

Divisions: Kidlington South, Kirtlington and Kidlington North
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CABINET MEMBER FOR ENVIRONMENT – 9 JANUARY 2014

PROPOSED PARKING RESTRICTIONS KIDLINGTON

**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 Exeter Road, Kidlington, and also the results of initial consultation on proposals for parking restrictions in the eastern Service Road, adjacent to A4260 Oxford Road in Gosford.

Background

2. The proposals for restrictions to prevent parking on Exeter Road near its junction with High Street, Kidlington were originally put forward by County Councillor Billington in 2012 (as the Member for the then Kidlington and Yarnton division) in response to on-going requests from a local resident. Cllr Billington had intended that this would be funded from his Area Stewardship budget allocation but unfortunately that request came too late in the 2012/13 financial year for it to be considered as part of that programme. However, knowing that S106 funds were available for a Traffic Regulation Order (TRO) elsewhere in the division he requested that the Exeter Road scheme be taken forward as part of that project.
3. The proposal to introduce parking restrictions on the eastern Service Road adjacent to A4260 Oxford Road was a requirement of a planning consent for development at the Police HQ building which is situated part-way along this Service Road, where residents have for some time been concerned about issues resulting from commuter parking. The eastern Service Road is in the parish of Gosford & Water Eaton, whereas the western Service Road is in the parish of Kidlington.

Proposals

4. The original proposed restrictions in Exeter Road aimed to prevent all parking close to its junction with the High Street and extended for 55m up to (and partly across) the first houses on either side of the road. This was considered necessary to avoid congestion and maintain safety near the junction. These proposals are illustrated in Annex 1.
5. On the A4260 Oxford Road eastern side service road, there have previously been requests for parking restrictions to deal with indiscriminate parking by

non-residents, either due to an overspill from the Thames Valley Police (TVP) HQ, or those choosing to 'park and ride' by bus from Gosford/Kidlington into Oxford. This had also been raised during the planning approval of an extension to the police HQ and, as part of a s.106 planning agreement, TVP was required to fund some parking restrictions. Working closely with Gosford & Water Eaton Parish Council and a group of local residents, Officers drew up proposals for 'anti-commuter' restrictions in the service road, including a mixture of '1-hour' prohibition of waiting during the morning and some 2-hour limited waiting restrictions near the doctor's surgery and outside the shops near Fairfax Road.

Consultation

6. In October 2013 details of the proposals were sent to properties within the vicinity of the proposed restrictions and also to statutory consultees. Public notices were also displayed on site and in the Oxford Times. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Kidlington Library. They were also available for inspection in the Members' Resource Centre.
7. A total of 22 responses were received regarding the proposals for Exeter Road which are summarised in Annex 2. As well as the comments from Cllr Billington and Kidlington Parish Council against the proposals, all but four of the respondents were against the proposals. There was also a petition, with 52 signatures, attached to one of the objections.
8. Many of the respondents have objected to the advertised proposals on the grounds that they are either unnecessary and/or would displace the parking further into Exeter Road, causing new problems. However, several of the respondents would appear to support a compromise proposal, whereby the current double yellow lines are only extended slightly. Officers have discussed this with both Councillor Billington and Councillor Gearing (the current member for the new Kirtlington and Kidlington North Division). Councillor Billington is concerned about the impact of the proposed scheme, although Councillor Gearing supports the comments made by those respondents in favour of the proposals. As a consequence, officers have agreed to recommend a compromise proposal which is illustrated in **Annex 3** and shortens the length of the proposed restrictions from 55m to 20m.

There have been many responses to the proposals for the A4260 Oxford Road Service Road citing the problems that may result due to displaced parking from the proposals on the eastern side onto the west side of the service road. Both the Kidlington and Gosford & Water Eaton Parish Councils have asked officers to reconsider this aspect of the proposals, and as a consequence it is now recommended to undertake further consultation on a revised set of proposals in due course, with any outstanding objections reported back to a future meeting.

