

Divisions affected: *Cowley; Headington and Quarry; Iffley Fields & St Mary's; St Clements and Cowley Marsh; Wolvercote & Summertown*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

OXFORD VARIOUS LOCATIONS – PROPOSED EXCLUSION AND AMENDMENTS OF ELIGIBILITY FOR PARKING PERMITS AND MODIFICATIONS TO WAITING RESTRICTIONS AND PARKING PLACES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is **RECOMMENDED** to approve the following proposals in respect of eligibility for parking permits, parking places and no waiting at any time restrictions:
 - a) **Summertown:** to exclude No.57 (Flats 1 – 6) Victoria Road from permit eligibility;
 - b) **North Summertown:** exclude Nos.45 & 45A Davenant Road from permit eligibility:
 - i) exclude Nos.45 & 45A Davenant Road from permit eligibility;
 - ii) to extend the existing Double Yellow Lines outside No.38 Blandford Avenue by 6.5 metres to facilitate a new access, reducing the existing two-hour parking bay (permit holders exempt) by the same amount;
 - c) **Headington Central:** to exclude Nos.18 & 18A Osler Road from permit eligibility;
 - d) **East Oxford:**
 - i) Nos.47, 48, 48A & 49 Marston Street to be limited to apply for 1 resident permit per property & visitor permits;
 - ii) To exclude from permit eligibility 12 new dwellings at site of 44 Princes Street;
 - iii) To exclude from permit eligibility 14 new dwellings at site of 5 Collins Street;
 - e) **Cowley Marsh** exclude from eligibility 9 new dwellings at site of Ashlar House, Glanville Road.

Executive summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in

respect of eligibility for parking permits, parking places and no waiting at any time restrictions as a result of the development of adjacent properties.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent properties

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Consultation

6. Formal consultation was carried out between 01 April and 30 April 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, local County Councillors, and local Oxford City Councillors. Additionally, letters were sent to approximately 450 properties in the immediate vicinity of the various proposals and public notices placed in Blandford Avenue.
7. Eleven responses were received during the formal consultation. 2 objections (covering Blandford Avenue & Marston Street), 1 raising concerns, 7 in support and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object to the proposals.
9. The local member for Headington and Quarry expressed support for the proposals at Osler Road.
10. One objection and one expression of concern were received in respect of the proposal for Blandford Avenue on the grounds of the loss of a 2-hour (permit holders exempt) parking place and requested that an additional 2-hour parking place be created to compensate for the loss. While noting these representations, the loss of one 2-hour parking place is not considered a very material change and the planning consent issued by Oxford City Council only required the measures as consulted on.
11. One objection was received in respect of the proposal for Marston Street from a resident of the affected properties on the grounds of inconvenience taking account of personal circumstances. While noting these concerns the proposal

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reflects a condition included in the planning consent issued by Oxford City Council for these addresses.

12. Expressions of support were received from five members of the public. Three relating to the Summertown Victoria Road proposal, one to the North Summertown: Blandford Avenue proposal and one to the East Oxford: Marston Street proposal, though noting that the respondent expressed a preference for no permits to be issued (rather than the one permit now proposed).

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

Contact Officers:

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May 2021

Drawing No. 0 Revision 0

Key

- Permit Holders only
9am to 5pm Monday to Friday
- 8am to 6.30 Monday to Friday
Permit holders exempt
- No Waiting at Any Time
- No Waiting at Any Time extended by
6.5 metres in front of new access

