

## **CABINET MEMBER FOR ENVIRONMENT - 13 OCTOBER 2016**

### **PROPOSED CONTROLLED PARKING ZONE – LYE VALLEY AREA, HEADINGTON, OXFORD**

**Report by Interim Deputy Director of Environment & Economy (Commercial)**

#### **Introduction**

1. This report presents objections received in the course of a statutory consultation on a proposal to introduce a new Controlled Parking Zone (CPZ) and Resident Permit Parking scheme in the Lye Valley Area of Headington in Oxford.

#### **Background**

2. Parts of the Lye Valley area already experience problems of commuter parking by non-residents and further parking pressures are anticipated following the development of the Oxford University Old Road Campus as this is the nearest area which does not have parking controls to protect residents. The Old Road site has planning consent and the first phase is due to open soon – further phases plus expansion at the Churchill, Warneford and Nuffield Hospitals will increase parking problems in Lye Valley. In approving these developments, funding has been obtained to enable the extension of CPZs in this part of Headington.

#### **Proposals**

3. Following informal consultation with all residents in 2015 and discussions with local County Councillor, proposals have been drawn up to introduce a CPZ with a Permit Parking system for residents and their visitors, combined with 'limited waiting' of up to 2 hours without requiring a permit.
4. It is proposed that the CPZ will only operate between the hours of 9.00am to 5.00pm Monday to Friday, which will mean that outside of those days and times a permit will not be required and the two hour waiting restriction will not apply. Permits for residents and visitors will be available to residents under the same conditions and charges as other CPZs in Oxford and there will be no restriction on the number of residents permits issued to each household.
5. In view of the self-contained nature of the Lye Valley area and the availability of kerbside and off-street parking for residents it is proposed that the CPZ would be a Minimum Impact Zone. This means that there would no formalised parking bays but rather the Zone would just have entry and exit signs indicating that all vehicles parked on-street within the Zone must display the relevant permit or can only park for up to 2 hours, during the Zone Operating

Hours. The proposed Zone Boundary is shown at Annex 1 (a large scale plan will be available at the meeting).

6. It is proposed to retain the existing 'No Waiting at Any Time' restrictions (double yellow lines) within the CPZ but to remove the existing daytime waiting restriction (single yellow line) on the northern side of Cinnaminta Road. Parking restrictions along The Slade were approved as part of the Access to Headington scheme and these are not affected by this proposed CPZ.

## **Consultation**

7. Formal consultation on the proposals was carried out between 19 May 2016 and 17 June 2016. Letters were sent to over 800 properties in the affected area and street notices were placed on site. A public notice was placed in the Oxford Times on 19 May, with all documentation emailed to the statutory consultees including Thames Valley Police, Fire & Rescue Service, Ambulance service and local County Councillors. All Consultation documents were available for inspection on Council's Consultation Portal, at County Hall and at Headington Library. A total of 35 responses were received and these are summarised at Annex 2 along with officer responses.
8. Some 17 objections were received and the themes of those were that respondents did not want the proposed CPZ as they did not consider it necessary, did not want to pay for permits, and felt that the Hospitals should have to pay. Likewise objectors felt that Hospitals should provide adequate parking for their staff and visitors and that Planning Approval should not be granted without adequate parking on site. There was also objection to the daytime waiting restriction being removed from the north side of Cinnaminta Road, and also doubts about the effectiveness of the CPZ without adequate enforcement.
9. Other comments received included that the CPZ was not needed for some parts of the proposed Zone area, that marked bays were needed to protect driveways and prevent bad parking, more residents will pave their gardens and the resulting additional dropped kerbs will further reduce available on-street parking. Some respondents felt that the Zone should operate at all times rather than Monday to Friday daytime only.
10. Councillor Liz Brighthouse supports the proposal and Thames Valley Police have no objections. Stagecoach have suggested some additional yellow lines in Hollow Way near its junction with The Slade in view of junction changes proposed for the 'Access to Headington' project.

## **Response to objections and comments**

11. As noted above, the scheme is proposed to address the current and future parking pressures in the Lye Valley area for the benefit of residents and their visitors. The design of the scheme – to require permits only during the daytime Monday to Friday and with Zone-wide 2-hour parking for short stays – is intended to have the least impact on those who live in or visit the area. The

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charges made for permits are to fund the ongoing operation of the CPZs, including enforcement.

