

Divisions affected: *Cowley*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT
22 FEBRUARY 2024**

**OXFORD: COWLEY CENTRE WEST – PROPOSED AMENDMENTS
TO WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following as advertised:
 - a) replace the various lengths of existing 'No Waiting 8am to 6.30pm Monday to Saturday' (single yellow lines) parking restrictions & the two-hour shared use parking bay opposite the junction with Hockmore Street with new 'No Waiting at Any Time' (double yellow lines) on Crowell Road,
 - b) extend the existing double yellow lines on Rahere Road, southwards from Bartholomew Road for 30 metres on the eastern side, and 27 metres on the western side.

Executive summary

2. Following the implementation of a Controlled Parking Zone in Cowley Centre West in March 2021, as part of the planned monitoring of the operation of the scheme, officers have worked with the local member to consult on localised amendments to address issues raised by local residents and the County Councillor.
3. This report presents responses received to a statutory consultation on a proposal to introduce new and amend existing 'No Waiting at Any Time' (double yellow lines) restrictions on parts of Crowell Road and Rahere Road, and to remove an existing 2-hour parking place for non-permit holders in Crowell Road as shown in **Annexes 1 & 2**.

Financial Implications

4. Funding for consultation on the proposals has been provided from the County Council's Capital Programme and from developer contributions.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.
6. Whilst Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
7. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised, current blue badge.

Sustainability Implications

8. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help facilitate 'active travel' by encouraging the use of alternative sustainable transport modes.

Formal Consultation

9. A formal consultation was carried out between 04 January and 02 February 2024. A notice was published in the Oxford Times newspaper, and an email was 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, Oxford City Council, local City Cllr's, and the local County Councillors representing the Cowley, and Rose Hill & Littlemore divisions.
10. A letter was also sent directly to approx. 160 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
11. 19 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
Crowell Road	9 (47%)	1	7 (37%)	2	19
Rahere Road	8 (42%)	2	5 (26%)	4	19

12. Additionally, a further five emails were received, comprising of four objections from local residents, and one non-objection from Thames Valley Police.

13. The responses are shown at **Annex 3** and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

14. Thames Valley Police expressed no objections to the proposed amendments in Crowell Road and Rahere Road.

Crowell Road – proposed double yellow lines:

15. The County Councillor was approached for his views and comments based on the responses received during the public consultation – Councillor Hicks has responded with the following;

“As the councillor for Cowley Division, I am in full support of these amendments to the Cowley West CPZ. In particular I am supportive of the proposals to help the safety of north/south cycling on Crowell Road, as these proposals will mean cyclists won't have to swerve into the rest of the carriageway to get around parked cars/vans. This will become more important in the context of an ANPR camera on Crowell Road to maintain safety and attractiveness of cycling on the OXR16 route for all ages as vehicle movements on this route go up”.

16. The proposal for Crowell Road has been developed at the request and in consultation with the local member for Cowley, who raised concern over the safe movement of motor vehicles and other traffic, namely Cyclists along this route. Whilst balancing the demand for parking, the proposal helps ensure the County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic (including Pedestrians and Cyclists).
17. A majority of residents in Crowell Road have some provision of off-street parking and those residents without this option, have the opportunity to park in the surrounding roads with a parking permit. Visitors are also able to utilise the available parking within the area with the use of a visitors permit or for a short-term stay, the nearest two hour limited waiting parking bays located in The Grates and Gaisford Road.
18. In terms of the concerns raised relating to the picking up and dropping of individuals or items, whilst double yellow lines indicate that waiting is restricted 'at any time' the Traffic Regulation Order (TRO) supporting the waiting restrictions contain certain exemptions, including that of setting down and picking up passengers and loading/unloading. Whilst there is no defined allowance on time permitted to carry out these activities, in general, these activities should only take a few minutes and if seen to be taking place by a Civil Enforcement Officer (CEO) then this would be for as long as it takes to complete the action.

Rahere Road – proposed double yellow lines:

19. The County Councillor was approached for her views and comments based on the responses received during the public consultation – Councillor Elphinstone has responded with the following;

“Inconsiderate parking is a danger to residents. There are local concerns for displacement parking and obstructive vehicles. I have spoken to residents in Rahere Road, and they have requested the area to become a controlled parking zone to remedy the problem. I support the implementation of the DYLS at the junction and for a future CPZ to be considered for this area.”

