objecting via email. As email is much cheaper for the Council to process and store, I can only assume that this is an attempt to reduce the amount of feedback and to discourage objections.</p>

Resident, (West Street)	East Street (Annex 4)	<p>Object - There is already a problem with parking on the Island. Many residents need their cars for work and family purposes. Besides, with visitors to the pub/Island during the week end (increased numbers in summer), the problem with parking becomes acute. Recycling Bin collection is a tricky business because the trucks have hardly any room to maneuver.</p> <p>* Some newcomers to the Island (without children to take to and fro) or a dire need to have a car for practical day-to-day need, may find the idea attractive. I have lived on the Island for 30 years and parking has become a big problem.</p> <p>I live in West Street, I do not have a car and although I have acquired visitor parking permits, there have been many instances when no parking was available anywhere on the island.</p>
Resident (North Street)	East Street (Annex 4)	<p>Object - The parking situation on Osney Island for residents and their visitors is already very difficult and this will exacerbate the situation. It is not a proper function of the County Council to discourage private car ownership which is what this amounts to.</p> <p>I am also surprised that no option is provided for objecting via email. As email is much cheaper for the Council to process and store, I can only assume that this is an attempt to reduce the amount of feedback and to discourage objections.</p>
Hon Secretary, Oxford Synagogue, (Wytham Street)	Nelson Street (Annex 5)	<p>Object - The proposal for Nelson Street removes one of the few visitors' spaces in this area of Jericho. The purpose of a car club is surely to reduce car ownership in a particular area, rather than to make it harder for visitors to park, and therefore it would make much better sense to place the car club space in one of the residents' parking bays.</p> <p>The 3 hour parking bays are in constant use, and as soon as a space is vacated, it is filled again, whereas there are often vacant spaces in the residents' parking bays.</p> <p>I cannot support anything which would make visitor parking harder in this area. Obviously, our members take</p>

		their chances in finding a visitor spot, but these spaces are extremely valuable for the older members of our community who cannot cycle, who find it difficult to walk, or for those who have to pick up or drop off heavy loads at the synagogue.
Resident, (Nelson Street)	Nelson Street (Annex 5)	<p>No Objection - While my wife and I have no principled objection to the proposed bay, I am not sure the proposed bay is the best location. Since we moved to Jericho over 17 years ago, we have noticed two attempts to run a viable car club in Jericho, one of which we belonged to for a while, and neither of which succeeded in operating for long. For both clubs the chosen car parking bay was on Great Clarendon Street, beside the playground opposite the OUP. This seems to me a better location for the proposed bay, for the following reasons:</p> <p>From Hart Street to Walton Street, Great Clarendon Street has no resident parking and no three-hour waiting bays, only pay and display parking. Consequently, that part of the street is not congested as is the case with the whole resident area of Walton Crescent, Richmond Road, Albert Street and Nelson Street, full of residents and their cars and little availability for temporary parking for visitors to the Synagogue, Al-Shami Restaurant and resident properties. The three-hour bays outside the Synagogue are therefore precious, the only others being the few in Worcester Place. And they are nearly always fully occupied. To remove one for the sake of the car club exacerbates the whole parking conditions.</p> <p>I therefore feel the bay in Great Clarendon Street previously assigned to car clubs is much more practical and appropriate.</p>
Resident, (Beaumont Buildings)	St John Street (Annex 6)	Support - I am fully in favour of proposed parking bays for car clubs..special reference St John's St
Resident, (St John Street)	St John Street (Annex 6)	<p>Object - I welcome the idea. However, surely it would be better for both residents and car club members if the new bay was at the north end of the permit holders only stretch rather than in the middle.</p> <p>As the space for permit holders only is not marked out in bays, putting a fixed bay in the middle of it will tend to result in spaces that are not quite big enough to fit a car into arising at both ends of the bay whereas, if the bay were at the end, this could only happen once.</p> <p>I hope it will be possible for this alteration to be made.</p>

Resident, (St John Street)	St John Street (Annex 6)	<p>Object - I have no objection to a residents' parking space being used for a Car Club car, provided the space is specified as the base station for a car to be used by car club members resident in the area. I would be opposed to it being available for use by any car club car, in which case it would be used as a way for car club members from elsewhere in the city to park free of charge in the City Centre. Such use would be contrary to the policies of both the County and City Councils of limiting car use in the City Centre.</p> <p>However, I object to the proposal to site the space within a stretch of residents' parking. This would presumably require three signs with one indicating the end of the residents' parking, another the car club site and the third the start of residents' parking. These signs would be visually intrusive in the City Centre Conservation Area and unnecessarily expensive for the council to install. If the car club space was the last vehicle space in the stretch of residents' parking towards Wellington Square, all that would be required would be a sign to indicate the end of the residents' parking, which should be there anyway, and one for the car club car. Thus there would have to be only one extra sign. The end space is only a short distance from that proposed and would make no practical difference to car club members using the car.</p>
Resident, (St John Street)	St John Street (Annex 6)	<p>No Objection - Whilst I have no objection to the principle, I was slightly surprised by the proposed location. It would surely be preferable to locate it at the end of the permit holders' parking area rather than somewhere in the middle as is currently proposed. This would make for more efficient use of the available parking, would ensure that the club car is never blocked in, and would make it easier for users to find.</p>
Resident, (St John Street)	St John Street (Annex 6)	<p>Support - I welcome the idea. However, surely it would be better for both residents and car club members if the new bay was at the north end of the permit holders only stretch rather than in the middle ?</p> <p>As the space for permit holders only is not marked out in bays, putting a fixed bay in the middle of it will tend to result in spaces that are not quite big enough to fit a car into arising at both ends of the bay whereas, if</p>

		<p>the bay were at the end, this could only happen once.</p> <p>I hope it will be possible for this alteration to be made.</p>
Resident, (Belsyre Court)	Observatory Street (Annex 7)	<p>Object - It is difficult enough for visitors to find parking spaces as it is! I would also add that a certain number of Observatory St residents are elderly and/or disabled and depend on visiting carers and cleaners, etc. who need to park nearby. A couple of years ago, I needed to organize temporary assistance for an elderly relative, and was told by an agency that there were concerns about carers working in this particular street, because of the difficulties in finding parking space.</p>
Resident, (Belsyre Court)	Observatory Street (Annex 7)	<p>Object - residents at Belsyre Court have pointed out the current difficulties in getting parking for carers and for deliveries since our street offers so few spaces. These are essential services for some residents who have limited mobility.</p> <p>There is also a lot of building work going on in the street which increases the pressure on the remaining spaces. In fact, directly opposite Belsyre Court part of the road has been almost continuously occupied by a rubbish skip. Further along the street builders' vans regularly take up spaces from early morning.</p>
Resident, (Belsyre Court)	Observatory Street (Annex 7)	<p>Object - I would add that there are several shops whose customers use the two-hour bays throughout the day.</p> <p>At night-time, visitors to Belsyre Court often find it difficult to park because there are too many cars here. Losing a bay would cause huge problems.</p>
Resident, (Belsyre Court)	Observatory Street (Annex 7)	<p>Object - I would add that there are several shops whose customers use the two-hour bays throughout the day.</p> <p>At night-time, visitors to Belsyre Court often find it difficult to park because there are too many cars here. Losing a bay would cause huge problems.</p>

Resident, (Belsyre Court)	Observatory Street (Annex 7)	<p>Object - parking spaces are already choked in the street and reducing available spaces will worsen the situation</p> <p>Residents rely on the 2hr spaces (where the Car Club space is proposed) for night time parking because of the lack of capacity of residents parking in the vicinity</p> <p>Observatory St is on the northern boundary of the Jericho Residents Parking Zone, so Belsyre Court residents and their neighbours do not have the luxury of parking in a near by street when Observatory Street is full, because the nearest street (St Bernards Road is in a different Residents Parking Zone</p> <p>Visitors to the extremely valuable pharmacy rely on Observatory St spaces for short term parking to pick up prescriptions etc and reducing the spaces available to them will make collecting prescriptions very difficult</p> <p>The nearest car club spaces are in any case very close by in the Woodstock Road, so a further space in such close proximity is inappropriate</p>
Resident, (Observatory Street)	Observatory Street (Annex 7)	<p>No Objection - This parking area is in great demand. There is hardly ever a space vacant during the day. So it seems to me a great pity that the space available to all should be reduced. I hope that, if this plan goes ahead consideration will be given (a) to extending the 2 hour area on the other end – i.e. to the west – even at the cost of reducing residents parking space; (b) to using for the car club, the space at the end of St Bernard's Road formally allocated to the doctor attending the medical centre (now closed) in Belsyre Court.</p> <p>I should add that the parking problem of this area will be made worse for the next two years by the contractor traffic involved in the refurbishment of Belsyre Court, for which the Council gave permission.</p>
Online Response	Unspecified location(s)	<p>Object - It's hard enough to find parking in Oxford for residents. Why are we taking away more spaces from citizens to give to business? Car clubs don't need more spaces, citizens need more spaces. With the coming demographic change we should be increasing the number of disabled spaces, not turning spaces over to private companies for their profit.</p>

Online Response	Unspecified location(s)	Support - Electric cars in domestic areas form a key part of keeping air pollution down for the future. Such infrastructure is vital.
Resident, (Binsey Lane)	Alexandra Road (Annex 8)	Support – <i>no comment.</i>
Resident, (Alexandra Road)	Alexandra Road (Annex 8)	Support – <i>no comment.</i>
Resident, (Alexandra Road)	Alexandra Road (Annex 8)	<p>Object - Feel that the parking on our street is already very congested and there are often not enough permanent spaces for the residents' cars. This leads to residents using the 1-hour spaces available in the evenings, filling up the road completely. To take one of the these spaces away will make matters even worse.</p> <p>We only have a small car to give us a better chance of finding a space on our road, but we still often struggle and have to resort to parking the car on other streets in our parking permit catchment area. We have a new-born on its way and the thought of having to park further away from our house is extremely unappealing.</p>
Resident, (Botley Road)	Alexandra Road (Annex 8)	Object - These bays are usually full overnight with residentiaycars. If one space is allocated to the car club it will force another resident to park illegally.
Resident, (Riverside Road)	Alexandra Road (Annex 8)	Support - The availability of electric cars for hire via a car club in different parts of the city will be part of helping to lower are pollution.
Resident, (Hill View Road)	Alexandra Road (Annex 8)	Support – <i>no comment.</i>
Resident, (Kingston Road)	Leckford Road (Annex 9)	Object - I object to this proposal as it will disrupt business deliveries as well as the home care nurses that attend to the Residents in 164 Kingston Road as well as block off their main doorway. I do believe certain care should be made as they already feel disrupted by all the large coaches that travel through the road

		when they should be using the main roads.
Resident, (Leckford Road)	Leckford Road (Annex 9)	<p>Object - Presently, there are only three two hour parking places at the end of Leckford Road, and there are three commercial establishments on or near the the same corner: The Grog Shop, Oxflooring and Kingston Fruit and Vegetables (though not strictly retail...customers do come and go plus their own vans are frequently parked there between deliveries). Each of these establishments require short term parking as people nip in and out. This is especially true of The Grog Shop. In addition, there are numerous restaurants, shops, and take way food establishments within five minutes walk of the proposed parking bay. If we lose one of these spaces, people are more likely to park in the bus stop on Kingston Road, thereby blocking the space allocated to the bus service or to risk a ticket by parking in the residents' or disabled bays nearby (tickets in the disabled and residents' bays become less likely especially after 4 pm and very unlikely after 6 pm).</p> <p>In addition to this space being considered for the car club vehicle, there is another application for a St. Bernard's Road/Observatory Street car club bay, and there is already a Zip Car space at St. Antony's. Given that most people have a car in this area, do we need further spaces for car club vehicles? Some years ago, there was a space for a car club vehicle on Warnborough Road. Was there ever a car there? I could never identify which car was related to the space. Did anyone ever use it? Why was the space decommissioned?</p> <p>Given that residents of Walton Manor can have up to three cars associated with each house plus 50 visitors' permits per year, can we afford to lo lose another two hour space on this road? I think not.</p>
Resident, (Kingston Road)	Leckford Road (Annex 9)	<p>Objection – My business is on the opposite corner to Leckford Road. there are also three other businesses that have been trading here for many years.</p> <p>My customers park in these short term bays to load goods as we are surrounded by double-yeelow lines. I would have thought ot better to have Car Club bays at the Woodstock Road end of Leckford Road, as there no businesses at all. Also residents do get extra permits for visitors.</p>
Resident, (North Hinksey Lane)	All Locations	Support - Car clubs provide their members with convenient access to cleaner vehicles without the hassles and expense of ownership. They are an important part of addressing air quality issues in Oxford.

