

Divisions affected: *Cowley*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT 29 JULY 2021

OXFORD: COWLEY CENTRAL EAST & WEST CONTROLLED PARKING ZONES – PROPOSED AMENDMENTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is **RECOMMENDED** to approve the following amendments to the Cowley Central East and West Controlled Parking Zones (CPZ):
 - a) Cowley Central East CPZ: to amend the legal order by removing the exemption for permit holders not having to comply with parking restrictions at the following time restricted parking places:
 - i. 30 minute parking in parts of Barns Road and Cleveland Drive;
 - ii. 1 hour parking in parts of St Lukes Road
 - iii. 2 hour parking in parts of Barns Road.
 - b) Cowley Central West CPZ: to introduce a section of 'No Waiting at Any Time' (Double Yellow Lines) on Crowell Road west side for 15 metres either side of the junction with Lewin Close. This in place of the current 'No Waiting 8am to 6.30pm Monday to Saturday'
 - c) Cowley Central East CPZ: to allow residents of Nos.147-169 & 156-166 Oxford Road to apply for both residents & visitor permits subject to a check of any properties granted planning permission on the basis of being car-free developments.

Executive summary

2. This report presents responses received to a statutory consultation to amend the recently introduced Cowley Central East and West CPZs in respect of the current exemptions for permit holders at time limited parking places and in respect of waiting restrictions on Crowell Road in the vicinity of its junction with Lewin Close.

Financial Implications

3. Funding for consultation on the proposals has been provided from the CPZ programme, which will also fund their implementation should they be approved.

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 will facilitate the same movement of traffic including cyclists and pedestrians.

Consultation on proposed amendments to time limited waiting places and proposed new no waiting at any time restriction

6. Formal consultation on the proposed amendment to the legal order and the additional parking restrictions on Crowell Road was carried out between 3 June and 2 July 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 and local County Councillor. Additionally, letters were sent to approximately 55 properties in the immediate vicinity of the various proposals.
7. Nine responses were received during the formal consultation. 2 objections, one raising concerns, 5 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. The police did not object to the proposals.
9. The local Oxford City Councillor supports the proposals.
10. The remaining comments focused around the restrictions on Crowell Road with a number of residents supporting proposals for the addition of double yellow lines near the access for Lewin Close but also others objecting on the grounds that they are not required and more should be done to allow other residents to park on the road.
11. The original design for the Cowley West CPZ included proposals for parking bays on Crowell Road in the vicinity of Lewin Close for permit holders or 2 hour parking. Objections were received in response to the public consultation and at the former Cabinet for Environment Delegated Decisions meeting on 17 December 2020 it was decided to remove these proposals from the final scheme. A further commitment was made to review the current restrictions to ensure visibility is maintained from the access.
12. The proposals have been developed in consultation with local members and outside the operating hours of the single yellow line restriction there is further opportunity to park in other parts of Crowell Road.

13. Residents on Crowell Road where the single yellow line is in operation can park in surrounding roads with parking permit.

Consultation on proposed amendments to parking permit eligibility

14. Formal consultation on parking permit eligibility was carried out between 20 May and 18 June 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, and local County Councillor. Additionally, letters were sent to properties in the immediate vicinity of the proposals.
15. Three responses were received .2 objections and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
16. The police did not object to the proposals.
17. Two objections were received from members of the public on the grounds that granting eligibility for addresses on Cowley Road would add to parking pressures on the adjacent residential roads within the CPZ. While noting the above, the intention of the recently introduced CPZ restrictions on these roads was to address problems with parking by commuters and shoppers but also – by the limit of two vehicle permits per property – to help address wider issues of residents parking demand. As noted in one of the responses, many of the properties already have off-street parking and/or are land-uses that would not generate resident parking demand that cannot be accommodated within the property. If approved, a check will be carried out of planning approvals and any development approved on the basis of being car-free will be excluded from permit eligibility.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

