

TRANSPORT DECISIONS COMMITTEE – 26 NOVEMBER 2009

PROPOSED CHANGES TO PARKING WOLVERCOTE, OXFORD

Report by Head of Transport

Introduction

1. This report considers comments and objections received to a formal advertisement and statutory consultation to amend the parking arrangements in a number of streets in Wolvercote, to improve the movement of buses and allow the bus operator to deploy larger vehicles.

Background

2. The Oxford Bus Company route 6 links Wolvercote with the centre of Oxford. The County Council has been working with local Councillors and the bus operator to identify measures that would remove certain obstructions to the movement of buses around Wolvercote and enable longer vehicles to be deployed on the route.
3. Six locations were identified where bus stop clearways and/or double yellow lines would help achieve these aims:
 - (a) Clifford Place bus stop;
 - (b) Home Close bus stop;
 - (c) Wolvercote School bus stop (towards Home Close) and First Turn Railway bridge;
 - (d) Mere Road bus stop (towards city centre);
 - (e) Milway Close bus stop (towards city centre);
 - (f) Junction of Rosamund Road and Godstow Road.

Plans showing these outline proposals are available for inspection in the Members' Resource Centre.

Informal Consultation

4. During May/June 2009 over 60 residents and local businesses most likely to be affected by these measures were invited to comment. Nine residents responded; seven letters of support were received, some suggesting additional restrictions, one objected to the measures proposed on Home Close (but this was subsequently resolved), and one resident objected to the measures proposed for the junction of Rosamund Road and Godstow Road. A summary of the responses is available for inspection in the Members' Resource Centre.

Formal Consultation

5. Formal consultation on the revised proposals for double yellow lines took place in September/October 2009. Letters and plans were sent to all properties in the streets in the vicinity of the proposed restrictions and notices explaining the proposals were placed adjacent to the sites and in the local newspaper. Information was also sent to local Councillors, the emergency services and other formal consultees. A copy of the public notice and other legal documents, which were placed on deposit at Summertown Library and at County Hall, are available for inspection in the Members' Resource Centre.
6. In total, 5 letters or e-mails and one phone message were received in response to the advertised proposals. A précis of these, together with the observations of the Head of Transport is attached at **Annex 1**. Copies of all these communications are available in the Members' Resource Centre.
7. Two respondents have commented on the proposed parking restrictions at the junction of Rosamund Road and Godstow Road, suggesting that they are excessive, will affect the passing trade of the Post Office, and could lead to a driveway being blocked. In response, it is proposed to reduce the length of restriction on the west side of Rosamund Road by 5 metres and on Godstow Road (outside No 84 Godstow Road) by 4 metres.
8. Another respondent has objected to the introduction of double yellow lines on Godstow Road, west of its junction with Home Close, stating that the extent of the restrictions will have an adverse effect on customers to a take-away shop. In response it is proposed to reduce the length of restriction by 13 metres, which will still provide adequate visibility for buses exiting Home Close.
9. Oxford Bus Company supports the proposals and Thames Valley Police have no objections.

Conclusions

10. With the addition of the small changes outlined in paragraphs 7 and 8 above, these proposals will significantly improve the operation of the local bus service in Wolvercote and enable the operator to deploy longer more modern vehicles.

How the Project Supports LTP2 Objectives

11. The proposals described in this report comply with the LTP2 objectives of Tackling Congestion (making public transport more reliable and more user-friendly) and Improving the Street Environment (better management of parking).

Financial Implications (including Revenue)

12. Funding for the costs of implementing the proposals described in this report, estimated to be around £2000 (including advertising) will be met from existing budgets.

RECOMMENDATION

13. **The Committee is RECOMMENDED to approve the proposed changes to parking in Wolvercote as advertised and amended and described in this report.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Copies of all the letters are available in the Members' Resource room.

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October 2009

PROPOSED CHANGES TO PARKING - WOLVERCOTE, OXFORD
Summary of Public Comments

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Thames Valley Police	No objection	Noted
2.	Oxford Bus Company	Support the proposals	Noted
3.	Resident, Godstow Road	Concerned that proposed double yellow lines on west side of Rosamund Road (near Godstow Road junction) will lead to increase in driveway being blocked. Also feels that the amount of restriction on this part of Godstow Road should be reduced as it will not assist the bus service (the reason for the scheme)	In the light of these concerns it is now proposed to reduce the length of double yellow lines on Rosamund Road by 5 metres and on Godstow Road by 4 metres. In addition it should be noted that loading/unloading is permitted on double yellow lines, as is parking by disabled badge holders (for up to 3 hours)
4.	Resident, Elmthorpe Road	Disagrees with proposal for double yellow lines in the vicinity of the Post Office. Concerned about potential loss of passing trade for an essential part of the community	
5.	Resident /business on Godstow Road	Strongly object to the proposal to introduce double yellow lines in front of premises as this will remove customer parking and have an adverse effect on the business	It is now proposed to reduce the extent of the parking restriction to keep the majority of the frontage available for customers.
6.	Resident of Home Close (phone call only)	Concerned that proposed restrictions at junction of Clifford Place and Home Close may not be sufficient to keep the route clear for buses	The proposals have been developed in close cooperation with the bus operator. The situation will be kept under review with a view to implementing any minor changes that are needed in the light of experience