12. The suggestion that the Hospitals and other developments should not receive planning approval without providing parking for all staff and visitors is not in line with the long-established policies of the County and City Councils to work with employers to reduce peak time travel by car and to encourage more sustainable travel such as by bike, bus or Park and Ride.
13. The layout of the roads in Lye Valley together with the small size of the area is such that to exclude parts of the area from a CPZ would simply result in parking in those streets by commuters and those wishing to avoid having to pay for a permit.
14. With regard to requests that the CPZ be of the more 'traditional' design with marked bays and signs in order that parking occurs in a more orderly way, it is considered that once the pressure for space is reduced by the removal of non-residents' vehicles then there is no need to be prescriptive about where residents park. However this matter will be kept under review once the CPZ is in operation.
15. The concerns that have been expressed regarding the potential for an increase in the amount of front gardens being converted into off-street parking are noted. In response, one of the reasons for the limited hours of operation of the scheme is to try to reduce this as permits will not be required for evening and weekend parking.
16. The additional restrictions in Hollow Way requested by Stagecoach were not considered as necessary as part of the Access to Headington proposals, but could be considered in the future if found to be required.
17. The request to retain the single yellow line on Cinnaminta Road that is proposed to be replaced by the zone-wide restriction is accepted as it is recognised that there are particular access issues due to the presence of adjacent businesses. Consequently it is recommended that the existing restriction remains in place.

### **How the Project supports LTP4 Objectives**

18. The proposal would help reduce and prevent commuter parking, reduce the risk of accidents and improve road safety by facilitating the safe passage of vehicles.

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

19. Full funding for the implementation of a Controlled Parking Zone has been secured through S106 developer agreements.

## RECOMMENDATION

20. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the Lye Valley CPZ proposals as advertised and amended as set out in the report.**

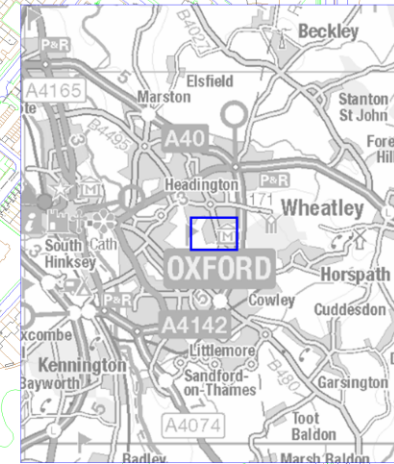
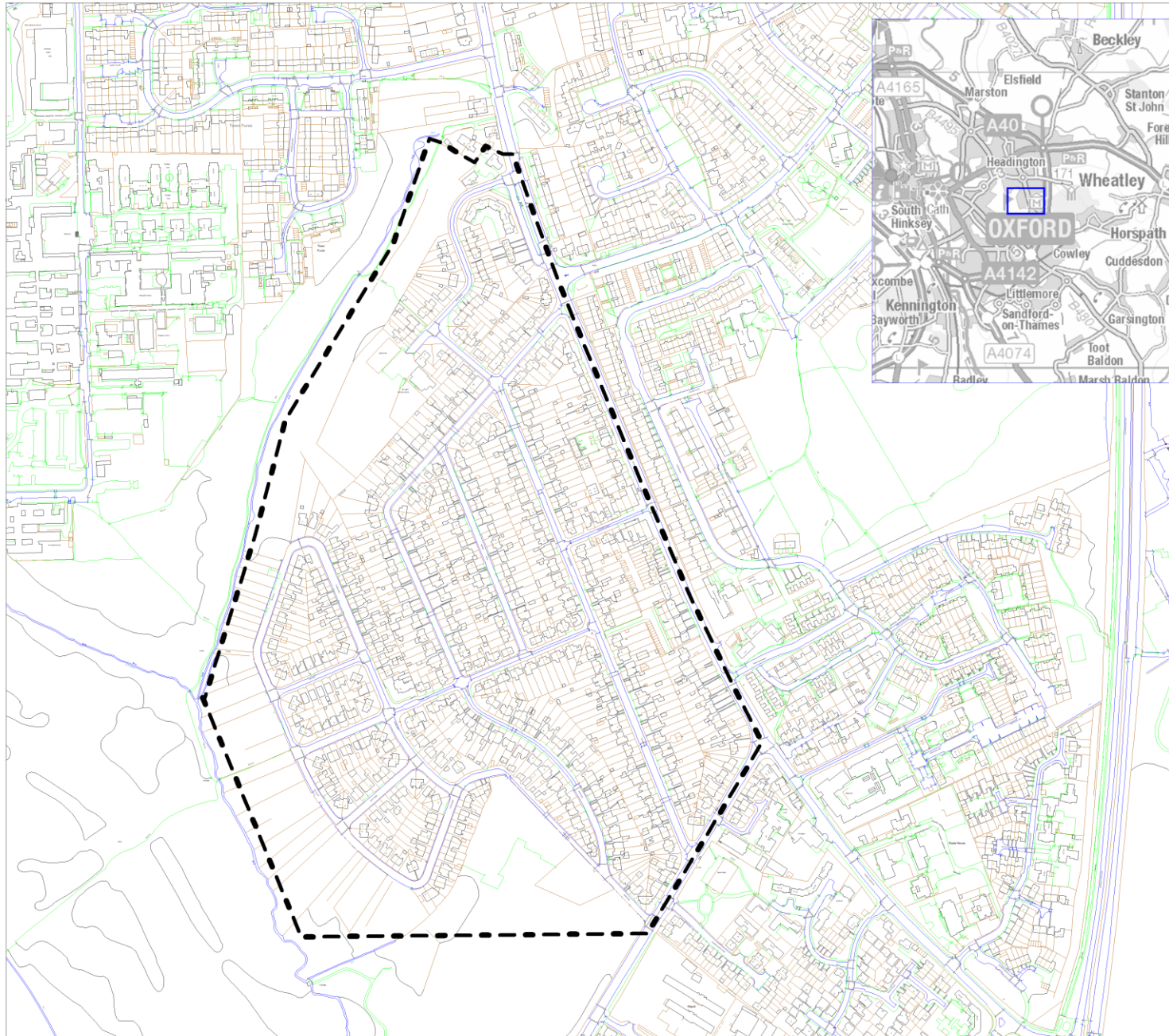
CHRIS McCARTHY  
(Interim) Deputy Director of Environment & Economy (Commercial)


