Division(s): Jericho & Osney

CABINET MEMBER FOR ENVIRONMENT – 12 NOVEMBER 2015

PROPOSED LOADING/UNLOADING RESTRICTIONS & ONE WAY EXEMPTION FOR CYCLISTS – PEMBROKE STREET, OXFORD

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections received in the course of the statutory consultation on a proposal to introduce loading/unloading restrictions and an exemption for cyclists in relation to the one way restriction along Pembroke Street in Oxford.

Background

2. Funding for introducing the restrictions in Pembroke Street has been obtained by the City Council as part of the ongoing resurfacing and pedestrianisation of the road. The proposed restrictions will prohibit loading and unloading on both sides of the road between 8am and 6.30pm daily, apart from a time-limited loading bay located approximately half-way along the north side. Together with the redesign of the carriageway and footways this will provide a more attractive and expeditious route for pedestrians traversing between the Westgate Centre and St Aldates; the loading bay will allow suitable and adequate loading for residents and businesses. Details of the proposal are shown in the plans at Annex 1 (with further details at Annex 3).

3. The proposal also includes an exemption for cyclists from the 'No Entry' into Pembroke Street at St Aldates, which will enable westbound cycling along this route.

Consultation

4. The formal consultation on the proposals was carried out between 20th August and 18th September 2015. This comprised letters being sent to 70 residential & business properties in the immediate area, street notices being placed at intervals along the street, a public notice published in the Oxford Times on 20th August and an email being sent to the statutory consultees including Thames Valley Police, the fire and ambulance services, Oxford City Council in addition to the local members. A total of 8 responses were received during the consultation period which are summarised at Annex 2**.** Copies of all correspondence are on deposit in the Members' Resource Room.

5. One objection was received from a local business located within Pembroke Street regarding the exact location of the loading bay which is positioned directly in front of their premises

6. Thames Valley Police are concerned that merely excluding cycles from the current “No Entry” restriction from St Aldates would put them in direct conflict with vehicle traffic already using Pembroke Street, and as such objected to the proposal on safety grounds.

7. Councillor Pressel (as local Member) is supportive of the proposals but expressed a request for additional measures to reduce speeds of motor vehicles; Councillor Tanner fully supports the proposals. Other respondents did not object but had concerns particularly regarding the capacity of the loading bay to meet the needs of local businesses.

Response to objections and concerns

8. The concerns expressed by Thames Valley Police over the dangers posed by formally permitting two-way cycling are noted. However, monitoring of other roads in Oxford where there is effectively only width for one direction of traffic – as applies in other narrow one-way streets in the City Centre where there is regular non-compliance by cyclists, and also in many minor residential roads which are legally two way but where parking creates quite long lengths of single lane operation – shows a minimal number of reported accidents. This is likely due to the fact that on-coming vehicles have typically excellent view of each other and that speeds are typically quite low. Pembroke Street is already subject to a 20mph limit, is straight and the changes to the surfacing in the street should further serve to encourage low speeds.

9. The objection relating to the positioning of the loading bay was the subject of detailed discussions with the scheme designers to explore possible alternatives. However the location of the bay as advertised is largely dictated by the carriageway characteristics with the proposed location taking advantage of the available width of the road at this point and the impact on the accesses to adjacent properties. When taking both of these factors into consideration, it was felt that the proposed location was the only realistic option for siting of the bay.

10. Similarly on the concerns regarding the size of the loading bay, this was constrained by the available width of the road and it is not considered that the bay can be lengthened; experience elsewhere suggests that delivery drivers do adapt well to changed arrangements.

11. The concerns of the potential noise disturbance (arising from the loading and unloading of the vehicles) for nearby premises used for teaching / exams is noted but the frequency and type of loading activity is not anticipated to increase very significantly from that which already happens in this part of the street.