20. The proposal for Rahere Road has been developed following a number of concerns and requests made by the local City Councillor and some local residents due to the obstructive and damaging (particularly to verges) parking currently taking place at this junction.
21. Whilst concerns of displacement are noted, the proposed extension of the double yellow lines provides additional protection in terms of ensuring that access is maintained and safety is improved for both motorists and pedestrians, and prevents further damage of the verges.
22. It is also worth noting that the County Councils strategic direction is to rollout new CPZs across the City as part of wider objectives to cut car use in the city. Officers are currently working with the City Council and County Members to finalise this programme of work and to secure CIL funding so that we can continue to bring forward new schemes over the next few years. Rahere Road has been provisionally included as part of the Littlemore North zone in the future rollout of CPZs across the City, which will hopefully help address the concerns raised by those objecting.

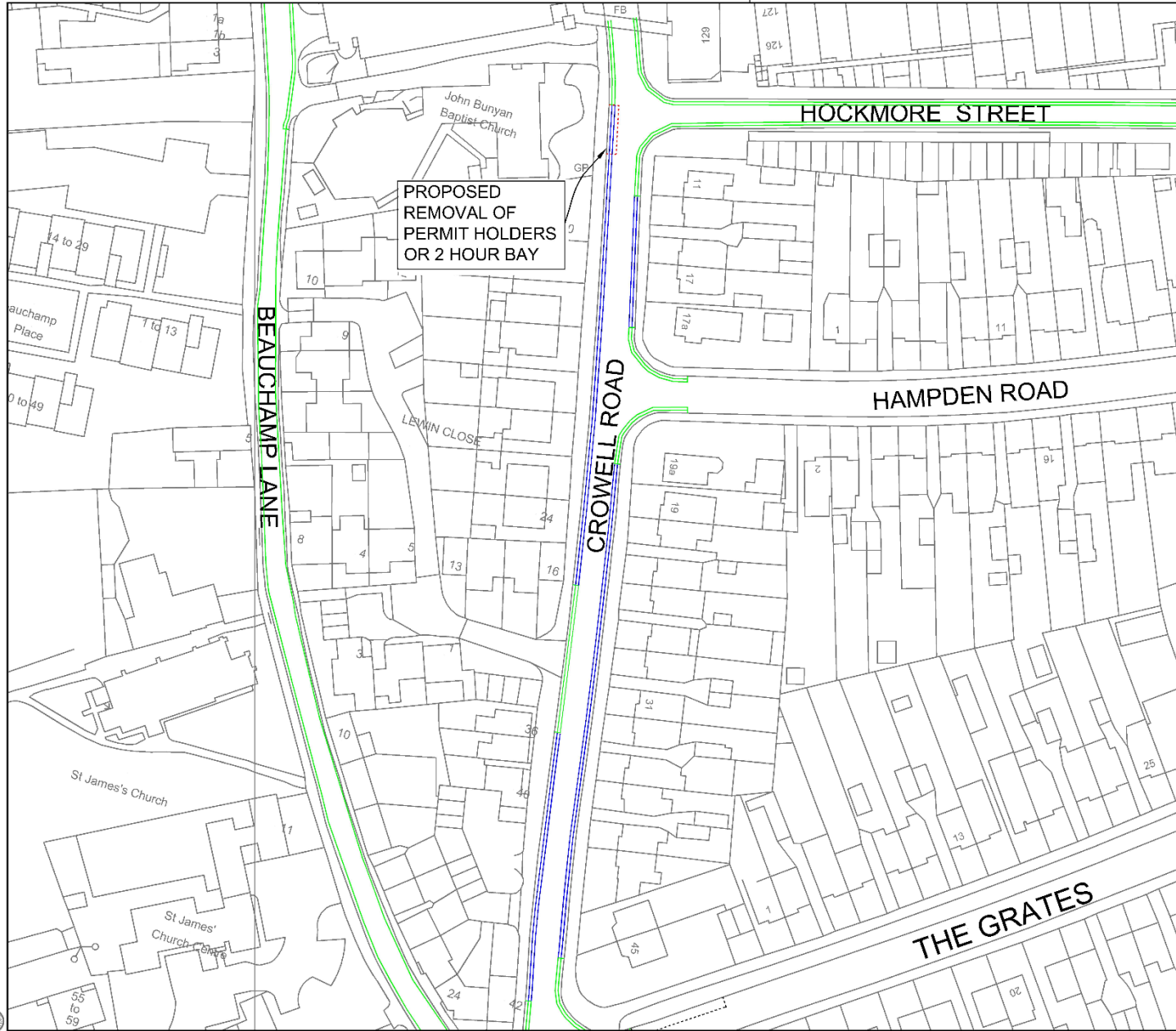
Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1-2: Consultation plans
 Annex 3: Consultation responses

