

Divisions affected: *Jericho and Osney*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 MAY 2023

OXFORD: ST MICHAEL'S STREET – PROPOSED PERMANENT PROHIBITION OF VEHICLES AT EAST END OF STREET

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to:
 - a) approve the proposed extension by approximately 13m metres westwards of the extent of St Michael Street subject to the 'prohibition of all vehicles' restriction.
 - b) Defer approval of the proposed removal of an existing Doctors parking place in St Beaumont Street to accommodate a new Disabled Persons Parking Place to allow a further assessment of the need for the Doctors Parking place.

Executive summary

2. This report presents responses received during the statutory consultation on a short extension to a public realm scheme at the eastern end of St Michaels Street, for which approval for a permanent prohibition of all vehicles restriction was given at the Cabinet Member for Highway Management decisions meeting on 26 January 2023.
3. The short extension of the scheme has been requested by Oxford City Council who are designing and funding the public realm scheme; the extension will permit more flexibility in the use of the space including seating for general public use and a potential improvement to the cycle parking provision. A plan of the extended scheme is shown in **Annex 1**.

Sustainability Implications

4. The proposals result in a slight increase in the length where cyclists are required to dismount but this is not considered to represent a significant change to the proposals already approved. The potential redistribution of cycle parking within the space could result in an overall improved amenity for cyclists, and pedestrians will benefit from the general public seating

Financial and Staff Implications (including Revenue)

5. Funding for consultation on the proposal has been provided by Oxford City Council, who have also developed and identified funding for implementation of a proposed St Michael's Street improvement scheme.

Equality and Inclusion Implications

6. The proposal results in the loss of one of the current six Disabled Persons Parking Places within St Michael Street. The provision of public seating will be of benefit to all pedestrians include those with mobility impairments.

Formal Consultation

7. The formal consultation on the proposals was carried out between 02 March and 31 March 2023. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, pedestrian & cycle groups, local business groups, Oxford City Council, the local City Cllrs, and the local County Councillor representing the Jericho & Osney division.
8. Additionally, street notices were placed on site in the immediate vicinity, and letters sent directly to approximately 150 properties in the area.
9. Nine responses were received via the online survey during the formal consultation period, and these are summarised in the table below.

Proposal	Support	Object	Concerns	No objection or opinion	Total
Extend existing restriction on St Michaels Street	6	3	-	-	9
Reduce existing DPPP on St Micheals Street	4	3	-	2	9
Replace Doctors bay on Beaumont Street with DPPP	5	2	-	2	9

10. Additionally, a further five emails were received – with one in support, three objecting, and Thames Valley Police submitting a non-objection.
11. The responses are shown at **Annex 2**, and copies of the original responses are available for County Councillors on request.

Officer response to objections/concerns

12. Thames Valley Police expressed no objection to the proposals providing the burden for enforcement does not fall to the Police.
13. Cllr Pressel, the local member expressed support for all the proposals, as did a local city councillor.
14. Objections to the proposed removal of one of the Disabled Persons Parking Places (DPPPs) were received from two local groups representing people with mobility impairments and additional three members of the public; these also cited wider concerns about insufficient DPPP provision in the city centre and noted that the spaces in New Inn Hall Street were suspended at the start and end of the university terms to provide for access for vehicles carrying the belongings of students for the adjacent colleges.
15. Surveys of the use of the current DPPPs in St Michaels Street in June, July and August 2022 showed comparatively low levels of occupancy and in view of this it is not anticipated that the proposals will have any material adverse impact on the current users.
16. An objection was also received from a medical practice in Beaumont Street on the proposed removal of an existing Doctors parking place so as provide another DPPP. Officers will be in discussion with the practice as it was previously understood that it was due to move to another site; given the objection and apparent continued current need for the place, it is recommended that a decision is deferred until further information is available.
17. Five expressions for support for the extension of the length of the vehicle free space were received from members of the public; some of these responses expressed no opinion in respect of the other proposals.
18. The Oxford Union did not submit a response to the Traffic Regulation Order consultation but nevertheless has been liaising closely with Oxford City Council on the scheme and verbally expressed concern about the security of their VIP guest speakers if they had an additional distance to walk to their entrance gate from a vehicle. It would be approximately 6 metres more than the current distance to the gate. The Union also requested construction vehicle access to the gate for future years renovation work and queried whether the surface is designed to take 18t+ HGV's which it is confirmed will be the case. Following a meeting with the Bursar, a revised design has been developed as shown in **Annex 1**, which includes a bollard and moves the public bench. The trustees are 'broadly fine' and discussion will continue to agree the details and with the intention being to exempt vehicles requiring access to the Union from the proposed prohibition of vehicles.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1: Plan