Conclusion

9. In the light of the responses received and the compromise proposals discussed with Councillors Billington and Gearing it is suggested that the advertised restrictions in Exeter Road do not proceed as advertised but instead a shorter restriction of approx. 20m on both sides of the road be implemented. It is also recommended that the proposals for the eastern Service Road of Oxford Road do not proceed and are deferred for further local consultation; particularly to reconsider the impact on the western service road and any additional restrictions that may be required.

Financial and Staff Implications (including Revenue)

10. The costs of advertising and consultation have been met from S106 funds.

RECOMMENDATIONS

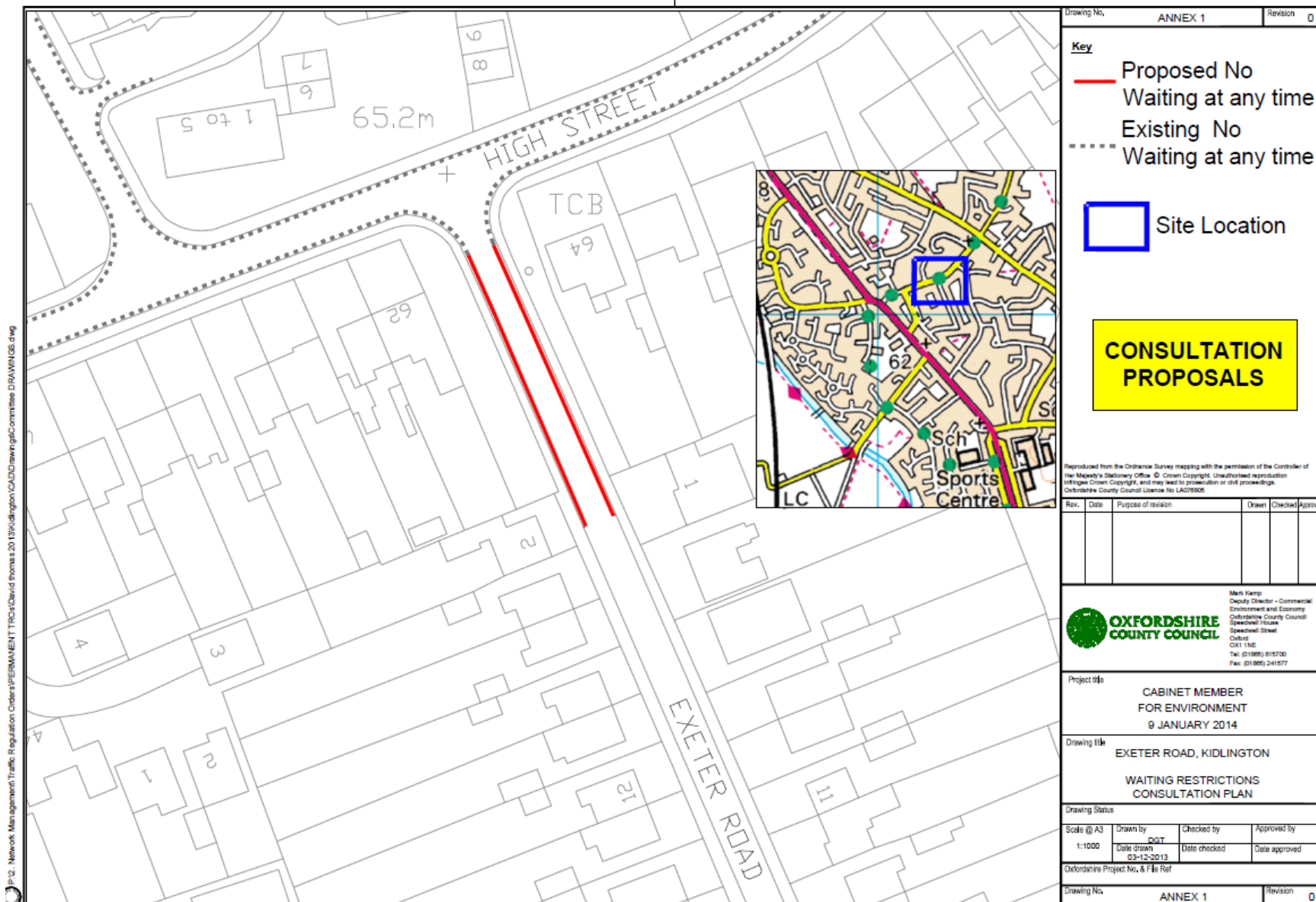
11. **The Cabinet Member for the Environment is RECOMMENDED to:**
 - (a) **approve the proposed parking restrictions for Exeter Road as advertised and amended as described in this report;**
 - (b) **not proceed with the proposed parking restrictions on the eastern Service Road of Oxford Road but to carry out further consultations**