12. With regards to the request for measures to help reduce the speed of motor vehicles (particularly delivery HGV's) to further enhance the safety for both pedestrians and cyclists, it is considered that the current 20mph speed limit coupled with the remodelling of the carriageway and footway along the street will create a suitable safe environment for all road users, especially pedestrians and cyclists.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the easier flow of motor traffic in the area.

Financial and Staff Implications (including Revenue)

14. Funding for the proposal is being delivered by the City Council, whilst the appraisal of the proposals and consultation has been undertaken by my officers as part of their normal duties.

RECOMMENDATION

15. **The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposal as advertised.**

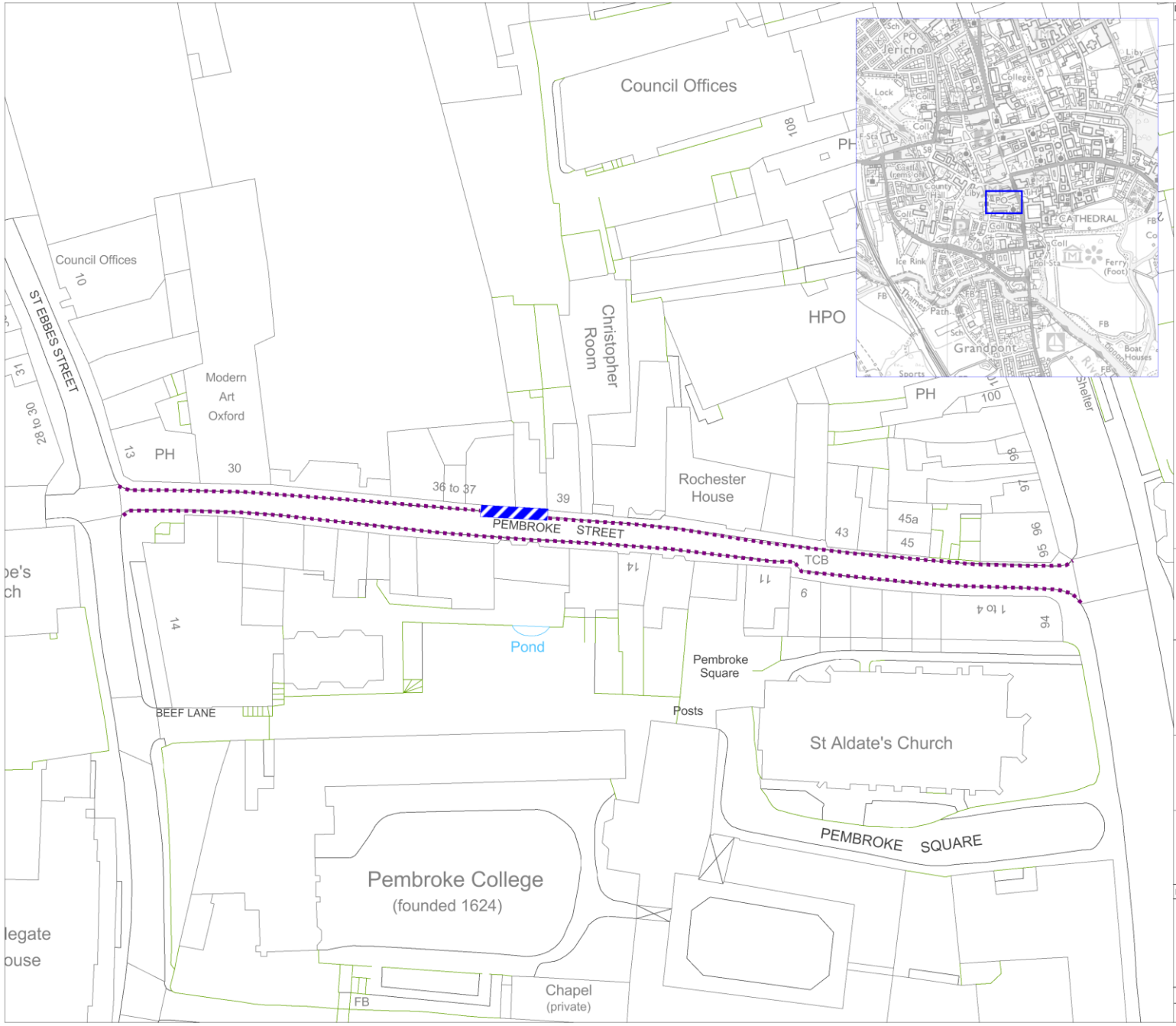
MARK KEMP
Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
Consultation responses
Plan of proposed highway improvements