Annex 2: Consultation responses

Contact Officers:

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May 2023

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- LEGEND**
- Proposed Hardworks**
- 300x300mm x random length (150-400mm) x 50mm mixed colour Forest Panned Stone Paving by Hardscape or similar approved
 - Resurface terrace to be in with existing levels
 - Timber deck areas for Benches and Furniture. Accepts timber deck stain or similar approved
 - Proposed Stile Rack
 - Proposed Bench with Integrated Planter
 - Existing Bin reused
 - Existing timber planters refurbished (5 no.). For Art Strategy refer to DWG 8648_202 and Existing Planter Art Strategy document
 - Proposed timber planters (2 no.)
 - Proposed drop down lockable bollards (2 no.)
 - Rainwater Down Pipe Gullies and Access Chamber to Engineer's Detail and Specification
 - 50mm steel edge laid flush
 - Recessed covers. Refer to DWG 8648_103
 - Slot drainage channel (ACO Green 225). (Refer to Engineers Details and Specification)
 - Stainless Steel Stud marking outdoor seating areas
- Proposed Softworks**
- Planting mix. Refer to DWG 8648_102
 - Multi-stem Tree

B	Annotation updated	DW 24.04.23
A	Relocation of Bollards	DW 18.04.23
REV.	DESCRIPTION	APP. DATE

LDĀ DESIGN

PROJECT TITLE
St. Michael's Street

DRAWING TITLE
Oxford Union Interface

ISSUED BY	Oxford	T: 01865 887 050
DATE	April 2023	DRAWN TB
SCALE@A3	1:100	CHECKED DW
STATUS	Sketch	APPROVED DW

DWG. NO 8648_SK_105_B

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.
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Sources Ordnance Survey

Indicative Image :
Pop Down Key
Lockable Bollard



ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) County Cllr, (Jericho & Osney division)	<p>Extend existing restriction - Support It will be good for the businesses and for the public to have more outdoor seating.</p> <p>Reduce DPPP on St Michael's Street - Support Replace Doctors bay on Beaumont Street with DPPP - Support Some of the doctors have moved out.</p>
(3) Local City Cllr	Support – This sounds like a very positive development
(4) Local group, (OXTRAG)	<p>Object – this would reduce the number of blue badge holders parking spaces in St Michael's street. As New Inn Hall street already limits parking around term times this would be a substantial disadvantage to disabled people. As Oxford is already under-provided with satellite parking for disabled people I must advise that quality alternate replacement bays must provided. I seek not only knowledge of their location but also what has been done to advertise these replacement bays to blue badge holders. I am sure you have this in hand so any update would be appreciated.</p>
(5) Local group, (Unlimited Oxfordshire)	<p>Object – We at Unlimited Oxfordshire are not happy about the proposed removal of a Disabled Persons' Parking Space (DPPS) in St Michael's Street. The DPPSs there are very convenient. Although there are also DPPSs nearby in New Inn Hall Street, most of those are not available when students at St Peter's College arrive at the start of the University term or leave at the end of it. Also, very often, one or two DPPSs in New Inn Hall Street are occupied by builders' lorries.</p> <p>I note that a "replacement" DPPS is to be provided on the north side of Beaumont Street. That is too far away from St Michael's Street to be a replacement for the lost DPPS, although it will be useful to disabled people visiting places in</p>

	<p>or very near Beaumont Street. (By the way, there is also an issue about the lack of dropped kerbs in Beaumont Street near the existing DPPSs there, forcing users to walk or drive their wheelchair in the carriageway; my colleague Tim Treuherz has already complained about that).</p> <p>We would like a DPPS to be provided on George Street, on the south side, immediately west of its junction with New Inn Hall Street. A DPPS there would be between the New Inn Hall Street junction and the "Loading only" spaces to the west. Please could we have a response to this request when it has been considered.</p> <p>We (Unlimited Oxfordshire) have found a way of preserving the Disabled Persons' Parking Place in St Michael's Street that the County Council plans to remove in order to enable the proposed extension of the existing vehicle restriction. The Loading Bay on the north side of St Michael's Street is longer than necessary, because St Michael's Street has become a cul-de-sac, and all vehicles entering St Michael's Street have to turn round before leaving, and only the small, short commercial vehicles are able to do that. (The excessive length of the Loading Bay is probably a legacy from when turning round was unnecessary).</p> <p>If the Loading Bay were to be shortened, and the length of the street occupied by Disabled Persons' Parking Places (DPPPs) were to be extended westwards by a few metres, there would then be no need to lose one of the DPPPs. This would be the best solution. The availability of DPPPs in New Inn Hall Street can not be relied upon, as builders' vehicles are often parked in them; also on some days (around the beginning and end of the University terms) vehicles used by arriving and departing students are parked in them.</p> <p>We would be very interested to know in due course whether our idea presented here can be implemented.</p>
(6) Local business, (GP Surgery, Beaumont Street)	<p>Object – We would like to object to the removal of the doctors parking space. This space is regularly used by our doctors who need to park to be able to carry out home visits and care home ward rounds.</p>
(7) Local resident, (Oxford, Cosin Close)	<p>Extend existing restriction - Object this is bad for disabled people. blue badge parking on Beaumont St. is more dangerous, because you are exposed to more traffic. there's a huge 'loading bay' in St. Michael street.</p> <p>OCC could remove or shorten the loading bay and then move the disabled parking west and extend the 'no vehicles' area that way. Maybe the loading bay can be moved to Beaumont st. instead.</p> <p>Reduce DPPP on St Michael's Street - Object</p>