Online Response	Unspecified location(s)	Support - A great initiative that we should all be behind.
Resident, (Essex Street)	Frenchay Road (Annex 11)	Support - Air quality and climate change are two huge issues facing us and cities like Oxford with many old terraced houses and few off-street parking opportunities need solutions to how more people feel comfortable buying an EV. I live on a terraced street and have only just been willing to order a PHEV because of this trial and the signals it sends about EV infrastructure investment. Ideally I would be able to buy a full BEV in the future and these types of parking spaces are critical to this.
Resident, (Riverside Road)	Frenchay Road (Annex 11)	Support - This will give the opportunity of electric car users to charge their vehicles when visiting different parts of the city.
Resident, (Lake Street)	Frenchay Road (Annex 11)	Support - Excellent idea to encourage electric vehicle use and reduce air pollution and congestion.
Resident	Frenchay Road (Annex 11)	Object – while supporting the principle, object to proposed footway parking due to narrow width of footway (which for example is used for placing bins)

Division(s): Bicester Town, Bicester North, Bicester West, Otmoor

CABINET MEMBER FOR ENVIRONMENT – 25 MAY 2017

PROPOSED WAITING RESTRICTIONS, VARIOUS STREETS, BICESTER

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and other comments received in the course of the statutory consultation on the proposals to introduce new and amend existing waiting restrictions in various streets in Bicester.

Background

2. Concerns over the obstruction of traffic and road safety as a result of on-street waiting at a number of locations within the town have been raised by local members and at the Bicester Traffic Advisory Committee, and in response officers identified - in consultation with local members – proposals for waiting restrictions. Following consideration of the responses to a formal consultation held in autumn 2016, amendments were made to some of the proposals after a joint review by officers and members, and a further consultation on all the proposed restrictions as shown in was carried out in March and April 2017.
3. Objections were received in respect of proposals for Bucknell Road, in the Kings Avenue area and in the Withington Road and Bernwood Road area as shown at Annexes 1, 2 and 3.
4. Other advertised at the same time were unopposed and can be dealt with under my delegated authority. Proposals for Brashfield Road and Granville Way were included in the above consultations but these require additional consultation with any objections presented to a future meeting.

Consultation

5. The formal consultation on the above carried out between 17 March and 14 April 2017. A public notice was placed in the Oxford Times, and notices placed on site in the immediate vicinity of the proposals. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Town & District Councils and the relevant local County Councillors, and letters sent to nearby properties.

6. Annex 4 provides details of the objections received; copies of the full responses received are available for inspection in the Members' Resource Centre.

Objections and concerns

7. Seven objections were received in respect of the proposals for Bucknell Road, including three from residents of Field Street without off-street parking provision, for whom Bucknell Road is currently the nearest road with unrestricted parking. The objections related to the loss of parking for residents, and that the proposals would result in parking being transferred to other nearby roads which already have limited parking availability. Additionally there was a response from a resident of an adjacent side road requesting consideration of further restrictions to address a concern over the dangers posed by current parking opposite its junction with the side road.
8. The objections in respect of the proposals for the Kings Avenue area (2 objection), and in the Withington Road and Bernwood Road area (2 objections) were similarly on the grounds of the loss of parking for residents, and that parking would be transferred to other nearby roads which already have limited parking availability. One response from Rowan Road was to extend the restrictions further along that road, and there was another response seeking additional restrictions on a road that does not form part of these proposals.

Response to objections and concerns

9. It is acknowledged that some residents will have to make adjustments to their parking arrangements that may prove less convenient. However very careful consideration has been given to balancing the competing interests of residents so affected and others who are adversely affected by the current levels of parking by non-residents, including commuters.
10. In view of the above it is considered – also taking account of the very considerable input by local members into this review – that the proposals are appropriate and proportionate. Should the proposals be approved, monitoring will be carried out to assess their impact and the need for any modifications or additional measures.

How the Project supports LTP4 Objectives

11. The proposals would help facilitate the safe movement of traffic and pedestrians.

Financial and Staff Implications (including Revenue)

12. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATION

13. **The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposals as advertised and described in this report.**

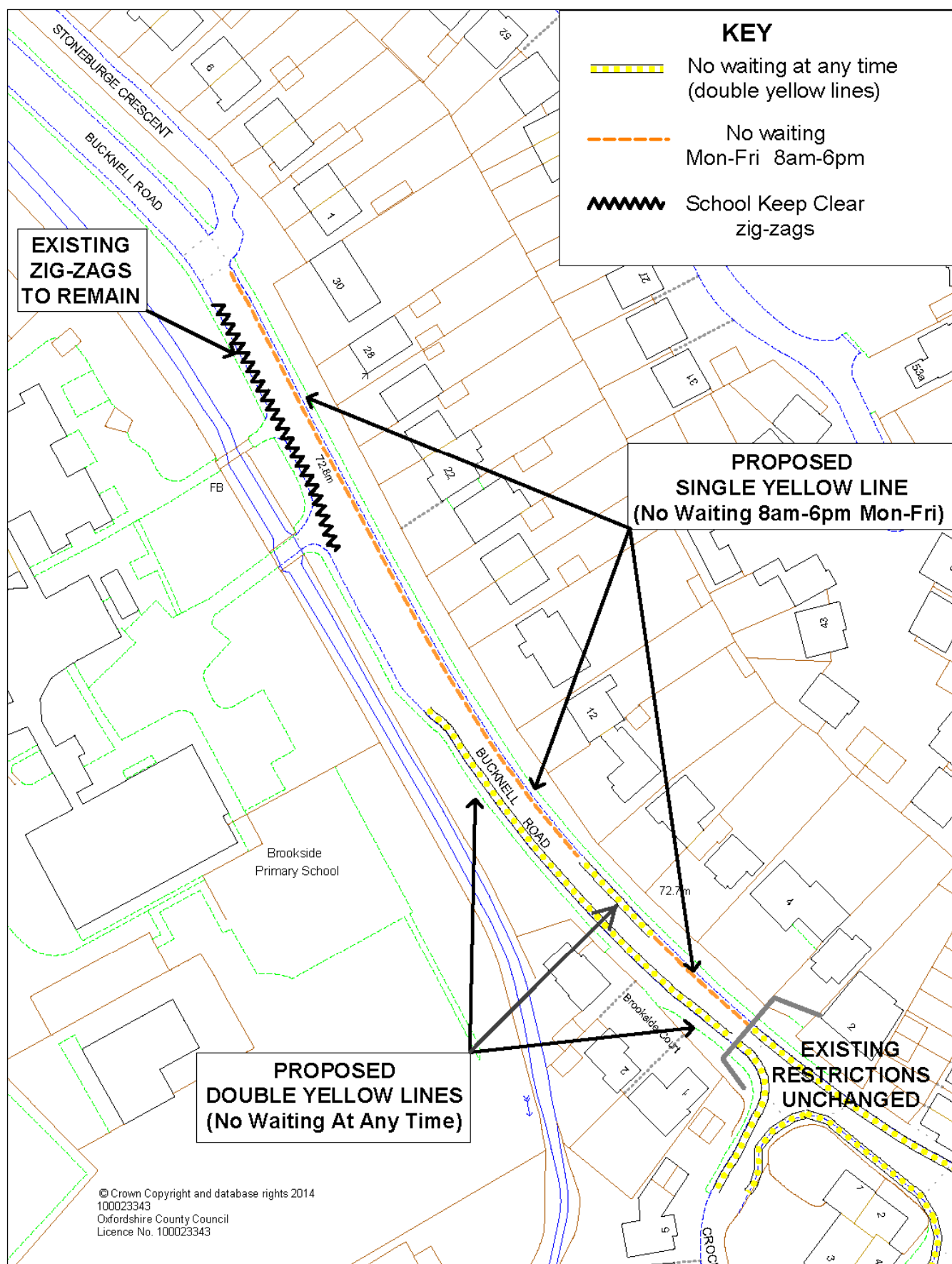
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Consultation responses

Contact Officers: David Tole 07920 084148

May 2017



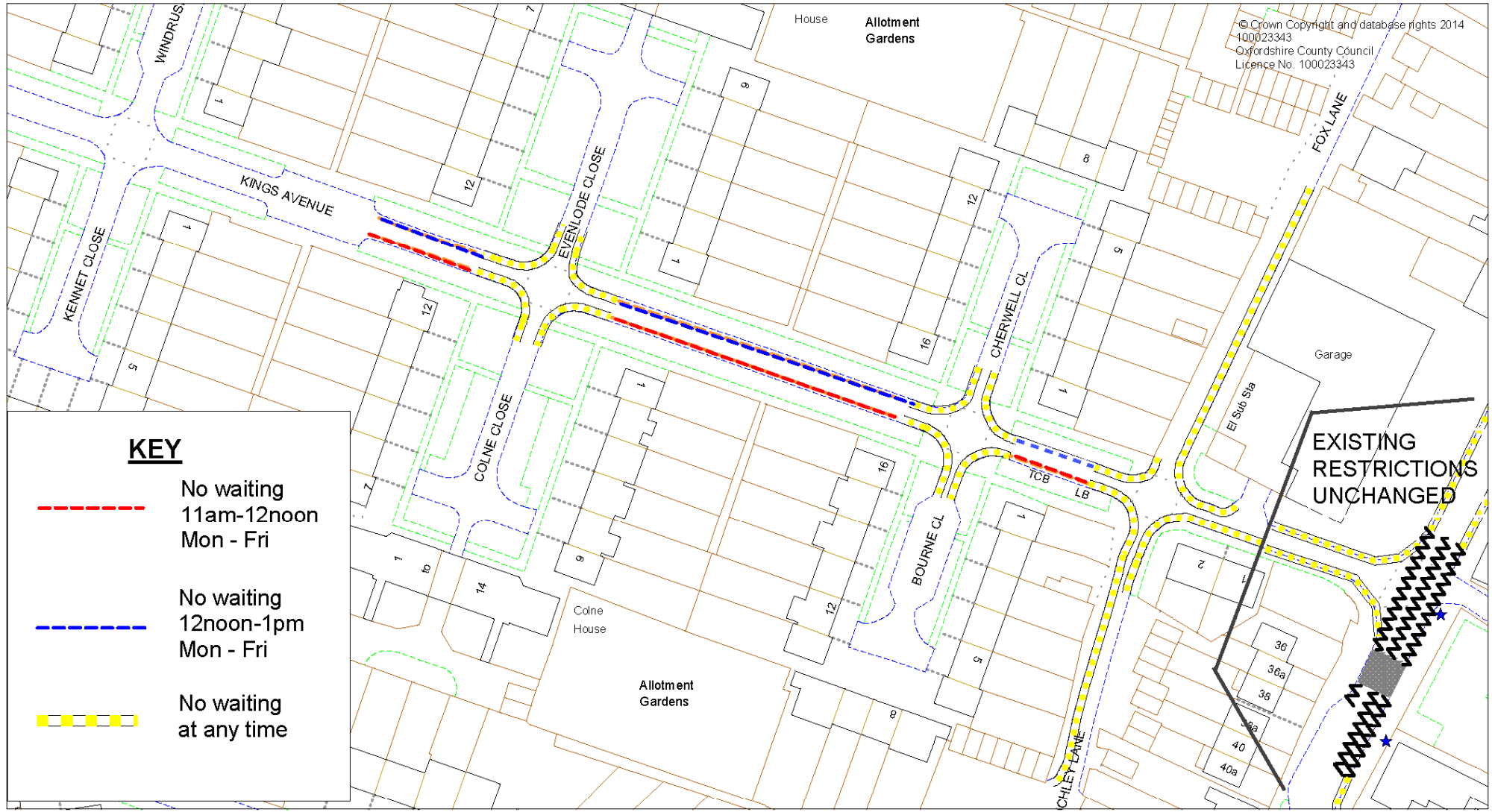
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**PROPOSED PARKING RESTRICTIONS
BUCKNELL ROAD, BICESTER**
REVISED DECEMBER 2016