Contact Officers: Owen Jenkins 01865 323304

November 2015

ANNEX 1



Drawing No. | Revision 1

Proposed loading bay:
8.00am to 6.30pm (MON - SUN)
Maximum stay of 30 minutes.

Proposed prohibition of loading/unloading: 8.00am to 6.30pm (MON - SUN).

Site Location

OXFORDSHIRE COUNTY COUNCIL

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CABINET MEMBER
FOR ENVIRONMENT
12 NOVEMBER 2015

PEMBROKE STREET, OXFORD
PRPOSED LOADING RESTRICTIONS
& ONE-WAY CYCLE EXEMPTION

Drawing Status

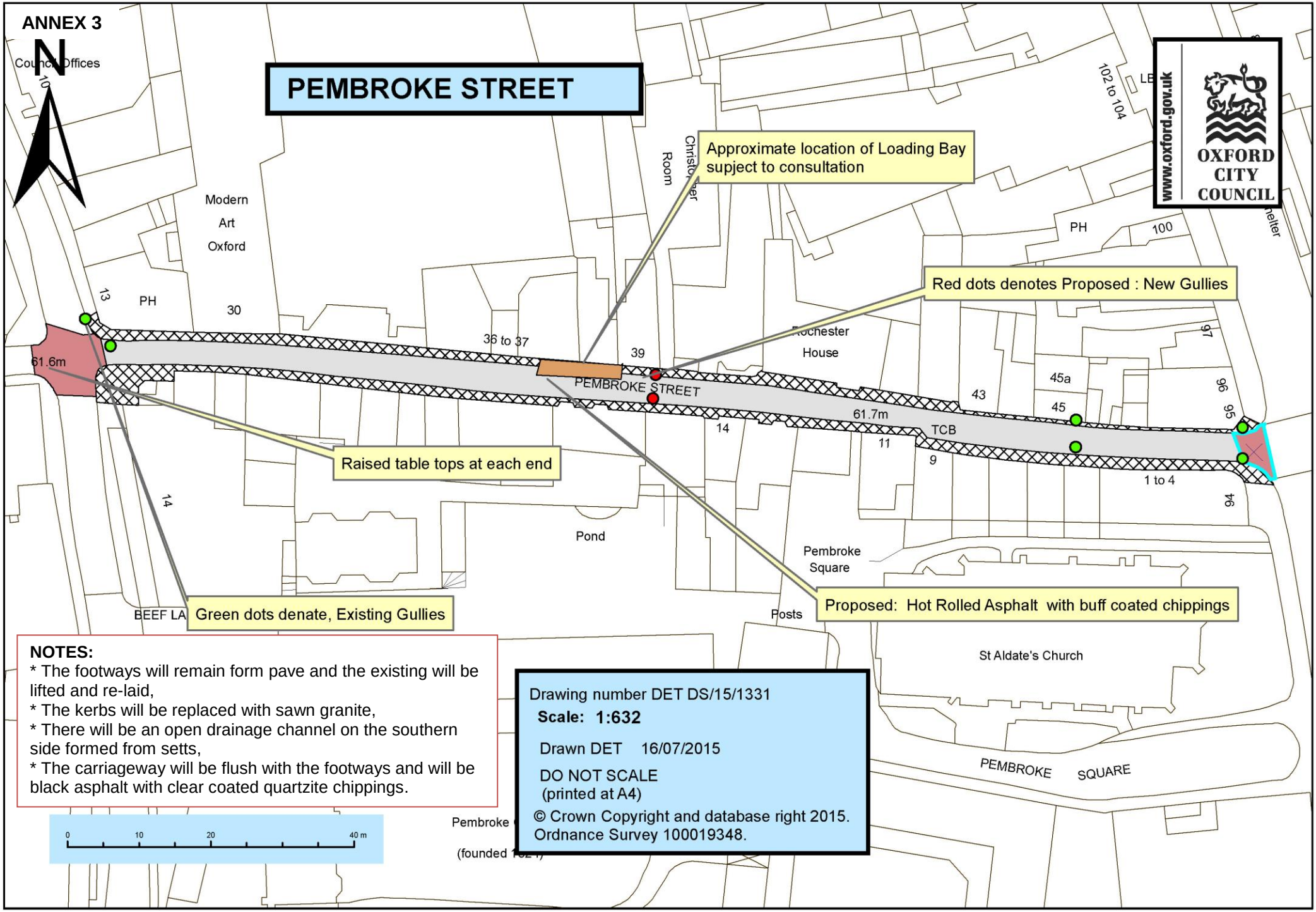
	Drawn by:	Checked by:	Approved by:
	CJM		
	Date drawn:	Date checked:	Date approved:
	02/11/2015		