Background papers:            Plan of proposed restrictions  
   Consultation responses

Contact Officers:                David Tole 07920 084148

September 2016

**ANNEX 1**



Drawing No.	Revision 1		
<p>--- Area to be considered for Controlled Parking Zone</p>			
<p>□ Site Location</p>			
<p>Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings: Oxfordshire County Council. © Crown Copyright and database rights 2016. 100023943</p>			
 <p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p style="font-size: x-small;">Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</p>			
<p><b>CABINET MEMBER FOR ENVIRONMENT 13 OCTOBER 2016</b></p>			
<p><b>LYE VALLEY, OXFORD PROPOSED CONTROLLED PARKING ZONE</b></p>			
Drawing Status			
Drawn by:	Checked by:	Approved by:	
CJM			
Date drawn:	Date checked:	Date approved:	
07/07/2016			
Drawing No.	Revision 1		

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Annex 2

Respondent	Comments	Officer Response
Thames Valley Police	No Objection	Noted
Commercial Manager, Stagecoach	With the proposed changes to The Slade/Horspath Driftway/Hollow Way roundabout inc. the new right-turn lane from The Slade, traffic flow may be best if parking not allowed between this junction and 236 Hollow Way M-F 0700-1900 as currently northbound traffic on Hollow Way can be blocked as isn't sufficient space for parked cars & 2 lanes of southbound traffic on roundabout approach.	Not deemed necessary as part of Access to Headington Proposals. Could be considered in future if proves to be needed.
Resident of Bulan Rd	<p>Can 10 min parking provision be made in Cinnaminta Rd for Shop users? Is under the impression that the existing SYL on north side is being made a DYL? Can something be put in place to keep south side pavement clear as parked Shop Proprietors vehicles overhang pavement causing obstruction for those with impaired mobility.</p> <p>Garage access road off Bulan Rd opp. Coverly Rd needs to be managed as unrestricted parking there would churn-up grass and need bollards to prevent. Possibly garage area itself would need signage to prevent all day parking.</p>	<p>Parking would be permitted for up to 2 hours without a Permit. SYL is not being made a DYL &amp; so will be no increased pressure on the southern side.</p> <p>This area is not Public Highway, but could consider 'Private Road' signs from Bulan Road.</p>
Resident of Bulan Rd	Fully supports and agrees with the proposed CPZ.	Noted
Resident of Bulan Rd	<p>Against proposed parking charge &amp; will have to tarmac front garden to avoid it, as will most people resulting in more dropped kerbs &amp; less on-street parking &amp; worse drainage with flooding already bad at the junction.</p> <p>Wife has an adapted mobility car &amp; will there be any concessions for disabled?</p> <p>Considers the CPZ to be just a money making scheme.</p>	<p>Dropped kerbs and tarmacked front gardens would be subject to usual application and approval procedures.</p> <p>A Disabled Badge qualifies as a Permit in all CPZs</p> <p>Permit charges only cover costs.</p>
Resident of Bulan Rd	Strongly supports a CPZ, but opposes not having marked bays as does not protect driveways & prevent obstructive pavement	The objective is to remove Commuter Parking, which should reduce inconsiderate