Mark Kemp
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

December 2013



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Respondent	Response	Officer comments
County Councillor Maurice Billington	I am unhappy with the bullying tactics that have occurred between some of the residents regarding these proposals. I am now reconsidering my support for the funding of this project.	Following further discussion with council officers, Councillor Billington has now indicated that he fully supports the compromise proposals and agrees to fund them.
County Councillor Anthony Gearing	I support many of the comments made by those residents who are in favour of the proposals. I feel that this is an appropriate place to have double yellow lines.	Cllr Gearing has also indicated that he fully supports the compromise proposals.
Thames Valley Police	No objection to the proposals.	Noted.
Kidlington Parish Council	The Parish Council understands the request for restrictions at this end of Exeter Road but is mindful of the parking constraints in this area. The Council therefore objects to the proposal as shown on the plan. The Council does however suggest that a minimal restriction beyond the 32 feet (approx. 10m) from the junction standard restriction would be desirable.	The compromised proposals endeavour to keep parking restrictions to a minimum. The existing yellow lines are relatively short (10m) and the compromise proposals extend this slightly (to 20m) whilst still safeguarding traffic using the junction with the High Street.
A resident of Exeter Road	I can see the reason why you wish to put waiting restrictions at the top of Exeter Road, but all it will do is move the problem further down the road to outside the residents' houses. Surely it is better to leave the parking on a stretch of road where there aren't any driveways?	The compromise proposals would lead to fewer vehicles being displaced.
A resident of Exeter Road	Dear Councillor (Billington) I am dismayed that as my council elect you have been supposedly representing the residents of Exeter Road without myself as a resident having any knowledge whatsoever of any actual parking problems or indeed any proposed scheme. The only impact I have heard about or witnessed is distress and upset, let alone anger caused by the manner in which other residents have gone about putting notes on vehicle windows and delivering letters, headed by you Councillor Billington. I feel this is bullying and has caused upset to local people, in one case I even had to console a girl that had parked perfectly legally and	These comments relate to an unauthorised letter drop undertaken by another resident that carried Cllr Billington's name as a signatory without his permission. Cllr Billington has raised concerns about this and, as a consequence, is reconsidering his support for, and funding of, the original proposals. He is, however, supportive of the compromise proposals which would lead to fewer vehicles being displaced. The Council cannot fund individual dropped kerbs for private properties.

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Respondent	Response	Officer comments
	<p>was in floods of tears after an altercation with another resident. One of my own children has also been harassed for daring to park opposite my house, leaving me to believe that you will cause many problems with this ridiculous scheme. I also feel the need to point out that I have needed to park there myself on occasion and visitors to my house also have to. Can you please explain where we are to park now you are proposing to take away any relief parking we have? To say that the yellow lines will not cause a problem to the residents living further down the road is absolutely farcical and short sighted at best. Can I also ask that if this is to go ahead, that a drop down curb (funded by the council) is installed to the length of my house, as others in the road have, to ensure clear access and parking for myself, as at the moment I can not park outside my house without harassment.</p>	
<p>A resident of Exeter Road</p>	<p>I object to the plan to impose waiting restrictions to the entrance of Exeter Road based on the following facts. A number of Exeter Road residents have recently had additional or extended drop kerbs installed following path works in September which has drastically reduced the amount of street parking. I would suggest that OCC has an obligation to make sufficient available parking within the road for visitors and other users. Exeter Road residents have a choice of two exits and entrances so if a particular route proves difficult or challenging they can use the alternative which is the same in both distance and time. To my knowledge there has never been a serious accident at the location mentioned. My wife and I and children use this junction daily without a problem. The additional parking is a benefit to residents, their visitors and family members when unable to park on the drive or outside the house as we are a busy family with three children who each own a</p>	<p>Roads are provided first and foremost for traffic to pass, rather than parking. The Highway Authority has no duty, or obligation, to maintain any level of on-street parking. However, the compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street. The suggested 2-hour limited waiting would be more difficult to enforce, and with their limited resources, unlikely to be a priority for the police.</p>