Contact Officers: Vicki Neville (Senior Officer – TRO & Schemes)
 James Whiting (Team Leader – TRO & Schemes)

February 2024

P14: Improvement Schemes/Traffic and Road Safety/Proposals - Oxford CPZ 2 Cowley Centre West CPZS/MAGGING AND REQUESTS/Cowley Centre West amendments.dwg



KEY

EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES) TO REMAIN

PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES) TO REPLACE EXISTING SINGLE YELLOW LINES

PROPOSED REMOVAL OF DUAL USE PERMIT HOLDERS OR 2 HOUR PARKING BAY

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)
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
**COWLEY CENTRE WEST
 PROPOSED PARKING CHANGES
 'CT'**

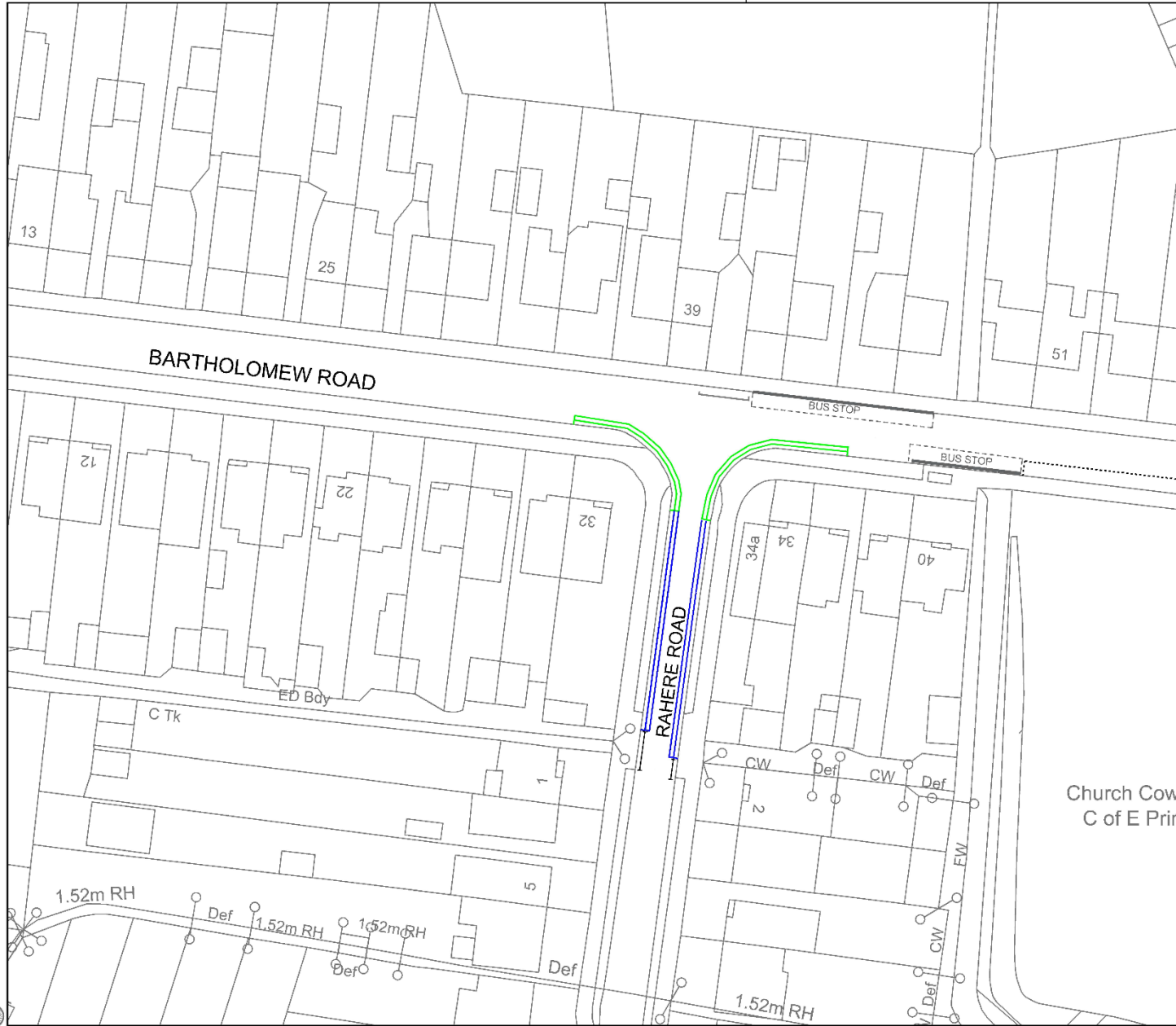
Drawing title
**PARKING RESTRICTION CHANGES
 COWLEY CENTRE WEST
 CROWELL ROAD**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:750	VN	JW	JW
	Date drawn	Date checked	Date approved
	11.23		