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	<p>parking. HMOs are a problem and marked bays would act as a deterrent. 24/7 Hospital working may necessitate all week restrictions, but suggests a lenient weekend system be trialled for 6 months.</p>	<p>parking. Future changes to the days/hours of operation of the CPZ could be considered if parking pressures increase.</p>
Resident of Dene Rd	<p>Objection as is not needed for whole of Dene Rd. City Council is making the Hospitals provide additional parking for their Developments which should be adequate. Not close enough to warrant it &amp; why is Wood Farm not being considered which is closer. Nos. 1-70 Dene Rd should not be included and such Zone should only start at junction Coverley Rd. What about elderly who need regular day visits &amp; Tradespeople. Restricting vehicle size is incorrect as will interfere with livelihoods. Just a money-making exercise and will not pay for a Permit.</p>	<p>Any part of Dene Rd not included would suffer from displaced parking. Hospitals will only have sufficient parking for their operational needs and will not provide for general commuter parking. Wood Farm issues are subject to a future review. Residents aged 70+ receive free Visitors Permits and registered Carers can have Permits issued for free. Traders Permits will be available to apply for. The restriction on vehicle size applies in most CPZs to prevent parking by vehicles which are inappropriate for a residential area. Permit Charges only cover costs</p>
Resident of Dene Rd	<p>Please include 'designated parking' for Dene Rd after Bulan Rd junction as road is narrow and inconsiderate parking causes obstruction, together with parking on road hump. Some properties have white line restrictions reducing parking opportunities. Who will enforce as parking enforcement officer rarely/never seen?</p>	<p>The objective is to remove commuter parking whilst introducing a system as flexible for residents as possible and not prescribing how they park. Removing commuter parking should help address inconsiderate parking. Enforcement will be carried out by the Council's contractor, as in other CPZs</p>
Resident of Dene Rd	<p>Do need a CPZ but does not think it should be Minimum Impact as that will not control parking because most of roads and paths are too narrow needing accurate parking on the paths and 'designated' parking bays. Increased parking, with opposite parking is causing difficulty getting out of driveways &amp; obstruction. Uses a Mobility Scooter &amp; finds paths obstructed.</p>	<p>The objective is to remove commuter parking whilst introducing a system as 'flexible' for residents as possible &amp; not prescribing how they park. Removing commuter parking should help address inconsiderate parking. With the removal of</p>

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	Roads are for driving not parking & parking spaces should be limited with a restriction on the no. of Permits per Property to counter problem from HMOs. Where possible, residents should open up their garden & park off road.	commuter parking, 'permit restraint' is not considered necessary. Dropped kerbs and garden parking will be subject to usual application & approval rules.
Resident of Dene Rd	Supports this proposal for a CPZ for the Lye Valley area.	Noted
Resident of Dene Rd	<p>Given the 2 hour waiting limit and the number of traffic wardens who will be policing the CPZ, it is unlikely to catch many non-residents and If they were to get a ticket once a week it is likely to be cheaper than the cost of paying for parking at the redeveloped Old Road campus. If the CPZ is brought in it must be policed rigorously and is what you would expect from the £60+ cost of a permit. Hollow Way has Urban Clearways that are rarely policed.</p> <p>Would like to see figures showing where the revenue generated would go to ensure this isn't just a profit generating scheme.</p> <p>Why is planning permission being granted for the redevelopment if their proposals do not include adequate parking provision?</p> <p>Why isn't Oxford University being charged, not residents?</p> <p>Parking has been an issue all the time I've lived here. Getting the kerb dropped to extend my drive to two cars wide seems to be a very bureaucratic process and so haven't gone further.</p> <p>If you do decide to bring in the CPZ could you carry out a carriageway or footway improvement scheme and add dropped kerbs where people require? I would be happy to pay for the service if it was a one stop shop done through the council at cost This would improve parking in the Lye Valley area and stop cars from obstructing pavements all the time not just weekday working hours.</p>	<p>Permit Charges will provide for adequate enforcement and should deter commuter parking.</p> <p>The County Council publishes an annual report on civil parking enforcement which is available on the website and sets out the financial details of the parking operation.</p> <p>It is to deal with both the existing and anticipated parking issues that the CPZ has been developed.</p> <p>Dropped kerbs will continue to be subject to the usual Application and approval procedures</p>
Resident of Dene Rd	Objecting as penalises residents who are currently able to park for free on roads outside their homes. It is the product of a poor planning decision on the Old Road plans. It is for profit and not convinced what benefits this Annual fee will bring. How often will the traffic warden be in the CPZ? Does not address concerns	The suggestion that the Hospitals and other developments should not receive planning approval without providing parking for all staff and visitors is not in line with the long-established policies of the County and