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	<p>car and drive. This is also the case for other residents. As an alternative perhaps the parking along one side could be restricted to 2 hour between 9am - 5pm?</p> <p>Or extend the double yellow lines a further 10 metres from the existing which would ensure a better view when entering or exiting the junction. This would also ensure some parking remained for all to use? If funds allow the car parking spaces could be recessed onto where the grass area is and the pathway altered alongside to provide parking? Installing double yellow lines would only encourage people to park further down the street and perhaps block drives. We consider that the present arrangements meet the need of local residents.</p>	
<p>Two residents at the same address in Exeter Road</p>	<p>We wish to object to the proposed length of prohibited parking in Exeter Road. There can be a problem of safety at the top of the road but since the building of 2 new properties has finished, and the bungalow on the corner has had the hedge and fence cut back, there is less obstruction. We feel that one or two car lengths would be sufficient to ease any further problems. At present there is a problem with parking further down the road, which may be increased if this proposal goes ahead. We have had occasion to ask people to move their cars as we have been unable to enter or exit our property, due to parking so close to the drive.</p>	<p>The compromise proposals would lead to fewer vehicles being displaced.</p>
<p>A resident of Exeter Road</p>	<p>I wish to object to the proposed double yellow lines. I have been a resident here for more than 24 years. I am not aware of any collisions or near misses at the High Street junction in all that time. By painting double yellow lines, you will only create parking problems further down the road, as people still have to find somewhere to park. .</p>	<p>Many parking restrictions are requested on safety grounds, and several have been implemented, despite the absence of any recorded injury accidents, as is the case in Exeter Road, and non-injury accidents (or 'shunts') are no longer recorded by the police. The compromise proposals would lead to fewer vehicles being displaced.</p>
<p>A resident of Exeter Road</p>	<p>In the 15 years that I have lived in Exeter Road, there have been occasions when I have needed to park at the top end</p>	<p>The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic</p>

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	<p>of the road and so feel that if these restrictions are put in place it will cause problems that aren't actually there at the moment and I will have no where to park. At the moment any visitors are able to park there and if it is taken away I do not know where they will park. I also feel if the parking is taken away it will push people to park further down the road causing major problems in the street.</p>	<p>using the junction with the High Street. The compromise proposals would lead to fewer vehicles being displaced.</p>
<p>A resident of Exeter Road</p>	<p>I object to the planned double yellow lines in Exeter Road. I live at the High Street end. I sincerely believe that the proposed restrictions will cause many parking problems. At the present time there are no issues with the extra parking available at the High Street end, but if removed this will take away any relief parking for the residents and their visitors. I often have to park in the location of the proposed lines and I have visitors who also rely on it. There have never been any safety issues (as another resident wrote to me and said there was) and there really is no issue on a day to day basis for the need of any restrictions.</p>	<p>Many parking restrictions are requested on safety grounds, and several have been implemented, despite the absence of any recorded injury accidents, as is the case in Exeter Road, and non-injury accidents (or 'shunts') are no longer recorded by the police. The compromise proposals would lead to fewer vehicles being displaced.</p>
<p>A resident of Exeter Road</p>	<p>I am objecting to this proposal on the grounds that the outlined plans will see a greater amount of congestion further down the road. Currently, those deemed to be parking 'inconsiderately' at the top of the road, are in no way substantially effecting any car owner that lives on Exeter Road and the proposed plans would cause a greater problem than there is currently deemed to be. I am asking you to please reconsider the current proposal on these grounds.</p>	<p>The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.</p>