Oxfordshire Project No. & File Ref
 Drawing No. PRD/2022/007 Revision v2

P:14: Improvement Schemes/Traffic and Road Safety/Proposals - Oxford CPZ 2 Cowley Centre West CPZS/MAGGING AND REQUESTS/Cowley Centre West amendments.dwg



KEY

EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES) TO REMAIN

PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
COWLEY PARKING WEST
PROPOSED PARKING CHANGES
'CT'

Drawing title
PARKING RESTRICTION CHANGES
COWLEY CENTRE WEST
RAHERE ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:500	VN	JW	JW
	Date drawn 12.23	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2022/006 Revision v2

ANNEX 3

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local resident, (Oxford)	<p>Object – I would like to share that I oppose any additional restrictions made. This is with regard to letter reference: CM/12.6.320/P0704.</p> <p>Further if the council would consider removing the LTNs at any point, many people I know - mothers trying to pick up children, trades people, elderly and disabled drivers, those now facing extreme rush hour traffic in major part due to the minor arteries of Oxford being blocked - and I would firmly support and appreciate it.</p>
(3) Local resident, (Oxford)	<p>Object – I am writing to express my strong objection to the proposed road double yellow lines in our neighbourhood. This plan will have a negative impact on the residents, the traffic and the safety of the area.</p> <p>First of all, the double yellow lines will force the drivers to park their cars outside our houses, creating congestion and noise. This will reduce the quality of life and the property value of our homes. Moreover, the parked cars will block the road and prevent the access of emergency vehicles, such as ambulances and fire trucks. This could put lives at risk in case of an accident or a fire as the road narrows at this point.</p> <p>Secondly, the double yellow lines will endanger the children who attend the school nearby. The school is already facing a shortage of parking spaces for the staff and the parents. The double yellow lines will make this situation worse, forcing them to park further away and walk along the busy road. This will increase the risk of collisions and injuries, especially during peak hours.</p> <p>Therefore, I urge you to reconsider this plan and find a better solution that respects the needs and rights of the residents, the drivers and the school community.</p>
(4) Local resident, (Oxford)	Object – I use this road both as a cyclist, a motorist and as a pedestrian. This seems unnecessarily malicious, unjustified and draconian.

	<p>Having a 24/7 parking ban on Crowell Road will mean that any vehicle picking up or dropping off (including, for example, supermarket food deliveries, or any taxi servicing anyone with limited mobility) could be at risk of a fine as they would be in breach of the new restrictions.</p> <p>It also seems pointless to remove the ability to park legally after 6/6:30 at night, when the shopping centre is shut. I'm also unclear why this vendetta is being carried out against Crowell Road residents when other, busier, roads in the immediate vicinity have fewer or no parking restrictions.</p> <p>To have such a harsh restriction on a road which - even with the gate open to taxis and buses - will still be much quieter than it was before the LTNs... and even then the levels of traffic did not seem unduly impacted by the routine illegal parking along what was then a major route in to Cowley.</p>
(5) Local resident, (Oxford)	<p>Object – I am writing to express my strong objections to the proposed installation of double yellow lines in Rahere Road (extending extra 30 metres).</p> <p>At the moment there is an average of 15 vehicles parking in this road at all times of the day..</p> <ul style="list-style-type: none"> a) Bartholomew Road residents who cannot or will not park in their own road due to Resident Permit Parking. b) Teachers from the School in Bartholomew Road are unable to park within the school premises and then park in Rahere Road from 8am to 5pm. c) Shoppers who visit nearby shops. d) Vans, lorries, trucks etc when working on houses in Bartholomew and other nearby roads. e) There is a bus stop opposite Rahere Road and people are using Rahere Road to park their cars and catch a bus. <p>By extending the yellow lines to go further down Rahere Road, we believe, will make the situation far worse. There are 8-10 cars parked at the top end of the road regularly. If this proposal goes through we anticipate that these people will then decide to park their vehicles further down Rahere Road at the bottom end of the road and into Van Diemens Lane. The bottom end of Rahere Road is much narrower than the top end. Two cars parked on either side at the narrow end of Rahere Road means that even large cars are not able to pass through.</p> <p>We already have problems with Vans, Ambulances and Council Rubbish Collection lorries unable to get through because of cars parked both sides of the road. We have also experienced our bins not being emptied because the lorry can't get through. Also at different times of the day, parents park in Rahere Road to pick up and set down children attending the school in Bartholomew Road. Cars also park half on the pavement and half on the road. This</p>