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	about being able to park outside my home at night and the issue of shift workers at Old Road campus. Why wasn't adequate underground parking for the campus stipulated if they want to attract the best talents to work there. The campus should pay, not residents. It appears to push problems on to local communities and create ill will.	City Councils to work with employers to reduce peak time travel by car and to encourage more sustainable travel such as by bike, bus or Park and Ride.
Resident of Glebelands	Do not include Glebelands, Lye Valley and the streets in between as there is plenty of space in the daytime and would not want to pay for Permits when no problem exists.	Any roads not included would suffer from displaced parking.
Resident of Hollow Way	Is over 70 and Parks off road at all times and will they have to buy a Residents Permit?	No, there is no need for a Permit if not intending to park on the road for more than 2 hours during the 'Restricted Hours'
Resident of Hollow Way	Selling Permits will only move problem elsewhere. It's a money making venture. Build a multi-storey car park at the NOC & charge to park & give money to NHS. You have a budget & so do most families.	The Scheme is designed to address the problems that adjacent developments will bring and the Permit charges are to cover the costs of administering the Scheme. The building of a multi-storey car park at the NOC would be a matter for the NHS to decide upon & fund.
Resident of Inott Furze	Hospitals should provide ample parking. Residents should decide. May need some control on Hospital Visitor's & Workers parking but should not have to pay for it.	The suggestion that the Hospitals and other developments should not receive planning approval without providing parking for all staff and visitors is not in line with the long-established policies of the County and City Councils to work with employers to reduce peak time travel by car and to encourage more sustainable travel such as by bike, bus or Park and Ride.
Resident of Lye Valley	in favour of a CPZ in this area	Noted
Resident of Peat Moors	Welcomes proposals, but believes should be marked bays and lines across driveways and residents should not be allowed to park across own driveways causing access problem for neighbour. Will need regular enforcement, or 2hr parking should	It is the aim of the proposals to prevent commuter parking, whilst being as flexible as possible for residents, and not to control how people park. Removing commuter