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Respondent	Response	Officer comments
A resident of the High Street	<p>My husband and I and my neighbour next door who did not have a letter feel it is <u>not</u> a good thing in the interests of all of us to do this. No one who parks there are being inconsiderate. What harm does it do to park their cars in that part of the road, they are not in any one's way, and in front of no one's gate way or opening. I have used that road myself to park in when I had my drive, where would anyone go if we needed to. My husband and I and a neighbour are all against these restrictions going ahead. The houses are further down the road and no one parks down there which they will do if this goes ahead as Exeter Road is not a private road, and they will not like cars right outside their houses. How would they like it if buses stopped outside their houses on and off all day and not being able to get out their drives like the High Street they would have something to moan at then? We see no problem in Exeter Road staying as it is as residents of this area should be able to park in it if they wish so long as they are considerate.</p>	<p>Both of the addresses concerned were included in the list of those to whom consultation letters were posted out. The initial proposals were not aimed at restricting individual vehicles or residents, rather they were intended to keep both sides of the road clear of all parked vehicles for a distance of 55 metres from the High Street, to ease turning into/out of Exeter Road and enable vehicles to pass each other without causing congestion at the junction. The compromise proposals would lead to fewer vehicles being displaced.</p>
A resident of the High Street	Objects to the proposals	Noted

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Respondent	Response	Officer comments
<p>A resident of the High Street</p>	<p>I am perplexed to be writing this response to <u>proposed</u> waiting restrictions at the High Street end of Exeter Road, when a letter circulated by another resident, has indicated that an agreement has <u>already</u> been reached by the Highways and Transport authorities to paint double yellow lines. However, despite this I would still like to forward my strong objections along with many other residents in the area (<i>see later attached petition</i>). I have been a resident of the High Street for 24 years and do not have the advantage of on street parking outside my property. This also applies to other residents on the High Street and Home Close where the proposed restrictions are going to impact greatly upon families with more than one vehicle who need a place to park near their homes and also for visiting guests. To address any alleged safety issue, I have never been aware of an accident on this junction in 24 years. The double yellow lines could be extended by 2 or 3 metres to enable exiting the junction easier, but as there is another entrance/exit to Exeter Road, any resident having problems with this junction can exit via Sterling Road instead. If the yellow lines were to be painted, this would have the effect of pushing the vehicles that use those spaces further in to Exeter Road causing more congestion near the residential properties whereas at the moment parking is not directly in front of any residential frontage.</p> <p><i>A petition entitled “against the proposed parking restrictions in Exeter Road” was attached to this response, and included 52 total signatories from 41 addresses in the following roads:- 18 Exeter Road, 26 High Street ,8 The Closes A number of these signatories have also written in to object.</i></p>	<p>The circulated letter mentioned was not authorised by council officers; it has never been suggested that the proposals have already been approved.</p> <p>Many parking restrictions are requested on safety grounds, and several have been implemented, despite the absence of any recorded injury accidents, as is the case in Exeter Road, and non-injury accidents (or ‘shunts’) are no longer recorded by the police. The compromise proposals would lead to fewer vehicles being displaced.</p>