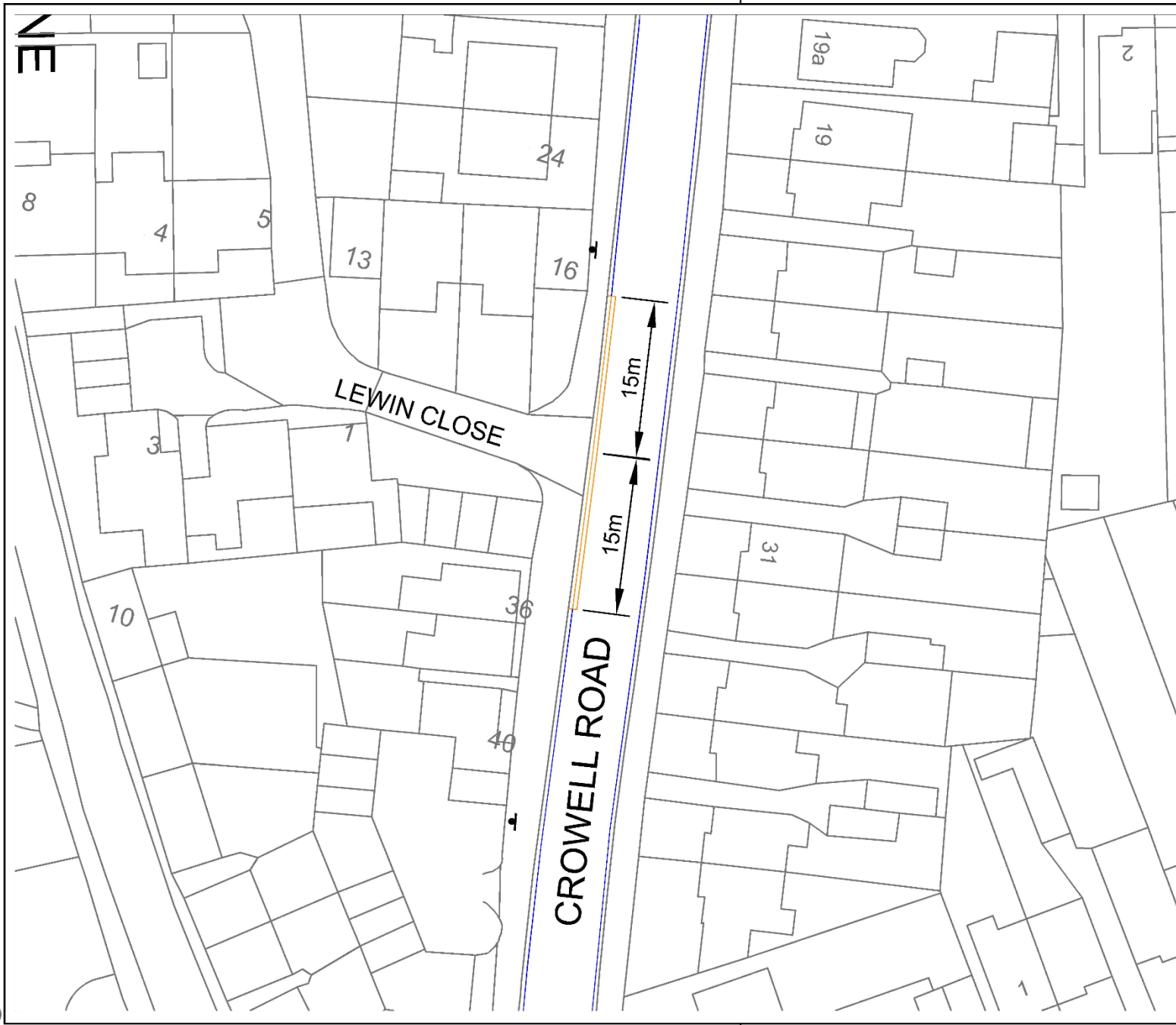
Annex 2: Consultation responses

Contact Officers:

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July 2021



KEY

EXISTING NO WAITING
MON - SAT 8AM TO 6.30PM
(SINGLE YELLOW LINE)
TO REMAIN

PROPOSED NO WAITING
AT ANY TIME
(DOUBLE YELLOW LINES)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
COWLEY CENTRE EAST

Drawing title
**PROPOSED NO WAITING
AT ANY TIME
CROWELL ROAD**

Drawing Status

Scale @ A4 NTS	Drawn by JW	Checked by KS	Approved by KS
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RESPONDENT	COMMENTS
A. Parking Restrictions	
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Local Oxford City Cllr, (Cowley Ward)	Support
(3) Owners & Residents Association, (Lewin Close)	Support – we would like to express full support for the proposed changes.
(4) Local Resident, (Oxford)	Object – It is not needed, parking for residents there is not a problem. Unless you are going to provide free permits & unlimited visitor passes for all residents to prove it is not just another way of generating revenue from residents who unfortunately are also car owners.
(5) Local Resident, (Oxford)	<p>Object – The proposed additional parking restriction for a section of Crowell Road seems both unnecessary and unjustified. Now that Crowell Road is not a major conduit for traffic to and from the ring road, the level of traffic, and the incidence of illegal parking, has been vastly reduced.</p> <p>We live on Crowell Road and I've never observed vehicles obstructing access to any roads leading off Crowell Road. With Lewin Close - in particular - the council refuse lorries always seem to have ease of access (we can see them using the close from our back windows). If they can access it, then I don't believe accessing it would present an issue for ambulances or fire engines - apart from steering around the Close's own vehicles.</p> <p>If anything, now that Crowell Road sees so little traffic, the existing single yellow lines should be abandoned in favour</p>

