

Division: Leys & Lye

DEPUTY LEADER OF THE COUNCIL– 14 FEBRUARY 2013

PROPOSED PARKING RESTRICTIONS – LYE VALLEY AND SANDY LANE AREAS, OXFORD

**Report by Deputy Director for Environment & Economy
(Commercial)**

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions in several streets in the Lye Valley area and separately in Sandy Lane, Blackbird Leys.

Background

2. The proposals in this report were part of a package of measures developed with County Councillors Val Smith and Richard Stevens to address local parking issues across these parts of the Division and funded through the Area Stewardship Fund. Other proposals advertised at the same time received no objections and can therefore be implemented through delegated authority.
3. The area of Lye Valley (particularly the streets off The Slade nearest to the Girdlestone Road CPZ) suffers from localised concentrations of commuter parking, which results in footways being blocked and problems of access for larger vehicles. In responding to these issues, local Councillors carried out informal consultations with residents to see what type of restriction would be most effective – the results of which formed the proposals covered in this report.
4. Sandy Lane in Blackbird Leys similarly suffers from commuter parking which results in traffic having difficulty in passing in both directions. Previous attempts to use informal markings to create passing places have had some effect, but local Councillors are keen to achieve a more robust solution, through the use of formal controls on daytime parking. The proposed restrictions also extend to part of Druce Way which would otherwise be used by displaced commuters.

Formal Consultation

5. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press containing the proposed changes, to formal consultees on 14 December 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Cowley

Library. They are also available for inspection in the Members' Resource Centre.

6. At the same time, the Council wrote to local residents affected by the proposed restrictions, asking for their comments. In addition public notices were displayed at each site and in the Oxford Times.
7. A total of 9 responses were received, 8 regarding the Lye Valley proposals and 1 regarding Sandy Lane. These are summarised at Annex 1.
8. The principle concern from those responding to the proposals for Lye Valley is the need for residents living near the service road to be able to park. Annex 2 shows the proposed parking restrictions in the area of the service road and Annex 3 the location. The proposed 2-hour parking was only intended to provide space for visitors, as it was understood that there was no requirement for residents' parking. Since the proposals were developed, planning consent has been granted for further development on the Old Road campus. This will provide funding for the introduction (subject to consultation) of further CPZs in the area, including Lye Valley; thus the current proposals can be seen very much as an interim measure. In the light of the concerns of residents and the potential development of a comprehensive solution to parking issues in the Lye Valley area, it is recommended that the section of 2-hour parking along the service road is not introduced.
9. The single response from Sandy Lane highlights the possibility that some commuters will simply swap from parking on the northern side of the road to the southern (residential) side. It is acknowledged that this may occur, but there are frequent driveways which will deter parking along the road and could be further highlighted with the introduction of white access protection markings. In addition, any restriction on the southern side would apply not just to the carriageway, but also the crossovers and verges which are well-used by residents to park on. It is therefore recommended that the proposed restrictions be introduced as advertised.

Financial and Staff Implications (including Revenue)

10. The cost of the works described in this report will be met from County Councillors Smith and Stevens Area Stewardship Fund allocation

RECOMMENDATION

11. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions as set out in this report and advertised as the Oxfordshire County Council (Various Streets, Oxford) (Waiting and Loading Restrictions) (Variation No.5) Order 20** except for the element for 2-hour parking on The Slade service road.**

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Background papers: Consultation documentation

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RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
A resident of The Slade	Requires at least part of the Service Road to have no restrictions so that residents can park their cars at all times.	In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced.
A resident of The Slade	I believe this is a problem that needs to be addressed as there are a lot of commuters parking here in the day, but you do need to respect the residents that live here. We are more than happy to pay for a parking permit, just like any other area in Oxford, to have a resident permit.	In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced.
A resident of The Slade	Does not think anyone would object to safety concerns with regard to stopping completely cars parking on corners, as proposed. However thinks that the '2 hour limited' parking along The Slade service road, outside the flats, is a draconian measure to force any tenants who are car owners to give up their cars because they will have nowhere to park. Therefore, objects to this part of the proposal. Also this restriction will lead to more congestion in Peat Moors, Bulan Road, Dene Road and surrounding streets, which is untenable. There has also been no mention of 'Resident Parking Permits' to allow resident tenants along The Slade service road to park outside their homes 24 hours per day; this again is untenable. Therefore objects to this proposal as it stands.	Noted. In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced. A Residents Parking Permit scheme may be considered in the future in response to further developments in the Old Road area.
A resident of The Slade	The proposal is an improvement in part but still fails to address the problem properly. The 2-hour limited waiting is a good idea. However, the starting time of 10am is too late as these places are taken between 7 -9 am. By not having a	In the light of objections from residents who park on The Slade service road, it is now suggested