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

BLANDFORD AVENUE

Drawing title

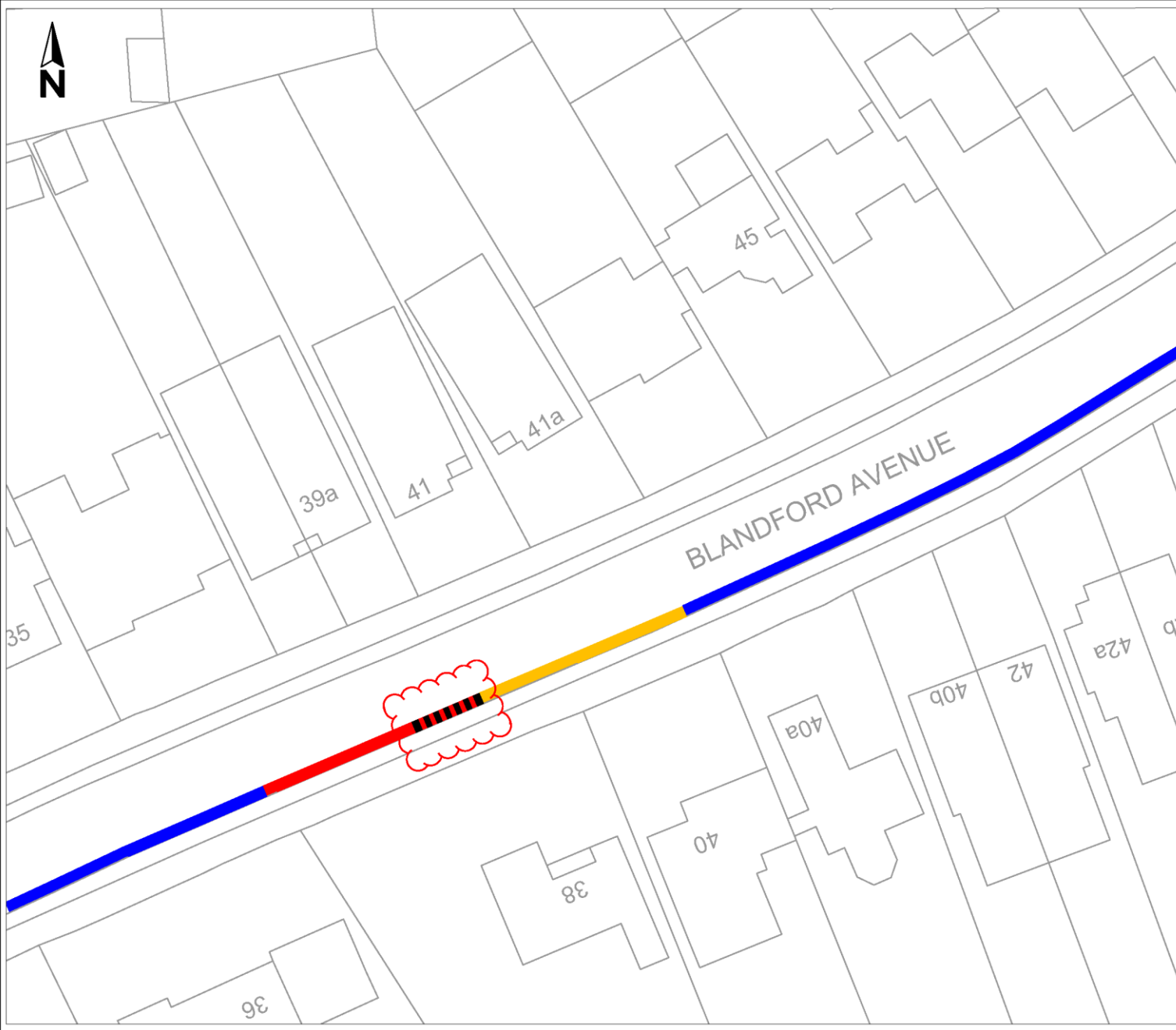
EXISTING PARKING RESTRICTIONS

Drawing Status

Scale @ A3	Drawn by	JaC	Checked by	Approved by
N.T.S.	Date drawn	03/21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 0 Revision 0



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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Local County Cllr, (Headington & Quarry Division)	Support (Osler Road) – I support the Headington central proposals.
(3) Local Resident, (Oxford, Blandford Avenue)	<p>Object (Blandford Avenue) – I do not of course, object to the construction of an access from the new property but I strongly feel that it should be accompanied by a substitute 2 hr parking bay close by. (Any cost should be covered by the application fee in an ideal situation).</p> <p>There are only two 2 hr parking bays at the Sunderland Avenue end of Blandford Avenue. We have recently lost 3 parking spaces from the bay outside the new properties 55 and 57. Previous access to the demolished house was in Sunderland Avenue. We are now losing another 2/3 spaces from the other bay. Short term parking at this end of the Avenue is often difficult mainly because of builders’ vans parking in the 2 hr slots for most of the day (one suspects without obtaining a permit).</p> <p>I hope to see the designation of another 2-hour parking bay in place of a residents only one.</p>
(4) Local Resident, (Oxford, Blandford Avenue)	Concerns – While I accept that the new access road requires the extension by 6.5m of existing double yellow lines outside 38 Blandford Avenue, I do not accept that the matter ends there. The road will lose a significant area of free parking zones, so this loss should be reinstated elsewhere along the road, as the 2hour parking zones are useful as a public amenity, as well as to visitors to residents of Blandford Avenue.
(5) Local Resident, (Oxford, Marston Street)	Object (Marston Street) – I am writing to voice my objection to the plan to reduce the number of visit permit to 1. My partner lives in Banbury on his own and comes often to stay with me; we are already having to limit his stay because of the current maximum of two permits per year. If anything, we would like to see the number of allowed permits

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	increased. I am thus strongly opposed to the proposed measures.
(6) Local Resident, (Oxford, Victoria Road)	<p>Support (Victoria Road) – I endorse the decision to exclude the flats at 57 Victoria Rd from eligibility for parking permits, as agreed in the Planning Permission.</p> <p>We've already seen examples of the development ignoring planning stipulations (eg balcony screens on rear elevation being too low, contrary to planning.) So, I'm pleased to see you are enforcing the parking exclusion, in a street that already is challenged for spaces.</p> <p>Can we be sure this will be a permanent feature, and not rescinded next year, as further planning permission creep?</p>
(7) Local Resident, (Oxford, Victoria Road)	<p>Support (Victoria Road) – I write in support of the proposed change to the restrictions on controlled parking on Victoria Road, Summertown, to limit permits to new residents of 57 Victoria Road to visitor permits only.</p> <p>I write as a resident of 40, Victoria Road, which does not enjoy off street parking. I therefore have to rely on the on-road spaces on the street when parking my own car. The number of on-street spaces has steadily reduced over recent years as access has been provided to newly created off-street parking. This has not always been done with an eye to maximising the number of on-street spaces remaining. The redevelopment of 57 is a case in point. On street parking is being lost across the entire width of the property.</p>
(8) Local Resident, (Oxford, Marston Street)	Support (Marston Street) – I support the original plan, i.e. NO permits for these additional houses.
(9) Local Resident, (Oxford)	Support – Safety in the Blandford Avenue instance, general motor traffic reduction in all other instances.
(10) Local Resident, (Oxford)	Support (Victoria Road) –There is already parking congestion in the area, especially with the number of trade vehicles. If these residents are allowed unlimited parking or parking on the road where they have off street parking allocated, this will further reduce parking provision for the other residents.

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(11) Local Resident,
(Oxford)

Support – There can be potential issues if permits are legalised everywhere. Certain places are fine not everywhere.