	<p>is dangerous to the general public and especially elderly people and mums and dads pushing prams who can't walk on the path and have to go around the cars by walking into the road.</p> <p>I have a disability and at times I have difficulty getting out of my own driveway. Cars parked on both sides of the road mean I can't see oncoming traffic.</p> <p>Therefore, I urge you to reconsider this plan and find a better solution.</p>
<p>(6) Local resident, (Cowley, Crowell Road)</p>	<p>Crowell Road – Object The single yellow lines outside my property on Crowell Road, allow visitors to drop off at any time - to no longer allow this will be detrimental to my visitors and myself. Visitors on a Sunday will no longer be able to park outside and also evening parking will be stopped. The proposal states - “The proposals help ensure the County Council continues its responsibility to consider the provision of convenient and 1 safe movement of motor vehicles and other traffic (including Pedestrians and Cyclists), ensuring that danger is minimised 2 whilst facilitating the effective and safe passage of traffic, and considering the need for appropriate parking”. I would like to know who this will provide a convenience for - certainly not residents. I would also like to know what “dangers” the proposal is talking about. The road has never seen any accidents or incidents as it is and our parking has already been restricted considerably. The road is wide enough to allow safe passage of vehicles as it stands. Also the introduction of the restriction at the top of Crowell road has already caused huge inconvenience and huge increase in travel time, petrol consumption and anxiety for residents. I do not understand where this idea has come from and there is nothing in the proposal to support itself, there is no evidence for this proposal to take place so I object completely to the proposal.</p> <p>Rahere Road – Object Please see my previous comments</p>
<p>(7) Local resident, (Littlemore, Littlemore Road)</p>	<p>Crowell Road – Object I live in Littlemore Rd -which will now bear the brunt of parking following these introductions</p> <p>Rahere Road – Object Again Littlemore Rd and surrounding roads will bear the brunt of parking. These schemes solve nothing they just kick the can further down the road</p>

<p>(8) Local resident, (Oxford)</p>	<p>Crowell Road – Object Discrimination, leaving people aisle with nowhere to park.</p> <p>Rahere Road – Object Discrimination, leaving people aisle. Please stop this non sense of restriction.</p>
<p>(9) Local resident, (Oxford, Florence Park)</p>	<p>Crowell Road – Object There is too much parking restrictions in East Oxford already, 600 parking spaces were removed as part of Quickways, please stop expanding CPZ.</p> <p>Rahere Road – Object There is too much parking restrictions in East Oxford already, 600 parking spaces were removed as part of Quickways, please stop expanding CPZ.</p>
<p>(10) Local resident, (Oxford)</p>	<p>Crowell Road – Object Why do you need to do this? Leave Cowley and Littlemore alone... You have already done enough damage here</p> <p>Rahere Road – Object Same as above</p>
<p>(11) Local resident, (Oxford, Crowell Road)</p>	<p>Crowell Road – Object It's quite a wide road with much less traffic these days thanks to the LTNs, haven't seen any problems with parking along the street.</p> <p>Rahere Road – Partially support Seems sensible, quite a narrow road and people seem to park halfway across the pavement a lot</p>
<p>(12) Local resident, (Oxford, Lewin Close)</p>	<p>Crowell Road – Partially support We miss the explicit provision of active travel supporting traffic management measures, e.g. the introduction of at least dashed cycle lanes or preferably exclusive cycle lanes.</p>