SCALE	1 : 1000
DATE	01/2016
DRAWING No.	
DRAWN BY	

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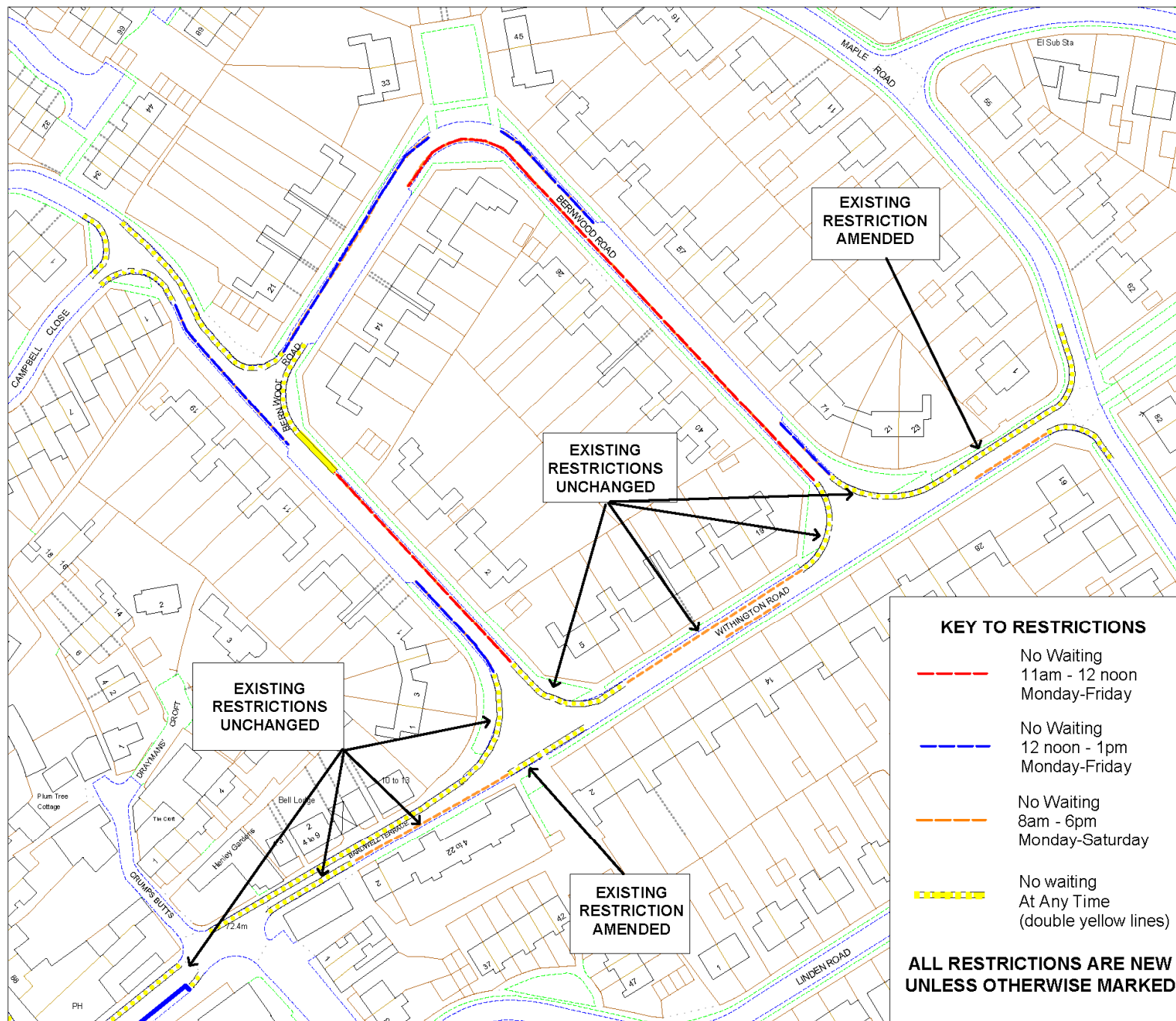
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PROPOSED PARKING RESTRICTIONS KINGS AVENUE AREA, BICESTER

(Revised 1 December 2016)

SCALE	1 : 1000
DATE	1 December 2016
DRAWING No.	
DRAWN BY	



PROPOSED PARKING RESTRICTIONS

**WITHINGTON ROAD
BERNWOOD ROAD
CAMPBELL CLOSE**

BICESTER

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DRAWING TITLE

SCALE 1 : 1000

DATE 01/2016

DRAWING No.

DRAWN BY

RESPONSE IN RESPECT OF:	ID	RESPONDENT	FULL COMMENTS
Bucknell Road (Annex 1)	2	Resident , (Crockwell Close, Bicester)	<p>Object - I'm a resident of Crockwell Close and the impact of your changes to Bucknell Road will have a severe impact to the current flow of residential traffic to our close.</p> <p>We already have field street residents searching for spaces on our narrow close and the space is extremely limited especially when the road curves round adjacent to residents drives making it less than simple to reverse our of their driveway.</p> <p>I would support a no stopping order between peak times or some residents permit system to allow the close to manage the flow of traffic themselves instead of being impacted by the several cars who regularly park on Bucknell road in the new zones where you will implement restrictions. this is at least 2-5 cars daily.</p>
Bucknell Road (Annex 1)	8	Resident, (Stoneburge Crescent, Bicester)	<p>Object - Bucknell Road Bicester Proposed Lines - This will just move the problem to Stoneburge Crescent, which is a private road. We struggle with Parents from Brookside school, and Teachers and Staff parking in the area, and we will never be able to get out of our Crescent. What about helping this by continuing the proposed lines passed the Crescent to protect us. and also make sure the lines are policed after to protect us!</p>
Bucknell Road (Annex 1)	14	Email Response Resident, (Bucknell Road, Bicester)	<p>Object My car has been able to park outside my property for the previous 18 years until OCC decided to give planning permission for the redevelopment of Bicester town centre, in turn moving cars from the centre car park to around the centre. In addition you gave, as detailed from my original letter dated 12th October 2016 attached, planning permission for 1, Chichester Close to build 2 No flats on the driveway of the property. I now have another 4 cars trying to park outside my</p>

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			<p>property, as they do not use the parking as instructed within the planning of their property.</p> <p>As in my original letter, I have stated that I will happily convert the front of my house to a driveway if OCC are willing to give the planning permission and fully fund the conversion to a dropped kerb outside my property.</p>
Bucknell Road (Annex 1)	20	Email Response Resident, (Field Road, Bicester)	<p>Object: We are writing once again regarding the parking restrictions that are proposed for Bucknell Road, Bicester. Although we appreciate that changes have been made to the original proposals, from September 2016 we do not feel that they address our concerns and do not help our parking situation. We also feel that other residents, particularly from our street will be in the same situation. As before, although we understand the increased traffic and congestion around Bicester due to the increased number of cars going in and out of the housing areas and the town centre we would like to object specifically to the proposed changes to be made on Bucknell road.</p> <p>As property owners on Field Street we feel that these parking restrictions would:</p> <ol style="list-style-type: none"> 1. Leave us without anywhere to park our vehicle Monday-Friday 8am-6pm. 2. Decrease the value of our house due to future residents not being able to park a car nearby. 3. Hinder local residents and the safety of road users on Field Street. <p>We bought our house in 2012, with the understanding that we had on-street parking walkable to our property, we have since kept the car on Bucknell road and advice our guests to do the same. We cannot park anywhere else within reasonable distance as Field Street is a main road.</p> <p>As I said we do appreciate that you have attempted to reduce the parking by commuters and feel this will be beneficial to other road users but as a resident we do not only park our car there overnight. We often do not use our car during the day so these restrictions would leave us with nowhere to park from 8am-6pm weekdays. If we cannot park on Bucknell road we, along with other houses on our street may be forced to look into parking outside the front of our house, which would mean an increased</p>

			<p>disturbance on Field street, which is a main route in and out of the town and cars stopping to go up and down the large curb would stop the flow of traffic, which could provide undue risk to other road users.</p> <p>We therefore urge you to look at other options for residents, particularly of Field street as very few at Bucknell road end have off street parking. Would it be possible to have a resident parking permit to use on Bucknell road or another walkable street, such as North Street? North Street currently use resident only parking and from what I observe this seems successful and often has spaces. We are open to other suggestions and would gladly talk about this further but feel the current proposals are not suitable.</p>
Bucknell Road (Annex 1)	21	Email Response Resident, (Field Road, Bicester)	<p>Object I am writing to object to the proposed parking restrictions being imposed for Bucknell Road.</p> <p>By preventing people from parking their car in that road during the day, you are taking away my freedom and independence of being able to get around. I am registered as disabled and rely on having my car parked near to my house. As a resident of Field Street, as it is I am finding it harder and harder to do this because of the inconsiderate people who work nearby who park their car in Bucknell Road to avoid paying for their parking, but for you to take it away completely feels like a real kick to the residents.</p> <p>If we were to be given parking permits this would prevent those people from blocking the roads all the way back to Hudson Street and would allow the residents to have parking near to their homes. It would seem that a lot of other residents in similar positions in other roads have all been given the option of alternative parking arrangements but nothing has been given to the residents of Field Street. All of the residents of Bucknell Road have driveways and so these restrictions do not necessarily affect them but it does heavily affect us.</p> <p>A lot seems to be being done to improve Bicester and its roads but at the moment it seems it's the residents that are having to suffer the consequences. When North Street was closed off, those residents were given permits whilst the Field Street residents faced the increased noise caused from the increased traffic being forced down past the houses.</p>

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			<p>I would like my points to be reviewed and a response as to how the Council may be willing to review the option of permits further or providing disabled parking. I broke my back in the Army and would like to think that I like so many other veterans won't be ignored and let down yet again.</p>
Bucknell Road (Annex 1)	22	Email Response Resident, (Field Road, Bicester)	<p>Object: I am writing again to object to the proposals ADK/DT.12.6.129 for PROPOSED PARKING RESTRICTIONS BUCKNELL ROAD, BICESTER.</p> <p>I live on Field Street and the ONLY parking near to my house is on Bucknell Road. So where exactly do you think people along Field Street can park???</p> <p>So far this year, I have seen my road listed as an area of high pollution (no huge surprise after North Street access was closed) and now I face severe parking issues.</p> <p>Also, my property value will be affected by a decision to put double yellow or single yellow lines here. Will you be compensating people?</p> <p>Instead of single or double yellow lines, why not have permits only for Field Street and Bucknell Road residents? The people living along Bucknell Road have large driveways and do not need to park on Bucknell Road. If the issue is Bicester North commuters and parents from the school, permits again should improve this.</p> <p>I still have no idea how you expect the parents to drop the kids to school.</p>
Bucknell Road (Annex 1)		Resident letter, (Stoneburge Crescent, Bicester)	<p>We are in full agreement that something needs to be done about this ASAP and welcome changes to improve the situation ... HOWEVER, the current proposal overlooks a significant issue of concern.</p> <p>This issue being: Vehicles parked on the bend opposite the entrance to Stoneburge Crescent. Our suggestion is that the current "School-Keep-Clear" Zig-Zag lines should be extended beyond the bend/junction/bus-stop.</p>

Kings Avenue area (Annex 2)	10	Resident, (Bourne Close, Bicester)	<p>Object - I wish to object strongly to the proposed parking restrictions, in particular, the proposed parking restriction along Finchley Lane, west side from Kings Avenue south wards for 55 Metres.</p> <p>Your plans for the proposed parking restrictions indicate that there will be a DYL imposed along Finchley lane. This restriction will prohibit us residents from parking at the rear of our properties. Four (4) of Six (6) Residents from Bourne Close have parking/Garages at the rear along Finchley lane. Your plans indicate the DYL on the West side of Finchley lane from the junction with Kings Avenue, southwards for a distance of 55 meter, this will run across these Four (4) access points. However, in your proposed plans you indicate that the east side of Finchley lane from the junction with Kings Avenue, southwards covers only a distance of 17 metres and the West side of Fox lane from the junction with Kings Avenue, northwards indicate no restrictions what so ever; showing that you have taken into consideration the access points and garages at the rear of these properties yet failed to do the same for the properties on the west side of Finchley lane.</p> <p>With 16 residential properties in Bourne Close and parking for only Six (6) vehicles in a close that has 13 vehicles, we as residents of the close would like to know where we are to park with the council now restricting us from parking near our homes and at the rear of our properties; considering that applications to lower kerbs within the close to easy the issues of inadequate parking have been rejected due to extreme restrictions and guidelines imposed by you the council.</p> <p>We feel the council has not provided us residents with adequate parking within the area. As a resident in the area of the proposed parking restrictions, these proposed restrictions will prohibit us residents from accessing/parking on our own properties.</p>
Kings Road (Annex 2)	16	Email Response	<p>Object Where do the people who actually live here park? Why should we have to move our cars every day for an hour? Just to solve problems created by bad approval of planning applications?</p>

Withington Road / Bernwood Road area (Annex 3)	4	Resident, (Crumps Butts, Bicester)	<p>Object - No provision has been made or considered for the nine residences of Crumps Butts. All of these homes have vehicles and only two have access to off-road parking. There is no other parking available except for Bernwood Road, with access to our homes along Campbell Close or the alley behind Campbell Close.</p> <p>Recently, I was quite ill for more than a week, I would not have been able to move my car if I had been forced to park in one of the restricted areas. I have chronic arthritis and often have to walk with a stick. The existing parking is poor, but the new proposal will make access to parking near my home extremely difficult, if not impossible.</p> <p>This proposal will force people like myself to park in either Campbell Close or Chichester Close, which will cause unpleasantness and inconvenience to the residents of those locations in addition to the residents of Crumps Butts. Many of the properties in Campbell Close have more than one vehicle that park on the roads, the same applies to left-hand side of Bernwood Road as one approaches Campbell Close.</p> <p>This is a ridiculous and poorly thought- out proposal that has not considered the wellbeing of all residents of the area and will cause untold upset and inconvenience for all of the residents in the area, not just Crumps Butts.</p> <p>Please find a better working solution that benefits all residents such as resident parking permits. This could be introduced quite easily and could be policed in much the same way as the proposed parking restrictions would be.</p> <p>With respect, I really do not see how councillors can make any decision when they have not visited the area and carried out a full assessment of the existing problems and potential solutions.</p>
Withington Road / Bernwood Road area (Annex 3)	19	Email Response Resident, (Bernwood Road, Bicester)	<p>Object I would like to object to the parking restrictions proposed for Bernwood Road unless there is going to be a permit option so that I can park my car outside my house without worrying about moving it for 1 hour a day.</p>