	<p>Replace Doctors bay on Beaumont Street with DPPP - Object this is bad for disabled people. blue badge parking on Beaumont st. is more dangerous, because you are exposed to more traffic. there's a huge 'loading bay' in St. Michael street. OCC could remove or shorten the loading bay and then move the disabled parking west and extend the 'no vehicles' area that way. Maybe the loading bay can be moved to Beaumont st. instead.</p>
<p>(8) Local resident, (Oxford, St Aldates)</p>	<p>Extend existing restriction - Object Disabled people who depend on their cars are having problems accessing the central part of the city. The removal of parking from Broad st is one of the causes. St Michael's is one of the streets with blue badge parking that is close enough for disabled people to use it. You are pushing disabled individuals away from the centre and the right to have full access to the city in favour of a green agenda and able-bodied individuals. It's not ok</p> <p>Reduce DPPP on St Michael's Street - Object Replace Doctors bay on Beaumont Street with DPPP - Support After the removal of the parking spaces in Broad st, blue badges have fewer and fewer places to park to access the centre. You seem to forget that blue badges under the current rules are only given to people who can WALK A MAXIMUM OF 50 meters (164 feet or 0.03 miles). we need more DPPP, not less</p>
<p>(9) Local resident, (Oxford, Florence Park)</p>	<p>Extend existing restriction - Object No comments.</p> <p>Reduce DPPP on St Michael's Street - Object Replace Doctors bay on Beaumont Street with DPPP - Object No comments.</p>
<p>(10) Local resident, (Oxford, Rymers Lane)</p>	<p>Extend existing restriction - Support the previous restrictions have been highly successful and I support an extension.</p> <p>Reduce DPPP on St Michael's Street - Support Replace Doctors bay on Beaumont Street with DPPP - Support seems like a good idea</p>

<p>(11) Local resident, (Oxford, Southmoor Road)</p>	<p>Extend existing restriction - Support Pavement cafes improve the city centre. Although it's less convenient as a cyclist (I use this route often on my bike), it's not an area where one could cycle fast anyway so the impact on journey time is minimal,</p> <p>Reduce DPPP on St Michael's Street - No opinion Replace Doctors bay on Beaumont Street with DPPP - No opinion</p> <p>I'm afraid I don't know enough about use of these spaces to have an opinion - can you use these to inform the decision?</p>
<p>(12) Local resident, (Oxford, Marston Street)</p>	<p>Extend existing restriction - Support Will create a quieter local environment and be good for business to have seating area. We don't need parking in the city centre.</p> <p>Reduce DPPP on St Michael's Street - Support Replace Doctors bay on Beaumont Street with DPPP - Support These are positive steps to make this part of the city centre more pleasant for active travel.</p>
<p>(13) Local resident, (Adderbury, Round Close Road)</p>	<p>Extend existing restriction - Support For the safety of pedestrians and cyclists.</p> <p>Reduce DPPP on St Michael's Street - Support Replace Doctors bay on Beaumont Street with DPPP - Support For the safety of pedestrians and cyclists.</p>
<p>(14) Member of public, (Wantage, Wolage Drive)</p>	<p>Extend existing restriction - Support Ideally all of St. Michael's Street should be pedestrianized so I suppose this, with the view to eventually also pedestrianize New Inn Hall Street.</p> <p>Reduce DPPP on St Michael's Street - No opinion</p>

	Replace Doctors bay on Beaumont Street with DPPP - No opinion I have no opinion on either of these changes.
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