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	be dropped from Proposals. Scheme should operate 8am to 6pm 7days a week as their neighbour is as much a problem as commuter parking.	parking should reduce the incidence of inconsiderate parking.
Resident of Peat Moors	<p>Objects on the following points:-</p> <ul style="list-style-type: none"> <li>• If there is not enough parking at the Hospitals, then a CPZ will simply move problem elsewhere</li> <li>• Further Hospital expansion should have Planning Condition of adequate on-site parking</li> <li>• If Hospitals can't afford adequate parking they should not be allowed to expand and why hasn't residential development on Warneford land been stopped and looked at for parking</li> <li>• Should not have to pay to park when failing is by Planners &amp; Highways staff</li> <li>• It is a stealth tax</li> <li>• Existing double yellow lines on Peat Moors do not get enforced, but suspects they would get tickets for not displaying Permits</li> <li>• The Slade is already heavily congested &amp; further Hospital expansion shouldn't be allowed</li> <li>• Will the Bullingdon Community Centre car park be included and if so how enforced.</li> </ul>	<p>The suggestion that the Hospitals and other developments should not receive planning approval without providing parking for all staff and visitors is not in line with the long-established policies of the County and City Councils to work with employers to reduce peak time travel by car and to encourage more sustainable travel such as by bike, bus or Park and Ride. Permit charges are to cover operational costs only. Enforcement of parking restrictions is carried out throughout the City. The Access to Headington scheme is intended to address issues such as congestion along The Slade. The Bullingdon Community Centre car park would not be included in the CPZ as it is not public highway.</p>
Resident of The Slade	<p>Raises a question about parking behind the flats where he parks. It is a row of Council garages, accessed from Bulan Rd. Asks if this area is to be included in restrictions</p>	<p>This area is not public highway and so will not be part of the CPZ.</p>
Resident of The Slade	<p>Generally in favour and supports a Minimum Impact Zone provided it's enforced. The introduction of permit free parking bays outside flats 31-39 The Slade would be an absolute disaster for the residents.</p>	<p>Permit charges will cover the cost of enforcement. The parking bays in the location referred to will have the same restrictions as the rest of the CPZ.</p>
Resident of Town Furze	<p>Should not go ahead as area has no problem from overflow parking and concludes it is just to raise revenue. People will tarmac gardens &amp; ruin aesthetics of area &amp; reduce road parking potential. Agrees for some areas, but this area below Dene Rd</p>	<p>Adjacent Development would bring problems of commuter parking. Permit charges are to cover costs. Dropped kerbs and garden parking will be subject to usual</p>

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	going south-west towards Golf Course does not need it.	application & approval procedures. Any part not included will suffer from displaced parking.
Resident of Town Furze	I reluctantly support a CPZ but given that we should have one, I strongly support the Minimum Impact variety.	Noted
Resident	Do not introduce as it's premature as no problem currently exists. Unrestricted parking makes the area more friendly and welcoming.	It is anticipated that the area will be affected by additional commuter parking arising from nearby development. The design of the scheme is intended to have minimum impact on the neighbourhood.
Resident	Agrees further restrictions are necessary, but objects to the removal of the single yellow line on the north side of Cinnaminta Rd as the road is not wide enough for parked vehicles on both sides and would lead to a dangerous back-up of vehicles on The Slade trying to get into the road. Parking on the pavement causes a danger for disabled & partially sighted and cars already park on the north side partially blocking access and reducing this restriction would make that worse.	It is now recommended to not proceed with the implementation of the proposal to remove the single-yellow line limited waiting restriction on the northern side of Cinnaminta Road.
Resident	Every resident they've spoken to is strongly against the scheme. Most have off-road parking and is not a significant problem here. Old Road is a considerable distance away. Covert agenda to push through to raise funds. No point whatsoever in engaging in local politics.	Consultation has proven most favour the introduction of a CPZ. It is anticipated that adjacent Development will bring additional problems of commuter parking when complete. Permit charges only cover costs.
Resident	Would like to fully support this proposal for a CPZ for the Lye Valley area	Noted
Resident	There isn't a parking problem on my street. This feels like just another way for the council to make money out of residents rather than provide a useful service.	It is anticipated that adjacent Development will bring additional problems of commuter parking when complete. Permit charges only cover costs.
Resident	We do not want it. The hospitals should have to pay for the parking permits. We should not have to have it. We should not have to pay for it.	It is anticipated that adjacent Development will bring additional problems of commuter parking when complete. Permit charges only cover costs.

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Resident	We do not want it. The hospitals should have to pay for the parking permits. We should not have to have it. We should not have to pay for it.	As above
Resident	There is no choice in it for us the residents. We did not ask for it or need or want it. But I can guarantee we will get it. We will be charged for it .We will have to have it.	The consultations have indicated general support for the introduction of a CPZ.
Resident	Very much in favour, but don't own a car. Belongs to Co-Wheels for short periods and sometimes hire a car for longer periods - Would they have a residents' parking permit for use in any car, or do permits relate to specific number plates?	A Permit for a Car Club vehicle would not be appropriate as such vehicles are only used for short periods and would not be parked unused for more than 2 hours. Permits are vehicle specific, but could be applied for with a 'hire' document or Visitors Permits could be used in the vehicle as appropriate, but obviously would not be needed if parking off road.
Resident of Cranmer Rd (outside of area)	Unwelcome and unnecessary	It is anticipated that new developments in the area will bring additional problems of commuter parking.
Resident of Howard Street (outside of area)	Not objecting	Noted
Unknown	Objects to the proposal	Noted