Withington & Bernwood Road (Annex 3)		Resident letter, (Withington Road, Bicester)	<p>Questions and Concerns :</p> <ol style="list-style-type: none"> 1. (Bardwell Terrace) - Querying why only on a single yellow line on the narrowest/busiest/dangerous road on the estate. 2. (2 Withington Rd) - why double yellow lines right across my drive- agree to halfway across allowing me to park outside my own home. 3. (14-16 Withington Rd) - not sure what colour- but why is it there. 4. (20-26 Withington Rd) - why no double yellow lines like outside no. 2 Withington STILL a junction and also nearer to the school. <p>Blue/Orange lines around Withington/Bernwood with 1 hour interval around mid-day - this may help with workers parking all day but Sainsbury's shift workers will still be ok.</p> <p>Also how do residents cope when unable to park outside their own home. Also may main concern- WHO IS GOING TO POLCE THIS OPERATION - why not concentrate on the pot holes & build more car parks or just bring in FREE PARKING like Witney that is also in Oxfordshire. BUT maybe this is too late as we have no shops anyway.</p>
Rowan Road	17	Email Response	<p>We really do not want the only on street parking on Rowan Road right outside our house!!! We have already had to call the police several times because people have parked across our drive or even on our drive!</p> <p>Rowan Road is a small road it is often the case that larger delivery vehicles cannot get passed parked cars</p> <p>Also these parking spots are often used for drug dealing - that's just not acceptable. Please put double yellow lines both sides of Rowan road or at least the full length of our property</p>
No proposals included in consultation	11	Resident, (Buckingham Crescent, Bicester)	<p>Buckingham Crescent is, at times, a nightmare for parking. I realise that having a pizza takeaway chain there is obviously going to attract a certain level of nuisance parking, but there are other factors to consider. This is basically a cul-de-sac and therefore a bottleneck during busy hours. Double yellow lines are ignored, parking the other side on the grass area. People parking to use the bus stop, train station, and</p>

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			shops on the other side of Buckingham Road are adding to local frustrations. People park on grass verges and even across driveways despite clearly having lowered curbs and being a private property.
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Division(s): Banbury Calthorpe

CABINET MEMBER FOR ENVIRONMENT – 25 MAY 2017

PROPOSED WAITING RESTRICTIONS AND TRAFFIC CALMING BANKSIDE, BANBURY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and other representations received in the course of a consultation on proposed traffic calming measures (including a raised zebra crossing) and waiting restrictions on Bankside, Banbury.

Background

2. Development of land in south east Banbury (the Longford Park residential development) has been approved by Cherwell District Council, with a significant number of homes already completed and occupied. As the site is further developed, a new junction at Bankside is being constructed, and measures on Bankside are now proposed to provide for the additional demands for travel arising from the development. If approved, these measures will be funded by the developer.
3. The proposals include the replacement of the existing traffic calming chicanes with speed cushions, a raised zebra crossing and the introduction of additional waiting restrictions - plans showing the proposals are included at Annexes 1 and 2. Additionally – although not requiring formal consultation – it is proposed to provide advisory cycle lanes on both sides of the road along its full length, reflecting that Bankside already forms part of a signed cycle route to the station, and that such provision will encourage cycling in the area in accordance with broader transport , sustainability and health objectives.

Consultation

4. The formal consultation on the proposals was carried out between the 23 February and 24 March 2017. The local member, Banbury Town Council and Cherwell District Council, together with the police and other statutory consultees were also consulted. A dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals, with letters sent to nearby properties and notices placed along the road.
5. Forty responses were received, as shown at Annex 3 (copies of the full responses are available in the Members' Resource Centre).

6. Thames Valley Police expressed no objection to any of the proposals.
7. Cllr Mark Cherry, the local member at the time of the consultation, expressed support for all of the proposals.
8. Stagecoach Oxford, the bus operator, supported all the proposals on the understanding that the specification of the bus cushions would allow the passage of buses to pass over them with minimal vertical deflection.
9. The remaining responses were from members of the public, and are summarised below:

Proposed waiting restrictions

	Support	Object	Neutral / no opinion expressed	Total
Bankside residents	3	11	0	14
Residents of roads off Bankside	6	3	0	9
Residents of wider area	2	1	0	3
Unknown	8	2	1	11
TOTAL	19	17	1	37

10. Although the balance of opinion was in support of the proposed waiting restrictions (also taking account of the response of Stagecoach Oxford and the then local member), strong objections were lodged by some members of the public, including a significant majority of the responses received from residents of Bankside.
11. These objections primarily related to the proposed 'no waiting between 8am and 6pm Mondays to Saturdays' on the grounds that there is no convenient alternative parking provision nearby for residents of Bankside, noting that while many of the properties on Bankside did have garages accessed from the rear of the property, these were small and not in practice usable by many vehicles, and that on-street parking provision on the adjacent side roads was already under pressure, and that parking displaced from Bankside would cause difficulties for residents of these roads in addition to the inconvenience for Bankside residents.
12. Some respondents suggested the provision of more parking laybys on Bankside, to be funded by the developers, with the suggestion made by some respondents that the use of these laybys should be restricted to residents.
13. It was also suggested by some respondents that the impact for residents could be reduced by limiting the time period the waiting restrictions applied.

14. The proposals for 'no waiting at any time' on the length of Bankside between its junction of Hightown Road and Newbold Close however appeared to be broadly supported – the current parking along the latter part of Bankside is primarily used for commuter parking rather than by residents, and can result in an appreciable restriction for traffic at times.
15. A small number of concerns were raised over the proposed 'no waiting at any time' restrictions on Bankside at its side road junctions on the grounds that it would lead to further parking pressure on the side roads.

Officer comments on the representations on the proposed waiting restrictions

16. The objections relating to the proposed 8am to 6pm Monday to Saturday restrictions are noted and it is accepted that in practice some residents may have significant difficulty in finding suitable alternative parking spaces, and that parking displaced to the side roads would further add to parking pressures experienced in some of these locations.
17. The request for the introduction of a residents parking scheme in the area is noted, but while not ruling out consideration of this in the future, it is not considered possible at present, in particular bearing in mind that civil parking enforcement is not currently in place within the Cherwell District Council area.
18. The provision of further parking laybys at the locations where there is on-street waiting adjacent to housing would require further investigation to assess feasibility and costs; currently there is no identified funding that could be used to fund such works.
19. Balancing the inconvenience to residents impacted by the removal of parking against the benefits that could be achieved from the proposed restrictions for traffic using Bankside is challenging. In addition to allowing buses to operate easily with the proposed traffic calming, the proposed restrictions would assist cyclists using the proposed cycle lanes.
20. Taking all these factors into account it is suggested that the majority of the advertised restrictions on Bankside should be approved for implementation. However, in those key locations where the proposed 8am to 6pm Monday to Saturday limit would cause particular difficulty for residents then no restriction should be introduced at this stage. Officers will carry out local consultation with residents and the local Councillor to determine the extent of these gaps in the restriction, but these are expected to focus on the sections of Bankside between Meadow View and Wood End, and also to the north of the Chatsworth Drive (north) junction.
21. Although a small number of objections that were received related to the proposed 'no waiting at any time' restrictions on the side road junctions, very few vehicles (in practice) park along the short lengths of either Bankside or the side roads where the restrictions are proposed. The intention of the

restrictions is to help ensure that there is no parking in the immediate vicinity of these junctions in accordance with the Highway Code.

22. None of the objections appeared to relate to the proposed 'no waiting at any time' restriction on Bankside between its junctions with Hightown Road and Newbold Close. Proposals (not part of this consultation) for introducing signal control at the Hightown Road junction with Bankside will further add to the justification for removing this parking to ensure that the new layout operates safely and efficiently.

Proposed traffic calming measures

	Support	Object	Neutral / no opinion expressed	Total
Bankside residents	5	4	5	14
Residents of roads off Bankside	8	1	0	9
Residents of wider area	2	1	0	3
Unknown	6	3	2	11
TOTAL	21	9	7	37

23. The proposed replacement of the existing traffic calming chicanes by a system of speed cushions was also overall supported by a majority of the respondents.
24. Some of the respondents' objections to the proposed use of speed cushions stated they significantly preferred the current traffic calming chicanes, and were also concerned about the potential damage to vehicles caused by passing over a large speed cushion, and also potential noise issues as vehicles pass over the cushions.
25. Some responses - while not objecting to the principle of the use of speed cushions - nevertheless queried the number being proposed and requested consideration of a reduced number of features.
26. Stagecoach Oxford, who operate bus services here, expressed no objection with the proviso that the specification of the cushions is 'bus friendly'.

Officer comments on the representations on the proposed traffic calming measures

27. The spacing of the speed cushions (approximately 80 metres apart) is in accordance with normal practice and design guidance based on research published by the Department for Transport. 'Bus friendly' speed cushions are proposed and in practice – from observations of schemes using a similar specification and spacing of cushions – cars are able to progress over these

at 30mph with minimal if any requirement to slow at each feature, yet are effective in reducing the amount of traffic travelling in excess of the speed limit, and have not been found to result in noise issues or any concerns over damage to vehicles.

28. Monitoring of the performance of the existing traffic calming chicanes shows that while they undoubtedly reduce speeds in the vicinity in particular for the traffic required to give way, away from the chicanes speeds can be quite high. Additionally, although not a severe problem, from time to time injury accidents are reported at the chicanes

Proposed zebra crossing

	Support	Object	Neutral / no opinion expressed	Total
Bankside residents	6	1	8	15
Residents of roads off Bankside	7	0	2	9
Residents of wider area	3	0	0	3
Unknown	4	2	5	10
TOTAL	20	3	15	37

29. One objection was received from a resident adjacent to the site concerned about its impact on the property, including light pollution from the beacons, and also concerned that the proposed location was not in the best location to serve existing pedestrian crossing demands. A further two objections were received on the grounds of the crossing not serving existing pedestrian crossing demands (there were also some other comments not framed as objections also making this point).

Officer comments on the representations on the proposed zebra crossing

30. It is accepted at present there may be fairly limited pedestrian crossing demand at the site of the proposed crossing, however it is close to the proposed new junction from the Longford Park development, and will therefore be well placed to serve the pedestrian crossing demand generated by the development.
31. The objection from the residents directly adjacent to the crossing is noted. Such concerns are understandable but there appears to be little scope to amend the location of the crossing to an alternative location that would still provide a convenient crossing point for pedestrians travelling to / from the development, which is funding the crossing, and it should be also noted that the development itself will significantly change the appearance of the land on the east side of Bankside. Light pollution from the zebra crossing beacons can

be addressed by installing hoods so that there is minimal light spillage to adjacent properties.

How the Project supports LTP4 Objectives

32. The proposals will facilitate the safe and efficient movement of traffic arising from the development and will enhance pedestrian facilities in the area.