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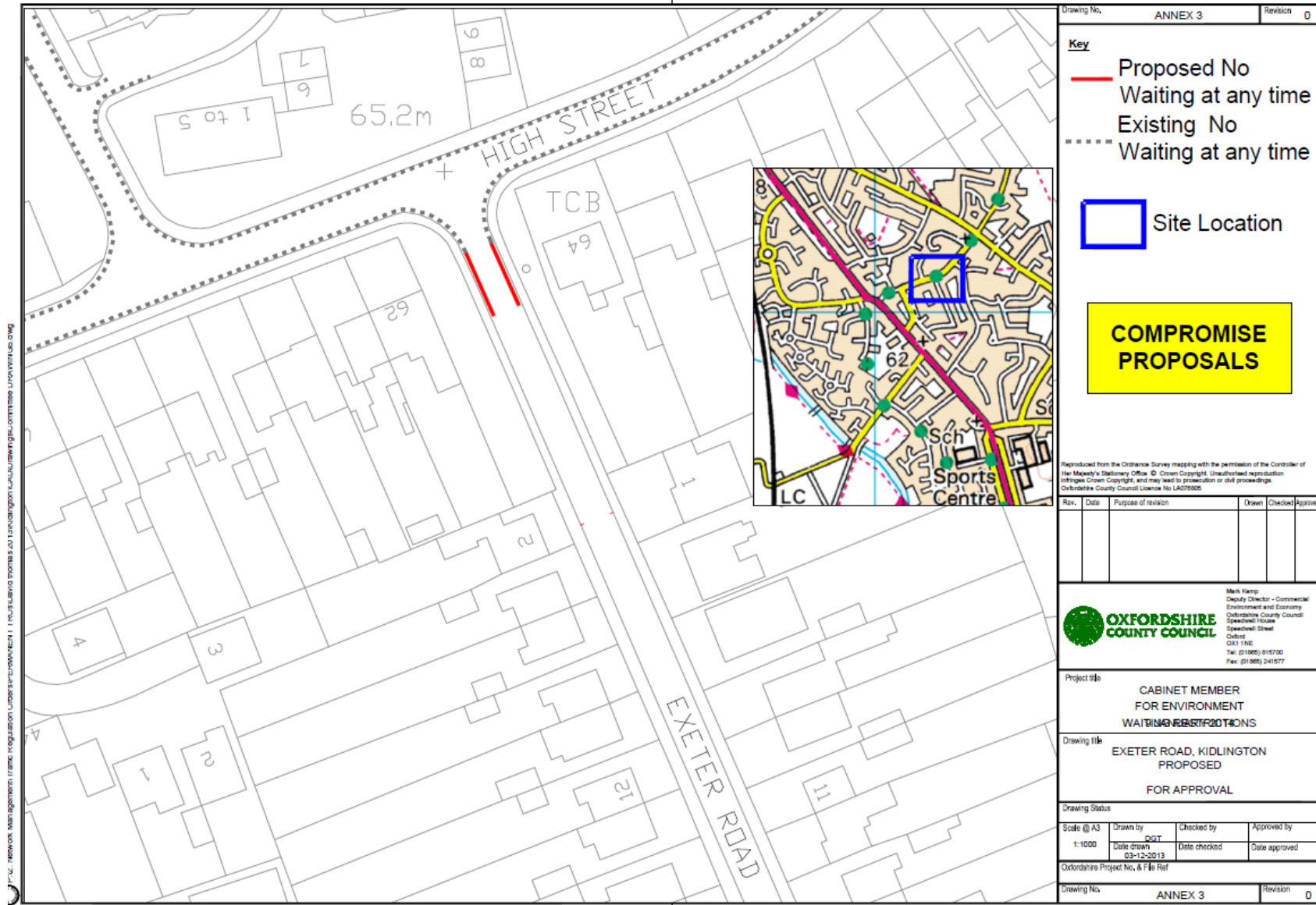
Respondent	Response	Officer comments
A resident of the High Street and their son and daughter	I live in the High Street and Exeter road is the only nearby off road parking I have. When my children visit they need to be able to park and this is the only place we have nearby. I am terminally ill and also wheelchair bound and need to be able to park close by the house so I can get my chair to the house. McMillan nurses and other healthcare professionals visit on a daily basis. If they have to park in Tesco's car park this isn't very suitable for nurses and also if I can't get out on the drive of the house I need somewhere close as I am wheelchair bound. Also if my nurses have to park a lot further away this will be detrimental to my treatment as they won't have so long to spend giving me treatment as they will have further to walk. This part of Exeter Road isn't hurting anyone by parking there and people will park outside the houses and cause even more problems.	The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.
A resident of the High Street	I would like to object to the proposed parking restriction. I have had building work on my house for the last eight weeks and as I'm in my eighties and need care from my family the extra bit of parking in Exeter Road has been a godsend. Surely the parking should be kept there for every ones needs.	The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.
A resident of the High Street	As a resident in this area for over twenty years I strongly believe that enforcing restrictions will cause problems for the neighbourhood, as not only will it impact on parking spaces, which for houses without off road parking is a huge asset. I feel that this will force traffic further into Exeter Road, which will not only cause more congestion, but in turn will make the roads less safe in this family friendly area.	The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.
A resident of the High Street	I object to the purposed parking restrictions on Exeter Road, because as a resident, for the past 24 years of High Street, we have no on street parking. While this generally	The compromise proposals would lead to fewer vehicles being displaced. The cost of advertising the proposed restrictions was minimised by combining it with another