Drawing No. | Revision 1

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
Traffic Management Officer, (Thames Valley Police)	Objects to the one way cycle exemption – due to the following reasons: ▪ Concerns about cyclists safely using the one way street against the current flow. Merely excluding cycles from the current No Entry from St Aldates puts them in serious conflict with vehicle traffic already using Pembroke Street. No objection to the loading/unloading restrictions.
County Councillor for Jericho & Osney, (City Cllr for Jericho and Osney)	Supports – with the following comments: ▪ Would also like to see vehicle speeds restricted, due to concerns about the safety of cyclists in case some of the delivery vans travel too fast.
County Councillor for Isis, (City Cllr for Littlemore)	Fully supports.
Business Owner, (Pembroke Street)	Objects to position of the proposed loading bay – due to the following reasons: ▪ The bay will cause disruption and noise pollution which could affect us greatly, the potential noise outside some of our classrooms could be very disruptive.

OXTRAG, (Local Transport & Access Group)	No objection – but has the following comments: ▪ Feels that the proposed 11.5 metre length for the Loading Bay will be insufficient and that there is a high risk that two vehicles will need to use the Loading Bay at the same time.
Place of Worship, (Pembroke Street)	Supports – with the following comments: ▪ Concern has been expressed that the length of the proposed loading bay may not be sufficient.
Business Owner, (St Aldates)	No objection – but has the following comments: ▪ Concerned about the disabled parking and access arrangements.
Resident, (Pembroke Street)	Supports – with the following comments: ▪ Concerned that proposal to make the west end of the street two way to enable HGV's to exit that way seem to have been dropped.


ANNEX 3
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PEMBROKE STREET
Approximate location of Loading Bay supject to consultation
Red dots denotes Proposed : New Gullies
Raised table tops at each end
Green dots denate, Existing Gullies
Proposed: Hot Rolled Asphalt with buff coated chippings
www.oxford.gov.uk
OXFORD CITY COUNCIL
Modern Art Oxford
PH
61.6m
61.7m
TCB
Rochester House
Pembroke Square
Pond
St Aldate's Church
PEMBROKE SQUARE
Posts
BEEF LA
0 10 20 40 m
NOTES:
* The footways will remain form pave and the existing will be lifted and re-laid,
* The kerbs will be replaced with sawn granite,
* There will be an open drainage channel on the southern side formed from setts,
* The carriageway will be flush with the footways and will be black asphalt with clear coated quartzite chippings.
Drawing number DET DS/15/1331
Scale: 1:632
Drawn DET 16/07/2015
DO NOT SCALE
(printed at A4)
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Ordnance Survey 100019348.