Financial and Staff Implications (including Revenue)

33. Funding for the proposals is being delivered by the developers of adjacent land; the appraisal of the proposals and consultation has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATION

34. **The Cabinet Member for the Environment is RECOMMENDED to:**
- a) approve the implementation of the proposed parking restrictions as advertised and amended as set out in this report; and**
 - b) approve the implementation of the proposed traffic calming measures and raised zebra crossing**





OWEN JENKINS

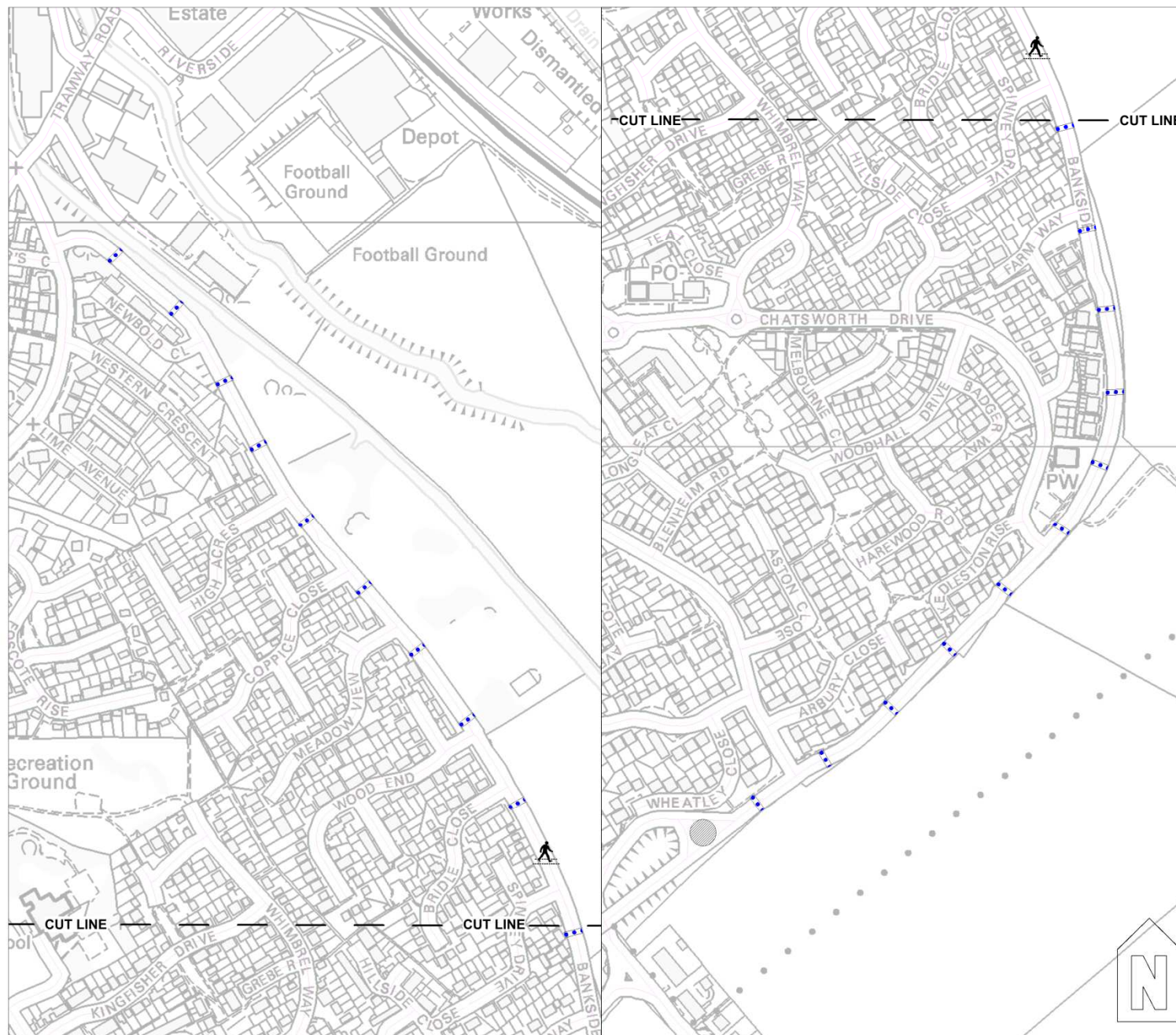
Director for Infrastructure Delivery

Background papers: Consultation responses

Contact Officers: David Tole 07920 084148

May 2017

Drawing No.	Revision 2		
 Approximate location of proposed traffic calming (2 cushions at 80m spacing)			
 Approximate location of centre of proposed Zebra crossing point			
 Newly constructed roundabout junction with road leading to the A4260 Oxford Road			
Notes:			
a) Pairs of speed cushions with dimensions of: 1.6 metres wide and 2.5 metres long and 75mm high.			
b) Zebra crossing constructed on a flat top road hump with dimensions of: height 75mm, length 9 metres and with ramp gradients of 1:15.			
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 OXFORDSHIRE COUNTY COUNCIL <small>Chris McCarthy Director Infrastructure Delivery Communities Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</small>			
CONSULTATION PLAN			
BANKSIDE, BANBURY TRAFFIC CALMING (OPTION B)			
Drawing Status			
(not to scale)	Drawn by:	Checked by:	Approved by:
	CJM	ADK	
	Date drawn:	Date checked:	Date approved:
	14/11/2016	30/11/2016	
Drawing No.	Revision 2		



ANNEX 2



Drawing No.	Revision	3
<p>Proposed "No waiting at any time" parking restriction.</p> <p>Proposed "No waiting Mondays to Saturdays 8am to 6pm" parking restriction.</p> <p>No change to existing parking restriction.</p> <p>Newly constructed roundabout junction with road leading to the A4260 Oxford Road</p>		
<p>Notes:</p> <p>a) No change to restrictions on North/Northeast side of Bankside between Hightown Road and south of High Acres.</p> <p>b) 15 parking spaces on Bankside between Hightown Road & Newbold Close to be removed.</p> <p>c) Restrictions in Newbold Close are being extended by approximately 22 metres.</p> <p>d) No change to restrictions in High Acres, details to be added to TRO for clarity.</p> <p>e) 3 laybys on South side of Bankside to be retained for unrestricted permitted parking.</p>		
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<p>Chris McCarthy Director Infrastructure Delivery Communities Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</p>		
<p>OXFORDSHIRE COUNTY COUNCIL</p>		
<p>CONSULTATION PLAN</p>		
<p>BANKSIDE, BANBURY PROPOSED PARKING RESTRICTIONS</p>		
<p>Drawing Status</p>		
(not to scale)	Drawn by:	Checked by:
	CJM	ADK
	Date drawn:	Date checked:
	18/11/2016	30/11/2016
<p>Date approved:</p>		
Drawing No.	Revision	3

Member for Banbury Calthorpe (Cllr Mark Cherry, member for the division at the time of the consultation)	<u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – Support
Thames Valley Police	<u>Parking Restrictions</u> - Neither - It is imperative that these restrictions are accepted by residents who may be affected and will have no exemption when the restrictions apply. Thames Valley Police have no objection to the order. <u>Traffic Calming Features</u> – Neither <u>Zebra Crossing</u> – Neither
Strategic Development Manager (Midlands, Oxfordshire and West) Stagecoach	<u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Support - with proviso that the speed cushion specification and placement allows buses to track over them while causing minimal vertical deflection. <u>Zebra Crossing</u> – Support
Resident, (Bankside, Banbury)	<u>Parking Restrictions</u> – Object – the loss of the parking would cause severe inconvenience due to the lack of alternative provision, noting that the garages provided are too small for modern vehicles and that technically residents are in breach of a covenant if parking outside the garage. Amending the proposals to apply between 10am to 3pm might help, but some residents would still be significantly affected and this would lead to the displacement of the current parking to neighbouring streets, the residents of which would likely be inconvenienced. An alternative would be for the developers to fund the construction of parking bays for the use of Bankside residents only. <u>Traffic Calming Features</u> – Support - Very good idea as some drivers see the chicanes as a

	<p>challenge rather than a calming measure.</p> <p><u>Zebra Crossing</u> - Support – will be helpful when the development is completed.</p>
Resident, (Bankside, Banbury)	<p><u>Parking Restrictions</u> – Object - strongly objects as residents of Bankside have no alternative to parking on the road. The proposal will further encourage greater volumes of traffic on Bankside, which is a residential road, and not a ring road to be used as an alternative to the main A4260 into the town</p> <p><u>Traffic Calming Features</u> – Object - The proposed traffic calming scheme will make little real difference to the traffic on Bankside if the parking restrictions are also adopted as the volume of traffic will undoubtedly increase. The best traffic calming method is to continue to allow parking in its current form as this already helps to slow vehicles down.</p> <p><u>Zebra Crossing</u> – Support - but It would be a better idea to have the crossing opposite the park not opposite an empty field with no public footpath on the side of the road.</p>
Resident, (Bankside, Banbury)	<p><u>Parking Restrictions</u> – Object -removing these spaces and making the road a no parking zone between 8am-6pm Monday to Friday will remove the only space available for parking during the day and so cars will park on the side roads, which are already prone to cars double parking during the day, which would prevent emergency vehicle access to these roads. Traffic problems in the area are mainly due to the signalled junctions within the town, and not Bankside; a ring road joining the south of Banbury with the motorway would be a far better idea.</p> <p><u>Traffic Calming Features</u> – Object - Speed bumps will cause traffic to accelerate and decelerate causing increased pollution and noise; the current chicanes allow a steady flow of traffic during quieter times and thus saves pollution; speed bumps also cause suspension damage to smaller cars!.</p> <p><u>Zebra Crossing</u> – Support - It's not needed yet but may help with the new estate.</p>
Resident, (Bankside, Banbury)	<p><u>Parking Restrictions</u> – Object -there is not enough parking for residents as it is- there is parking for one car only at most</p> <p>Where are you proposing that residents of the two bedroom flats with more than one vehicle per flat,</p>

	<p>park? What about residents who rent a flat but the owner doesn't let them have use of the garage?</p> <p><u>Traffic Calming Features</u> – Object – removing the chicanes will only make matters worse. The issue will be volume of traffic once the all the new build properties have been bought and taking the chicanes away won't help that - the volume of traffic just means that I am inconvenienced into having to leave for work far earlier</p> <p><u>Zebra Crossing</u> – Neither - If a zebra crossing is being put in because of a bus stop then I agree otherwise I don't see why one would be needed.</p>
Resident, (Bankside, Banbury)	<p><u>Parking Restrictions</u> – Object - it will be detrimental to the people living on Bankside and also visitors/workmen visiting Bankside properties during the week as there will be nowhere to park. I already have trouble parking to the rear of my property and if the proposed parking restrictons are put in place it will make parking during the daytime a nightmare. It would be better to do away with the lower pavement and or grass area at the top end of Bankside to create more laybys for parking.</p> <p><u>Traffic Calming Features</u> – Object – the current chicanes work adequately well and if speed cushions/humps are installed I don't feel it would be beneficial to lower the speed of vehicles. It would be a nightmare for the buses which come up and down Bankside 4 times her hour! Most vehicles would simply go over the speed humps whereas now at least they have to stop and wait at the chicanes.</p> <p><u>Zebra Crossing</u> – Neither - <i>no comments.</i></p>
Email Response Bankside (owner of rented property)	<p><u>Parking Restrictions</u> - Object– tenants would have very considerable difficulty finding an alternative parking space, causing also increased parking pressure on adjacent roads. Suggests consideration of a residents parking scheme and / or the provision of alternative off-street parking spaces</p> <p><u>Traffic Calming Features</u> – no comment</p> <p><u>Zebra Crossing</u> – no comment– suggests consideration of additional crossings e.g. by the bus stops</p> <p>Other comment – queried if there were any proposals to improve the junction of Hightown Road with Bankside.</p>

CMDE6

Resident, (Bankside, Banbury)	<u>Parking Restrictions</u> - Object - we have no alternative parking provision, with e.g. no garage or other parking area provided for the property <u>Traffic Calming Features</u> – Neither <u>Zebra Crossing</u> – Neither
Resident, (Bankside, Banbury)	<u>Parking Restrictions</u> - Object - has no alternative parking – either a residents parking scheme or some other parking provision is needed <u>Traffic Calming Features</u> – No comment <u>Zebra Crossing</u> – No Comment
Resident, (Bankside, Banbury)	<u>Parking Restrictions</u> - Object - please consider making this "no waiting Monday to Friday 10am to 3pm". This would still prohibit those who are leaving their cars here all day, without penalising weekend visitors to the park, or residents who park here after work, or the many parents (including myself) who will leave and return home before and after the school run. Alternatively consider a residents parking scheme. <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – No specific comment on proposal
Resident, (Bankside, Banbury)	<u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Neither <u>Zebra Crossing</u> – Object – the proposed crossing is directly outside our property; there are alternative locations which would not impact on a specific property either north or south of the Spinney Drive junction without being detrimental to existing residential properties. and which would much better serve the existing pedestrian crossing demand, in particular between the Bridle Close junction and Wood End junction. We also need to know that there will not be flashing beacon lights or audible signals from the crossing.
Resident, (Bankside, Banbury)	<u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – Support

CMDE6

	Also expressed strong support for a weight limit to address problems of HGV's rat running along the road.
Resident, (Bankside, Banbury)	<u>Parking Restrictions</u> - Object - supports the proposed double yellow lines, but we have no alternative parking provision, the existing parking doesn't cause problems, and also notes that most cyclists use the existing footway. <u>Traffic Calming Features</u> – Neither <u>Zebra Crossing</u> – Neither
Resident, (Bankside, Banbury)	<u>Parking Restrictions</u> - Object – proposals would prevent parking by their property; few cyclists use Bankside because of the hill need and so this reason for providing the waiting restrictions is not justified. <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – Support
Resident, (Bankside, Banbury)	<u>Parking Restrictions</u> - Support <u>Traffic Calming Features</u> – Support <u>Zebra Crossing</u> – Support Other comments- has seen a huge increase in traffic over approx. 20 years as a resident here; the proposed measures are excellent and will hopefully stop the boy racers we have had recently; it would also be useful if a pedestrian crossing could also be incorporated near the bottom of Bankside, and also some vehicle activated 30mph reminder signs to supplement the speed cushions.
Resident, (Newbold Close, Banbury)	<u>Parking Restrictions</u> – Support – <i>no comments</i> . <u>Traffic Calming Features</u> – Support – <i>no comments</i> . <u>Zebra Crossing</u> – Neither - there should be one more zebra crossing through the Bank Side park.