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	<p>of a 'residents' parking area' restriction.</p> <p>An additional restriction on parking for residents of Crowell Road seems discriminatory at best.</p>
(6) Local Resident, (Oxford)	<p>Concerns – I have no issues with the restrictions but I got issue with that I have asked you to create parking spaces on Crowell road as well for permit holders, you keep pleasing people of Lewin Close what about others we pay road tax as well why can't we park close to our house I want answer.</p>
(7) Local Resident, (Oxford)	<p>Support – Unlimited parking in the area causes problems in terms of seeing the road ahead for car drivers, pedestrians, cyclists etc.</p>
(8) Local Resident, (Oxford)	<p>Support – Restrictions to parking across the area will hopefully encourage using healthier means of transport, keep local parking for residents and reduce pollution.</p>
(9) Local Resident, (Oxford)	<p>Support – We welcome greater access for emergency vehicles</p>
<p>B. Parking Permits</p>	
(10) Traffic Management Officer, (Thames Valley Police)	<p>No Objection</p>
(11) Local Resident, (Oxford)	<p>Object – I am concerned about the possibility of a further 33 households from the main Oxford Road getting parking permits when there is such limited parking space in the area. I live in St Omer Road, and I feel that this will once again become a parking nightmare if this goes ahead - therefore undermining any of the benefits of the new CPZ for resident in this road. Since the CPZ has been recently introduced in our road we have enjoyed for the first time an ease on the parking pressure in this road. We had the good grace to accept the new parking zone, but were not told that this could include residents who live on the Oxford Road. This move will reintroduce all of the parking pressure we had before, which made it often impossible to find a parking space in the area, and residents often had to resort to parking several streets away. In addition, due to new traffic rules around the side roads off of Oxford Road, it seems</p>

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	<p>that it is our road and the one below (Cleveland Drive) will be the only places to park for residents on the Oxford Road. There are simply not enough spaces to accommodate a further possible 33 houses (147-169; 156 - 166). On this basis, I would like to register my concern and opposition to this plan.</p> <ol style="list-style-type: none"> 1. Prior to the CPZ scheme there was enormous pressure on parking in St Omer Road and Cleveland Drive, including parking on single and double yellow lines etc. especially in the evenings. 2. When the CPZ came in that parking pressure was relieved and it now works well. 3. If you now extend that 'residents' parking to people who do not reside in these streets (i.e. those on Oxford Road) then that pressure will re emerge. This is over 30 households - some of whom may have numerous cars PLUS their visitors . I strongly object because the street does not have the capacity and you may well have a situation where people have paid for residents permits but will not be able to find a parking space. This causes tension in the street among neighbours vying for limited resources (that they now feel entitle to as they have paid for permits) and is unhealthy for the neighbourhood. <p>Can the council sell more annual parking permit for a CPZ than there are spaces? And if not, are there any limits in terms of ratio of number of spaces and houses permitted to apply? I think you will be doing this and once again unsettling the streets concerned. I also feel that there has been a big oversight on the part of the council's planning if they are only now considering residents from London Road as 'residents' in the CPZ I (assume because of complaints)....</p>
<p>(12) Local Resident, (Oxford)</p>	<p>Object – My comments relate to the Cowley East area – Nos. 147-169 and 156-166 Oxford Road:</p> <p>No. 166 – I think this relates to a business (Benfield and Loxley) – they have parking spaces at the side of their building.</p> <p>No. 164 – the conversion of a house to four flats – no site parking was agreed. ? was this planning permission given on the understanding that no cars were allowed?</p> <p>No. 156 – this is a business, although there is a small flat over it (not certain if it is used as a dwelling now)</p> <p>No 158 – There is a planning application for this site with on-site planning? No action on this site at the moment and the hedge affects Cleveland Drive – hardly possible to walk that side of Cleveland Drive and road sign is hidden!</p> <p>No. 160 – Good drive way – have put a double gate up now but there is a fair bit of driveway beyond the gate (it was</p>

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open for many years)

No. 162 – Good driveway – but vision very poor because of growth over the driveway and pavement - ? only need visitor permits

Most of the parking from 147 – 169 has been well extended with long driveways. Only a couple with space for one/two cars. ? visitor permits only:

147 – Good driveway

149 – plenty of parking and gap in between houses allows cars beyond the house

153 – plenty of parking and turning space

155 – long drive

157 – one space

159 - drive with 2 spaces

161/163 – big drive with turning point

167 – big drive, with vans parked

169 – 1 space.

Just wondered if anyone had visited to look at the area?

I accept it is not easy to come out on to Oxford Road anywhere along the stretch of the road, but with the introduction of the Local Neighbourhood Areas traffic is very slow and it is much easier to get out, even though the traffic is continuous for much longer periods that it ever was!