	<p>We criticise the the lack of traffic calming measures, e.g. lane narrowing, speed bumps, or speed tables. This is of even more importance considering the LTN filter at Crowell Road / Littlemore Road will soon be replaced with APNR and allow taxis and private hire vehicles through. It shall be anticipated that these will not respect the 20mph speed limit.</p> <p>Rahere Road – Support Full support.</p>
<p>(13) Local resident, (Cowley, Crowell Road)</p>	<p>Crowell Road – Object I use this road both as a cyclist, a motorist and as a pedestrian. This seems malicious, unjustified and draconian. Having a 24/7 parking ban on Crowell Road will mean that any vehicle picking up or dropping off (including, for example, supermarket food deliveries, or any taxi servicing anyone with limited mobility) could be at risk of a fine as they would be in breach of the new restrictions. It also seems pointless to remove the ability to park legally after 6/6:30 at night..? I'm unclear why this vendetta is being carried out against Crowell Road residents when other, busier, roads in the immediate vicinity have fewer or no parking restrictions.</p> <p>Rahere Road – No objection This may be another stupid idea, or it may be a a stroke of genius. But it's not a road I regularly use as either a motorist or as a pedestrian, so my view are irrelevant.</p>
<p>(14) Local resident, (Oxford, Crowell Road)</p>	<p>Crowell Road – Object Double yellow lines on Crowell Road are unnecessary and will cause inconvenience to residents, their visitors, tradespeople, delivery vehicles etc.</p> <p>Rahere Road – No objection I do not know the circumstances of Rahere Road</p>
<p>(15) As a business, (Oxford, Hockmore Street/Pound Way Templars Square)</p>	<p>Crowell Road – Object I run a business that uses facilities in the area after Castle Car Park closes, that requires moving of equipment. It will leave nowhere to park in the local vicinity after 6pm and that will effect me.</p>

	<p>Rahere Road – No objection This does not apply to me.</p>
<p>(16) Local resident, (Littlemore)</p>	<p>Crowell Road – No objection Does not affect me in any way</p> <p>Rahere Road – Object Disc parking would be better for residents</p>
<p>(17) Local resident, (Littlemore, Rahere Road)</p>	<p>Crowell Road – No objection Not relevant</p> <p>Rahere Road – Partially support Whilst the parking situation at the Bartholomew Road end of Rahere Road is an issue and at time of school drop off and pickup can be busy and difficult to negotiate, the introduction of this length of double yellow line is excessive and will only push the</p>
<p>(18) Member of public, (Oxford, Southfield Road)</p>	<p>Crowell Road – Support This road (and Beauchamp Ln) are important for cyclist to avoid the horrible roundabout between in between rds and barns rd. Additionally, the entrances from in between roads to those two roads should be optimized for cyclists</p> <p>Rahere Road – No objection</p>
<p>(19) Local resident, (Oxford, Alice Smith Square)</p>	<p>Crowell Road – Support Less cars is a good thing.</p> <p>Rahere Road – Object Again, less cars is a good thing</p>

<p>(20) Local resident, (Oxford, Bartholomew Road)</p>	<p>Crowell Road – Support As the main cycleway connecting Littlemore to the Cowley LTNs, quickways and quietways, Crowell Road should enjoy some of the same traffic control measures afforded to Iffley and Cowley Roads. I'd prefer segregated cycle paths, but reducing erratic parking on this road is a good first step.</p> <p>Rahere Road – Object If the argument is that by virtue of being on the edge of a CPZ, this leads to uncontrolled parking on Rahere Road, then surely extending double yellow lines will just continue to push the problem further along the road and into the surrounding streets?</p>
<p>(21) Local resident, (Oxford, Beresford Place)</p>	<p>Crowell Road – Support safer streets, less street clutter and less incentive to put cars where they do not belong. Will also help reduce CPZ expansion impacts on further out places.</p> <p>Rahere Road – Support same as above.</p>
<p>(22) As part of a group/organisation, (CYCLOX)</p>	<p>Crowell Road – Support Removal of car parking will make Crowell Road make it safer for people cycling and walking. It will also increase the perception of safety which could result in more people willing to cycle along the road.</p> <p>Rahere Road – Support We support this amendment as it will improve visibility for road users, and therefore make the road safer.</p>
<p>(23) Member of public, (Oxford, Stratfield)</p>	<p>Crowell Road – Support Sensible measures to address CPZ overspill problems.</p> <p>Rahere Road – Support A sensible measure to address CPZ overspill.</p>

<p>(24) Member of public, (Oxford, Marlborough Road)</p>	<p>Crowell Road – Support On-street parking makes it more difficult to cycle in the area. There is no need for any on-street parking in Central Cowley, when there are ample surface and multi-storey parking facilities in the area, free or cheap and some under-utilised. Please now start enforcing the double-yellow lines on Between Towns road opposite the shops, which has been grossly abused for decades.</p> <p>Rahere Road – Support Presumably this is driven by the nearby primary school. Parents should be encouraged to walk, cycle or take the bus for the school run.</p>
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