CMDE6

<p>Resident, (Meadow View, Banbury)</p>	<p><u>Parking Restrictions</u> – Support - I am especially pleased to see parking restriction between Newbold Close and the end of Bankside.</p> <p><u>Traffic Calming Features</u> – Support - It looks to be a great improvement on the chicanes!</p> <p><u>Zebra Crossing</u> – Support - <i>no comments</i>.</p>
<p>Resident, (Kedleston Rise, Banbury)</p>	<p><u>Parking Restrictions</u> – Support - With increases in traffic following the new development to the south of Banbury, the existing arrangements are not suitable- while the proposals will resolve the problem, they will make an improvement, though improvements are also needed to improve capacity at the junctions of Bankside / Hightown Road and Swan Close Road / Cherwell Street. One of the major problems is having the access to the M40 motorway junction 11 so that a lot of the traffic wishing to travel west from the has to cross the local Banbury traffic. If going south I always drive to junction 10, but going north I can't avoid the traffic jams even if I drive to junction 12, which I have done.</p> <p><u>Traffic Calming Features</u> – Support - <i>no comments</i>.</p> <p><u>Zebra Crossing</u> – Support - <i>no comments</i>.</p>
<p>Resident, (Wood End, Banbury)</p>	<p><u>Parking Restrictions</u> – Object – while supporting the removal of the commuter parking between Hightown Road and Newbold Close, residents parking else where on the road have few alternatives, and introducing the proposed restrictions would cause severe inconvenience and - the residents looking to park on our side roads. Consideration should be given to a residents parking scheme and building some parking areas for Bankside residents with permits so that all non-local visitors that park on Bankside to use the park to exercise their dogs have to use another area to walk their dogs, thus freeing up a park area for Bankside residents.</p> <p><u>Traffic Calming Features</u> – Support - agree the chicanes should be replaced with speed cushions so that we have a slow but safe & constant flow of traffic. The cycle lanes on both sides of Bankside are also a good idea & will improve the safety of cyclists.</p> <p><u>Zebra Crossing</u> – Support - A raised Zebra crossing is a well overdue but good idea to ensure safety of all.</p>

<p>Resident, (Lime Avenue, Banbury)</p>	<p><u>Parking Restrictions</u> – Support – but also consider that restrictions should be extended onto Hightown road and into both Western Crescent and Lime Avenue as all three roads suffer from vehicles being left all day whilst the occupants use the train network and council building. Hightown is especially dangerous as it's a long sweeping bend, and it is a direct route for emergency vehicles accessing the hospital</p> <p>On the entry to both Lime Avenue and Western Crescent cars are left on the entrance to the road, so when you are driving up Hightown Road and turn left onto Lime Avenue you cannot see if anything is coming from the road. This has been an ongoing problem for quite some considerable time and is still very dangerous.</p> <p>Also requests consideration of a residents parking scheme in this area.</p> <p><u>Traffic Calming Features</u> – Support - <i>no comments.</i></p> <p><u>Zebra Crossing</u> – Support - <i>no comments.</i></p>
<p>Resident, (Newbold Close, Banbury)</p>	<p><u>Parking Restrictions</u> – Support - the cars that are parked in the area pose danger to others, as well as, the drivers and passengers of those cars; also this is a residential area and it does not look good for it to become an extension of a parking lot. The whole length of Bankside is beautiful accentuated by the canal on one side.</p> <p><u>Traffic Calming Features</u> – Support - It is good idea, but, I hope there are proper pedestrian lanes on the junction of Hightown Road and Bankside or from one side of Bankside to the other along Hightown Road (I hope this makes sense). It is a challenge to cross from either way.</p> <p><u>Zebra Crossing</u> – Support - That is good. I thought there should be crossings at the end of Bankside, across Hightown Road and across Bankside, itself.</p>
<p>Resident, (Hillside Close, Banbury)</p>	<p><u>Parking Restrictions</u> – Support – very much support the removal of parking between Newbold Close and Hightown Road to reduce traffic congestion and accident risk. Other stretches of Bankside have a similar problem (Meadow View to Wood End, Bridle Close to Farm Way and Farm Way to Chatsworth Drive). - all the properties along these stretches have either garages or allocated car</p>

	<p>parking spaces to the rear of their properties - there is no reason for them to park along Bankside apart from the sheer laziness of the individuals parking there. The parking restrictions proposed would allow a more fluid flow of traffic.</p> <p><u>Traffic Calming Features</u> – Support - the chicanes do not slow traffic down. The 'give way to oncoming vehicles' signs are ignored, with numerous, irresponsible drivers merely driving through regardless of the priorities of oncoming traffic. I have witness numerous drivers overtaking vehicles along various stretches of Bankside with very little concern for the safety of other road users and pedestrians. I can understand the need to increase the FLOW of traffic along this route but it must not be at the cost of increasing the SPEED of the traffic along it. After years of traffic speeds increasing along this stretch of road I welcome the proposed traffic calming measures.</p> <p><u>Zebra Crossing</u> – Support - Finally a (recognised) safe route over which pedestrians can cross the main Bankside road, it's long overdue and still short of the requirement for a pedestrian crossing to the main Bankside Park.</p>
Resident, (Coppice Close, Banbury)	<p><u>Parking Restrictions</u> - Object – this will create more pressure on parking spaces on the side roads, which is already significant - suggests the creation of more parking laybys on Bankside, and / or the construction of a new car park in this part of Banbury.</p> <p><u>Traffic Calming Features</u> – Support - but queries the need for as many of cushions as currently proposed, and also the siting of the cushions nearest the Hightown Road junction, considering these to be too close.</p> <p><u>Zebra Crossing</u> – Support – but suggests consideration of further crossings, noting that the chicanes provide a good place for pedestrians to cross at present; also but queries if the proposed crossing needs to be provided on a road hump</p>
Resident, (Bridle Close, Banbury)	<p><u>Parking Restrictions</u> - Support – especially the proposals for the length between Hightown Road and Newbold Close</p> <p><u>Traffic Calming Features</u> – Support – but qualifies this by querying whether so many pairs of cushions are needed.</p> <p><u>Zebra Crossing</u> – Support Also suggested the provision of bus stop laybys, and the re-instatement of a bus stop between Bridle close/ Woodend on Bankside Park side, which was removed when the chicacnes were installed</p>

Resident, (High Acres, Banbury)	<p><u>Parking Restrictions</u> - Object – concerned that the proposals will transfer parking to adjacent side streets, and suggests the provision of additional parking laybys</p> <p><u>Traffic Calming Features</u> – Object- the number of speed cushions is excessive – either the number should be reduced or speed cameras provided as an alternative.</p> <p><u>Zebra Crossing</u> – No comment</p>
Resident, (Adderbury)	<p><u>Parking Restrictions</u> – Object - People have been able to park outside their properties since the properties were built. It would be impractical and totally life changing for the residents to be unable to park outside their homes. Those elderly and those with young families will be most affected and be very detrimental to their way of life. They need to park at any time, day or night. If new housing is being built opposite these residencies then the road should be widened to enable parking along one side to continue. The extra traffic should lead to improved roads and not harm the previous residents. Also, where are the residents allowed to park? It would cause great stress to residents of the whole estate if all the roads on the estate are jam-packed with the extra vehicles.</p> <p><u>Traffic Calming Features</u> – Support - The loss of the chicanes and the provision of traffic calming speed bumps is not a problem. It should lead to better traffic flow providing parking is still allowed on one side of the road.</p> <p><u>Zebra Crossing</u> – Support - This should provide safer crossing than the present method of crossing the road.</p>
Resident, (Bodicote)	<p><u>Parking Restrictions</u> – Support - Unless road widening could be considered?</p> <p><u>Traffic Calming Features</u> – Object - The proposed humps sound an excessive number. The current chicanes work very well.</p> <p>Suggest a speed camera at both ends not too close to the junctions to check average speed. I believe it would be through traffic most likely to exceed the speed limit. Reduce speed limit to say 20 mph and place flashing reminder lights on posts. This could be in a middle section where speeding is considered most likely by the police. Local traffic users should not suffer speed bumps.</p>

	<u>Zebra Crossing</u> – Support - <i>no comments.</i>
Online Response, (unknown)	<p><u>Parking Restrictions</u> – Support - there is no reason at all for ANY cars to be parked anywhere along this road either by members of the public or residents as all the residents do have their own private garages and allotted parking places at the rear of their properties. There are also a number of people and commuters who continually use Bankside as a free car park (near Newbold Close) and leave their cars parked all day which is an additional hazard.</p> <p><u>Traffic Calming Features</u> – Support - For many years, this road has been a hazard with cars that continually speed along this road. It is also used as a short-cut or ""rat run"" between Bodicote & Banbury and we have witnessed many cars racing through the chicanes , and also traffic accidents as a result of speeding , including through the chicanes; the road is often blocked for periods as cars have to stop-start at the chicanes so obviously some drivers lose patience and race to beat the oncoming vehicle or simply cut up other oncoming vehicles instead of waiting.</p> <p><u>Zebra Crossing</u> – Support - A zebra crossing will increase the safety on Bankside considerably, including for the children crossing to the playing area in Bankside but are discouraged from going there as the road is currently too dangerous to cross so many parents will not allow it.</p>
Online Response, (unknown)	<p><u>Parking Restrictions</u> – Object – there is no other accessible parking close by – a normal working pattern of 9-5 Monday to Friday no longer exists. I do not see restrictions on parking between 8am and 6pm being workable for the residents from 152 to 172 Bankside. These vehicles still need to be parked somewhere.</p> <p>If alternative parking is not provided then you create a problem elsewhere and will cause parking issues on Chatsworth Drive and the surrounding streets. If this proposal is progressed, then alternative parking needs to be provided for the residents of the maisonettes from 152 to 172 Bankside – this could be provided by utilising the grass verge between the boundaries of the maisonettes to the roadside.</p> <p><u>Traffic Calming Features</u> – Object - There is nothing wrong with the existing chicanes, speed cushions far from slowing the traffic down will allow it to speed up, the chicanes reduce the speed of the traffic where as speed cushions make drivers increase their speed in-between the cushions. Also have serious concerns about the tyre noise and the constant noise pollution that speed cushions are</p>

	<p>known to cause.</p> <p><u>Zebra Crossing</u> – Neither - <i>no comments.</i></p>
Online Response, (unknown)	<p><u>Parking Restrictions</u> – Support - These restrictions are desperately needed.</p> <p><u>Traffic Calming Features</u> – Object - The amount of time, money and disruption to local residents used to take out the chicanes and replace them with the speed cushions does not seem proportionate, as the speed cushions are unlikely to be as effective at slowing down traffic as the chicanes have been. This is especially relevant as the flow of traffic moving down Bankside is not a problem at present.</p> <p><u>Zebra Crossing</u> – Object - It would be more beneficial to place the zebra crossing further north in order for residents to use it to access Bankside Park. If crossings are required to access the new housing estates, extra crossings should be added when the estates are built and fully inhabited.</p>
Online Response, (unknown)	<p><u>Parking Restrictions</u> – Support - Parking restrictions are needed as Bankside is currently very dangerous. Many cars park along this road and use it as a car park; all residents along Bankside also have their own garages or parking places at the rear of their houses so nobody should be parking anywhere along Bankside...it is selfish, inconsiderate and dangerous!</p> <p><u>Traffic Calming Features</u> – Support - cars race along this road at very high speed and also use it as a short cut. It is very dangerous. The chicanes do not slow the cars down as they simply race through them and cut up other vehicles. They can easily be negotiated at speeds of 60mph so Speed bumps are needed as it would allow a more continual but slower flow of traffic!</p> <p><u>Zebra Crossing</u> – Support - A Zebra crossing is needed as it would allow a safe place for people to cross this busy and dangerous road, especially younger children and elderly people trying to cross to Bankside park. Currently trying to cross this road is dangerous.</p>
Online Response, (unknown)	<p><u>Parking Restrictions</u> – Support - Parking restrictions are needed along Bankside because many cars use it as a free car park. These are parked all day as people use the train station or Cherwell Council offices in Tramway. The cars are a danger and hazard!</p>