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	<p>restriction on returning defeats the object. Most of the 2 hour limited waiting in this district states that there is no returning within 2 hours. If this is introduced then this would work well provided it is policed correctly. However, once again you have not made any provision for residents and so would be included in the 2-hour limited waiting.</p> <p>The introduction of 'No Waiting' along the northwest side of Peat Moors from The Slade to No 2 Peat Moors is long overdue and should have been done a long time ago. At times it has been so bad that larger vehicles, social ambulances and emergency vehicles have been unable to get through. So the introduction of yellow lines would put a stop to that. However, on the other side of the road I see that you have not put any restriction and so, once again, residents must take pot luck as to where they can park. With the introduction of the 2- hour limit on the service road traffic will be pushed around into Peat Moors.</p> <p>I see from your proposal that you will intend to put yellow lines on most corners, this is good and should stop any clogging up, but I see that you have put no restrictions on either side of Peat Moors from No 2 – 21 until the end nor is there any restriction for the first part of Bulan Road. It is felt that with the restrictions in other parts of this area then once again these motorists will clog the roads up with their inconsiderate parking.</p> <p>All this has come about since turning the Girdlestone Road estate into residents parking but, of course, the biggest problem being that either the hospital car parks are too small or the charges too high especially for their staff.</p>	<p>that the 2-hour limit on parking is not introduced.</p> <p>A Residents Parking Permit scheme may be considered in the future in response to further developments in the Old Road area.</p> <p>The proposals for Peat Moors has been developed following informal consultation carried out by local County Councillors.</p>
<p>A resident of The Slade</p>	<p>Parking on the service road at the moment is extremely difficult between 7.30am and 5pm due to parking by hospital staff but with the new restrictions I cannot see that you are helping anyone. I often have to park several streets away if I move my car during the day. I do not understand why a residents</p>	<p>In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is</p>

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	<p>parking scheme is not being proposed. As far as I can work out the scheme will be making things much harder for residents-where are we meant to park?</p> <p>It is already very difficult to find parking spaces and parking several streets away whilst carrying bags and looking after a young child is already hard. By adding these restrictions I can only presume I will have to park even further away from my home. Presumably the parking issue will just be pushed to another street and the problem continue.</p> <p>I have disabled neighbours – does this mean that they will have to move their cars after 2 hours too?</p>	<p>not introduced.</p> <p>Blue Badge holders are exempt from the 2-hour limit.</p>
<p>A resident of The Slade</p>	<p>My concern is where residents of The Slade Service Road (west side) will park when the 2 hour limited waiting come into force.</p>	<p>In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced.</p>
<p>A resident of The Slade</p>	<p>While I agree that something has to be done about the problem I believe a huge mistake is about to be made. You are not saying where we residents are supposed to park. Nobody has been around and had a look at the area during evenings, weekends and bank holidays. During these times there is no problem. The problem only exists day times Monday - Friday.</p> <p>The main problem is workers from the Churchill Hospital. They used to park in the Girdlestone area till residents parking was introduced. They then moved to Slade Close and along here. Slade Close was then made residents parking pushing even more of them on to us. They will not pay to park where they work or use the bus.</p> <p>The second problem is Slade Close residents who won't pay for residents parking.</p> <p>The third problem are people who park here and then get on the bus. We are being used as a free park and ride.</p> <p>I and other residents have remonstrated with these people when we can't park</p>	<p>In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced.</p> <p>A Residents Parking Permit scheme may be considered in the future in response to further developments in the Old Road area.</p>

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	anywhere near our homes. We are often insulted and abused. The only fair and sensible solution to this problem is residents parking. If the residents of this area can't park near their homes it is only going to push the problem further up the road. We are surely entitled to park near to where we live. I hope a sensible solution will be found to this problem that doesn't involve making the residents of this area suffer for something that is not their fault.	
A resident of Peat Moors	Firstly thank you for looking into our parking predicament. Unfortunately I think all the cars that used to park on the northwest side will just move further round Peat Moors, filling up Peat Moors so much that we will not be able to get out of our driveways. I think more restrictions need to be put in place for non-residents. e.g. hospital staff who I suspect accounts for 90%. Make it cheaper for them to park at their place of employment.	In the light of objections from residents who park on The Slade service road, it is now suggested that the 2-hour limit on parking is not introduced. A Residents' Parking Permit scheme may be considered in the future in response to further developments in the Old Road area.
Two residents of Sandy Lane	While we welcome the proposals, we want to ensure that the restrictions apply to both sides of the road. This may seem pedantic, but we have had instances when factory workers have parked on the grass verges directly in front of our houses when a space on the road could not be found. They also frequently park on the 'Keep Clear' signs. This causes an obstruction and obscures clear sight of the traffic passing along the road when driving off our drives.	The proposal is for restrictions on the north side of the road only, as requested by Councillors.