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Respondent	Response	Officer comments
	<p>is not a problem, as we have car spaces in our drive, when family or friends visit it allows for them to park around the corner from our property. As the only available parking are the few spaces on Exeter Road, if lost they will force us further into Exeter Road, causing more congestion for residents who live there.</p> <p>I cannot see any problems with the present parking to justify the highways spending tax payers money on this pointless scheme. I feel the monies saved could be put to better use in higher risk areas.</p>	<p>Traffic Order proposal in Kidlington.</p>
<p>A resident of the High Street</p>	<p>I object to the proposed no parking in Exeter Road. What's the harm of a bit of extra parking for the residents? No body abuses it. There is no argument for obstruction as it is protected by double yellow lines at the junction</p>	<p>The existing yellow lines are relatively short (10m) and the compromised proposals extend this slightly (to 20m) to safeguard traffic using the junction with the High Street.</p>
<p>A resident of the High Street</p>	<p>I strongly object to the proposed parking restriction in Exeter road. Do people not realise what an asset this is to us, the residents of the area. This acts as overflow parking spaces for when visitors or tradesmen come. Every bit of car parking space should be saved In this continuing growing area and surely people will be pushed to park down Exeter Road even further, outside residents houses. Why would anyone think of doing away with a bit of extra resident parking especially in a side road away from the main High Street?</p>	<p>The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street.</p>
<p>A resident of Exeter Road</p>	<p>Completely supports the proposals.</p>	<p>Noted.</p>

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Respondent	Response	Officer comments
<p>A resident of Exeter Road</p>	<p>I am not opposed to the double yellow lines - there are always large vans parked for long periods near the junction with High Street which do cause a danger when turning into Exeter Road. However I do have a concern regarding parking outside my mother's house as she is 94, severely disabled, unable to walk or stand. She has domiciliary care workers coming to the house for up to an hour at a time - four times a day: morning, lunchtime, teatime, and bedtime. Two carers come for each visit in separate cars and both of them will need to park their cars near to the house. My concern is that they may be unable to do so if the other vehicles, which at present park at the end of the road for long periods of time, start to park outside my mother's house instead. Although there is a driveway this is frequently occupied by two or three cars when myself, my son or daughter visit, as we share the greater part of my mother's care between us. Is there any kind of permit that could be issued for the carers to use if they are forced to leave their cars on the double yellow lines? I hope you will be able to offer some solution to this problem. Without any sort of official help we will not be able to prevent any long term parking outside the house which will cause difficulties for everyone concerned.</p>	<p>Noted that this resident does not oppose the proposed restrictions. However, regardless of whether the proposals are approved, there are a number of options available to assist with the individual parking needs at this address, and officers will contact the resident concerned directly to discuss these in more detail.</p>
<p>A resident of The High Street</p>	<p>I fully support the proposed restrictions. .For many years we had to put up with antisocial parking, the sound of car doors slamming and the noise of vehicle engines revving. The majority of the people parking here do not even live here and those who do choose to use it as a car park for their commercial vehicles rather than park them on their own drives.</p>	<p>The compromised proposals endeavour to keep parking restrictions to a minimum whilst still safeguarding traffic using the junction with the High Street. The remaining parking spaces are available for any vehicles to park and the restrictions would not control noise caused by vehicles parking away from the restrictions.</p>



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Drawing No.	ANNEX 3	Revision	0
Key			
— Proposed No Waiting at any time Existing No Waiting at any time □ Site Location <div style="border: 2px solid yellow; padding: 5px; display: inline-block; margin-top: 10px;"> COMPROMISE PROPOSALS </div>			
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