	<p><u>Traffic Calming Features</u> – Support - Speed bumps are desperately needed. Cars speed along this road and cut each other up at the chicanes; the chicanes are not effective because all it does is makes the traffic flow stop / start and drivers get frustrated when it causes tailbacks. I also suggest reducing the speed limit further to 20mph because that it the same as other estate roads such as Bretch Hill and other locations.</p> <p><u>Zebra Crossing</u> – Support - A zebra crossing is required as it will allow a safe place for people to cross the busy road especially children and older people as the cars race along the road.</p>
Email Response	<p><u>Parking Restrictions</u> - Support –</p> <p><u>Traffic Calming Features</u> – Support - but queries the number of speed cushions proposed</p> <p><u>Zebra Crossing</u> – Support – suggests consideration of additional crossings e.g. by the bus stops</p> <p>It looks like the weak point will be the junction with Hightown road but maybe you have plans for this in the future.</p> <p>However, also made point that improving traffic flows in the area was very important</p>
Email Response (18/03/2017)	<p><u>Parking Restrictions</u> - No specific comment on proposal - but suggests part of Bankside Park is used for parking for cars and bikes</p> <p><u>Traffic Calming Features</u> – No comment</p> <p><u>Zebra Crossing</u> – No specific comment on proposal – but suggests that a zebra crossing is provided between High Acres and Wood End</p>
Email Response (25/02/2017)	<p><u>Parking Restrictions</u> - Object - unless additional layby parking for residents is provided between a) Chatsworth and Chatsworth and b) between Chatsworth and Farm Way</p> <p><u>Traffic Calming Features</u> – Object - the proposed speed cushions will cause discomfort to passengers e.g. on the bus and b) cause damage to vehicles affecting suspension and steering/tracking. This latter is a potential hazard as these vehicles travel elsewhere.</p> <p><u>Zebra Crossing</u> – Object? - - there is currently no crossing demand at the site of the proposed crossing</p>
Email Response (25/02/2017)	<p><u>Parking Restrictions</u> - Support – especially the proposals for the length between Hightown Road and Newbold Close</p> <p><u>Traffic Calming Features</u> – Support</p> <p><u>Zebra Crossing</u> – Neither</p> <p>Other comments: a) not supportive of the cycle lanes as wold take up valuable traffic space on what will become a busier road; b) very concerned about the poor maintenance condition of the road.</p>

<p>Email Response (01/03/2017)</p>	<p><u>Parking Restrictions</u> - Support – There is no reason for cars to be parked anywhere along this road either by members of the public or residents as all the residents do have their own private garages and allotted parking places at the rear of their properties... There are also a number of people and commuters who continually use Bankside as a free car park (near Newbold Close) and leave their cars parked all day which is an additional hazard.</p> <p><u>Traffic Calming Features</u> – Support – the proposed road cushions would have the effect of allowing a constant and continual flow of traffic whilst still slowing the vehicles down to an acceptable and safe speed.</p> <p><u>Zebra Crossing</u> – Neither</p>
<p>Email Response (24/02/2017)</p>	<p><u>Parking Restrictions</u> - Object - while we have a garage it is too small for one of our cars, which is nevertheless parked by the garage but technically in breach of the covenant for the property, and we have no alternative parking space for our other car, with the proposed times of operation for the single yellow lines. If the times were revised to e.g. 10am to 3pm, this may help but some neighbours work shifts and others have more than two cars in their households, and so would result in increased parking pressure on the side roads. Consideration could be given to creating footway parking places, but also notes that the parking helps slow down traffic on what is a residential road.</p> <p><u>Traffic Calming Features</u> – Neither</p> <p><u>Zebra Crossing</u> – Neither</p>

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Divisions: Berinsfield & Garsington, Sonning Common, Goring, Abingdon North, and Hendreds & Harwell

CABINET MEMBER FOR ENVIRONMENT– 25 MAY 2017

PROPOSED DISABLED PERSONS PARKING PLACES SOUTH OXFORDSHIRE AND VALE OF WHITE HORSE DISTRICTS

Report by Director for Infrastructure Delivery

Introduction

1. This report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Berinsfield, Sonning Common, Stoke Row (on South Oxfordshire) and Abingdon and Steventon (in Vale of White Horse).

Background

2. New DPPPs have been requested by disabled people resident in Wey Road, Berinsfield; Churchill Crescent, Sonning Common; Church View, Stoke Row; Welford Gardens, Abingdon, and Green Close, Steventon. These locations are shown on plans at Annexes 1 – 5. The report considers the outcome of a formal consultation held on these proposals.
3. Other proposals advertised at the same time were either unopposed, had queries arising which have been resolved satisfactorily, or have been withdrawn. These have therefore been dealt with under my delegated authority to avoid unnecessary delays to applicants.

Formal Consultation

4. A copy of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice appearing in the local press, containing the proposed parking place changes were sent to formal consultees on 26th January 2017. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall, and the South and Vale Council Offices. They were also deposited at local libraries and are available for inspection in the Members' Resource Centre. At the same time, the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site as appropriate, and in the Oxford Times.

5. Two objections have been received to the proposal in Wey Road, Berinsfield; one objection has been received to the proposal in Churchill Crescent, Sonning Common; one objection has been received to the proposal in Church View, Stoke Row; one objection has been received to the proposal in Welford Gardens, Abingdon; and 14 objections have been received to the proposal in Green Close, Steventon. These are summarised at Annex 7 together with officer responses. Copies of all the responses received are available for inspection in the Members' Resource Centre. The County Councillors at the time of the consultation have indicated their support for the proposals in their Divisions.
6. Having carefully considered the points made by the objectors, and recognising that in locations where parking is congested disabled people are at a greater disadvantage, it is suggested that the proposals proceed as advertised, with a minor change to the proposal for Green Close (as set out at Annex 7).

Financial and Staff Implications (including Revenue)

7. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose.

RECOMMENDATION

8. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed changes, amended as set out in this report**

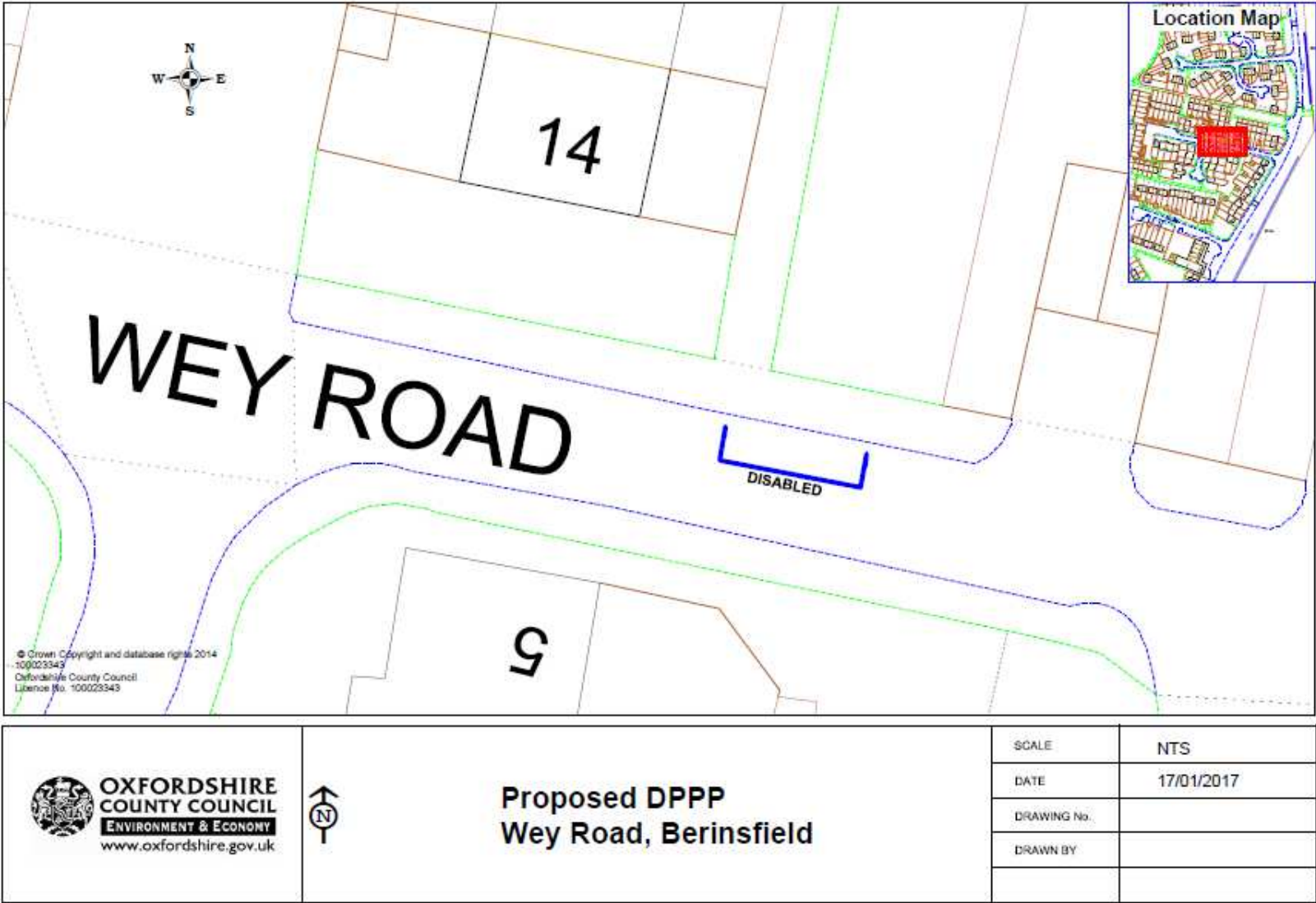
OWEN JENKINS

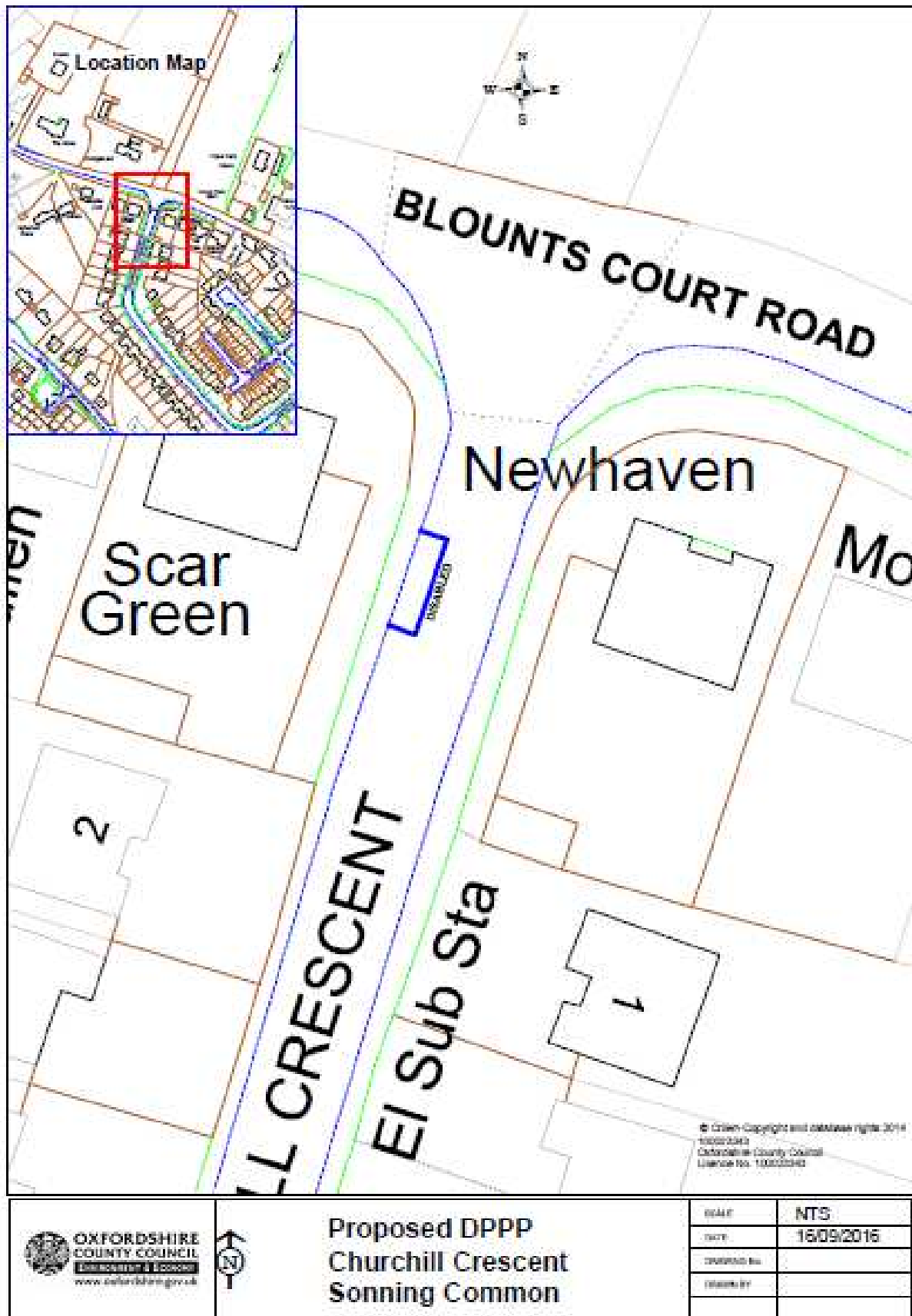
Director for Infrastructure Delivery

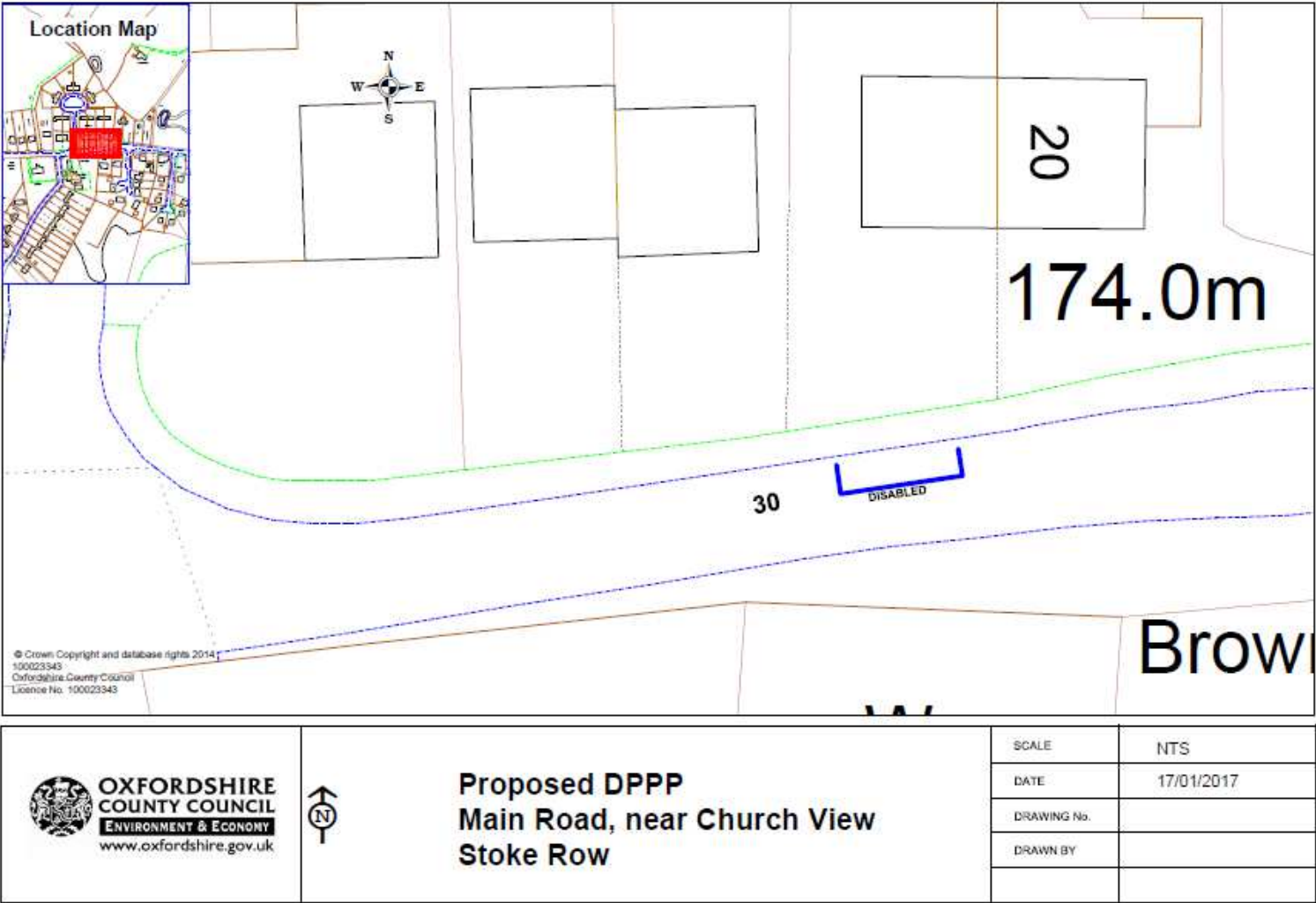
Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

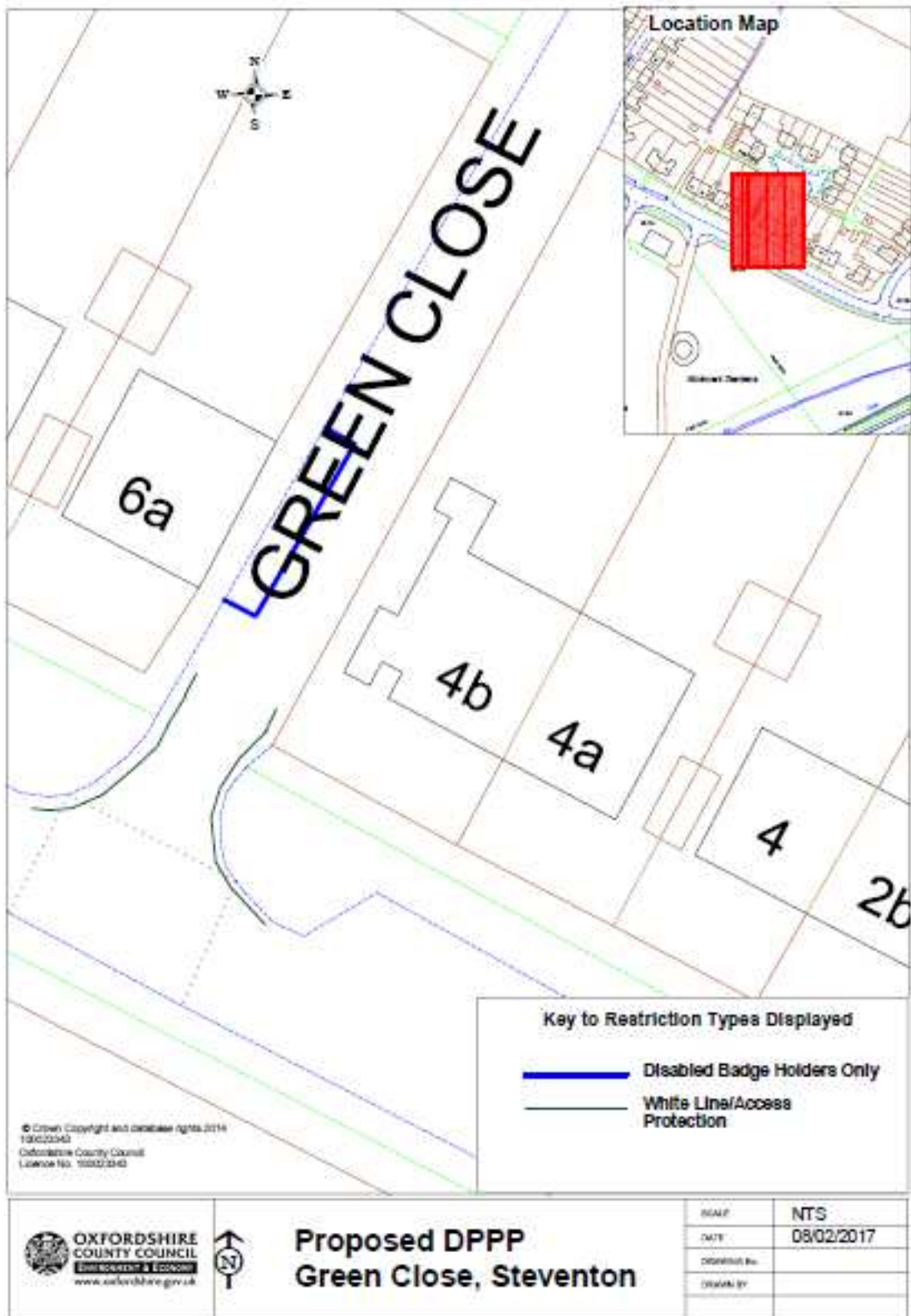
May 2017











RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Proposed DPPP in Wey Road, Berinsfield		
Two residents, Wey Road	Objects to proposal – limited area for parking often taken up with access to driveways & garages. Would be unfair to residents with no off-street parking if the applicant does have this.	The applicant has no off-street parking.
A resident Wey Road	Strongly objects to proposal. Every home has 2 to 3 cars which makes it difficult for Fire Engine & Ambulance. Not aware of anyone disabled in area. Behind the two bungalows there is space for parking – why can't the DPPP go there?	The Emergency Services have raised no objections to the proposal at Informal or Formal Consultation. There is a Blue Badge holder resident here. The parking area the other side of Wey Road behind the bungalows is not public highway and a bay here would be too far away from applicant.
Proposed DPPP in Churchill Crescent, Sonning Common		
An anonymous resident, Churchill Crescent	Wants proposal withdrawn as it will cause a traffic jam. Considers the Council's job is to keep the roads open. He has a blue badge paid for a hard-standing on his land – believes that OCC should insist the applicant also builds a hard-standing so the Crescent is not cluttered with parked vehicles.	No objection from Emergency Services at Informal or Informal Consultation. Parish Council approves of proposal. The applicant does have a drive and separate garage, but the drive is on slope and the garage is at the bottom of the garden with a slope up to the house. The applicant is disabled and the spouse is not strong enough to push the wheel chair up the slopes. The proposed DPPP is sited by their side entrance where the path installed for that purpose & the road are more level.
Proposed DPPP in Church View, Stoke Row		
A resident, near Church View	Shocked to see the DPPP proposal since not aware of any disabled residents in Church View. Only parking congestion here is for 10 minutes	Applicant's partner who is the driver does work but this doesn't disqualify them from eligibility. No 20 has the use of off-road parking. The bay would not be opposite the commenters drive so

	<p>at school opening and closing times and the staff have off-street parking. Asks if a parking survey been held?</p> <p>Believes applicant doesn't drive and rarely goes out except at weekends, as partner is at work with car. Partner rarely has a problem parking outside. Neighbour at No 20 never has a problem with regular visitors parking to take her out and back. Previous occupant of No 19 had a disabled child and School Transport never had a problem with finding suitable parking. Only No's 17 – 19 have no off-street parking. They have 3 cars between them and there are 7 cars between the entrance to Church View and the next drive. Their property and adjoining property each have ample parking and have no need to park on street. High kerb outside No 19 makes it difficult to get out of a car on that side and it would be dangerous to get out in the road. Also concerned that the position of the proposed DPPP might make it difficult to reverse into and pulling out of their drive especially when towing a trailer. If proposal is approved, would appreciate if DPPP could be as far west as possible. Doesn't object to anyone who has a genuine need for a DPPP.</p>	<p>he should have no problem accessing or leaving his drive. The kerb is normal height and the applicant uses it whenever they can park the vehicle outside their home.</p>
Stoke Row Parish Council	Have no objections to the proposal	Noted.

RESPONDENT	COMMENT	RESPONSE
Proposed DPPP in Welford Gardens, Abingdon		
A resident, Welford Gardens	He doesn't object to the proposed bay. His wife is disabled and has a badge and they live nearby. Could she park in it?	If the proposal is successful, she could with her badge.
A resident, Welford Gardens	Will the proposed DPPP make it difficult for refuse & large delivery vehicles to reverse down the cul-de-sac diagonally opposite?	Police and District Waste Disposal have no objection provided the junction markings are refreshed at the same time, if bay installed.
Abingdon Town Council	Concerned that the bay might cause difficulties for Emergency services, waste disposal etc to negotiate the junctions.	Police and District Waste Disposal have no objection provided the junction markings are refreshed at the same time, if bay installed. No objection from Fire & Rescue.
Proposed two-car DPPP in Green Close, Steventon		
14 residents, Green Close	<p>Would deny 13-15 metres of space to residents of Green Close. Parking is congested here and residents park on kerbs, corners, and outside their properties. The entrance to Green Close is parked on by residents of Hanney Road and Green Close. Usually, residents of Hanney Road park outside their gates. They would like to know what parking problems have been observed and by whom?</p> <p>The respondents suggest providing a lay-by for parking for the residents of the bungalows on Hanney Road as there is outside No's 2 to 4. Alternatively, mesh could be installed on the grassed area in front of the bungalows to provide parking.</p>	<p>Site visits have confirmed that parking is indeed congested in Green Close, despite all properties in the Close having off road parking.</p> <p>Two badge holders live in the bungalows near Green Close, who already park in the Close when they can, and the proposal would make parking more certain for them.</p> <p>The existing lay-by in Hanney Road is too small to accommodate all the parking related to the bungalows which don't have off-street parking here. No funding is currently available to provide additional laybys or other verge parking.</p>

A resident, Hanney Road	Has permission for a dropped crossing in Green Close. Proposed bay would be opposite and cause her difficulty in accessing new hard-standing. Also describes difficulties of large vehicles in accessing the Close from Hanney Road.	Further site visit carried out. Agreed to move the proposed bay further up Green Close by 2 metres, and provide advisory junction protection markings on the junction with Hanney Road.
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