

Divisions affected: *Kidlington South; Kirtlington and North Kidlington*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 2 SEPTEMBER 2021

KIDLINGTON: A4260 OXFORD ROAD, BICESTER ROAD AND BLENHEIM ROAD - PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the no waiting at any time restrictions as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposed no waiting at any time restrictions on the A4260 Oxford Road, Bicester Road and Blenheim Road as a result of adjacent residential development

Financial Implications

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

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. The formal consultation was carried out between 15 July and 13 August 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, Bus operators, Cherwell District Council and

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local County Councillor. Additionally, letters we sent to approximately 190 properties in the immediate vicinity of the various proposals and public notices placed on site in the area.

7. Twelve responses were received during the formal consultation. One objection, six in support, three raising concerns and two non-objections. 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 but noted that the restrictions would not be a high priority for their enforcement resources given other more urgent demands. Noting this, it is anticipated that Civil Parking Enforcement (CPE) in the Cherwell district will be operational in early November 2021.
9. County Councillor Ian Middleton (Kidlington South) supported the proposals but raised more general concerns about planning consents given for the intensification of residential development in the village and the consequent additional parking pressures created, noting that even where off highway parking is provided within the developments, this is often insufficient to meet the actual demand by residents and their visitors.
10. County Councillor Nigel Simpson (Kirtlington and Kidlington North) also expressed support, commenting that while currently there is no major problem specifically where the proposals apply, the adjacent development would increase pressures. He also noted there were appreciable parking pressures further north on Blenheim Road causing particular difficulties at the junctions of Alexander Close., Honor Close and Croft Road and requested further measures to address those issues.
11. Noting the above responses from the local members (the proposals fall within both the Kidlington South and Kirtlington & Kidlington North divisions) and on the broader question of planning consent, the parking provision for new developments is carefully considered by officers when responding to planning consultations by the local planning authority and further parking restrictions may be sought as mitigation for future developments.
12. While there are currently no proposals for further waiting restrictions in the immediate area, CPE in the Cherwell district in November this year will open opportunities for new schemes to be considered, including the possible introduction of permit parking schemes, which can benefit residents and their visitors in areas where extraneous parking causes a problem, though any scheme would be subject to having evidenced local support and funding. After CPE is introduced, officers will collate requests for schemes of this nature and seek funding opportunities for new zones to be considered.
13. Cycling UK Oxford supported the proposals.
14. The remaining eight responses were from local residents. One expressed an objection to the new development but with no specific comment on the proposed waiting restrictions and a further three expressed concerns. The latter primarily related to the wider parking pressures in the area and the

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need for additional waiting restrictions – including a suggestion for a residents' parking permit scheme - to address obstructive and hazardous parking, the impact of recent development, parking demand generated by local businesses and schools in the area, the displacement of parking from the Oxford Road service roads following the introduction of time limited waiting in 2016 and that the current proposals may displace some parking.

15. Three of the responses from local residents were in support, with one requesting consideration of additional restrictions.
16. As noted in the discussion on the responses from the local members, in respect of the possible provision of additional parking controls – including a permit parking area - officers will collate requests for schemes and seek funding opportunities for new zones to be considered after CPE is introduced.
17. The final response from a local resident expressed no objection to the proposals but requested a 20mph speed limit in Blenheim Road on account of concerns over the hazards posed by speeding vehicles. Noting this request it is hoped that subject to funding and consultation a 20mph speed limit will be introduced in Kidlington on residential roads and within the village centre as part of the county wide programme of 20mph speed limits.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plans

Annex 2: Consultation responses

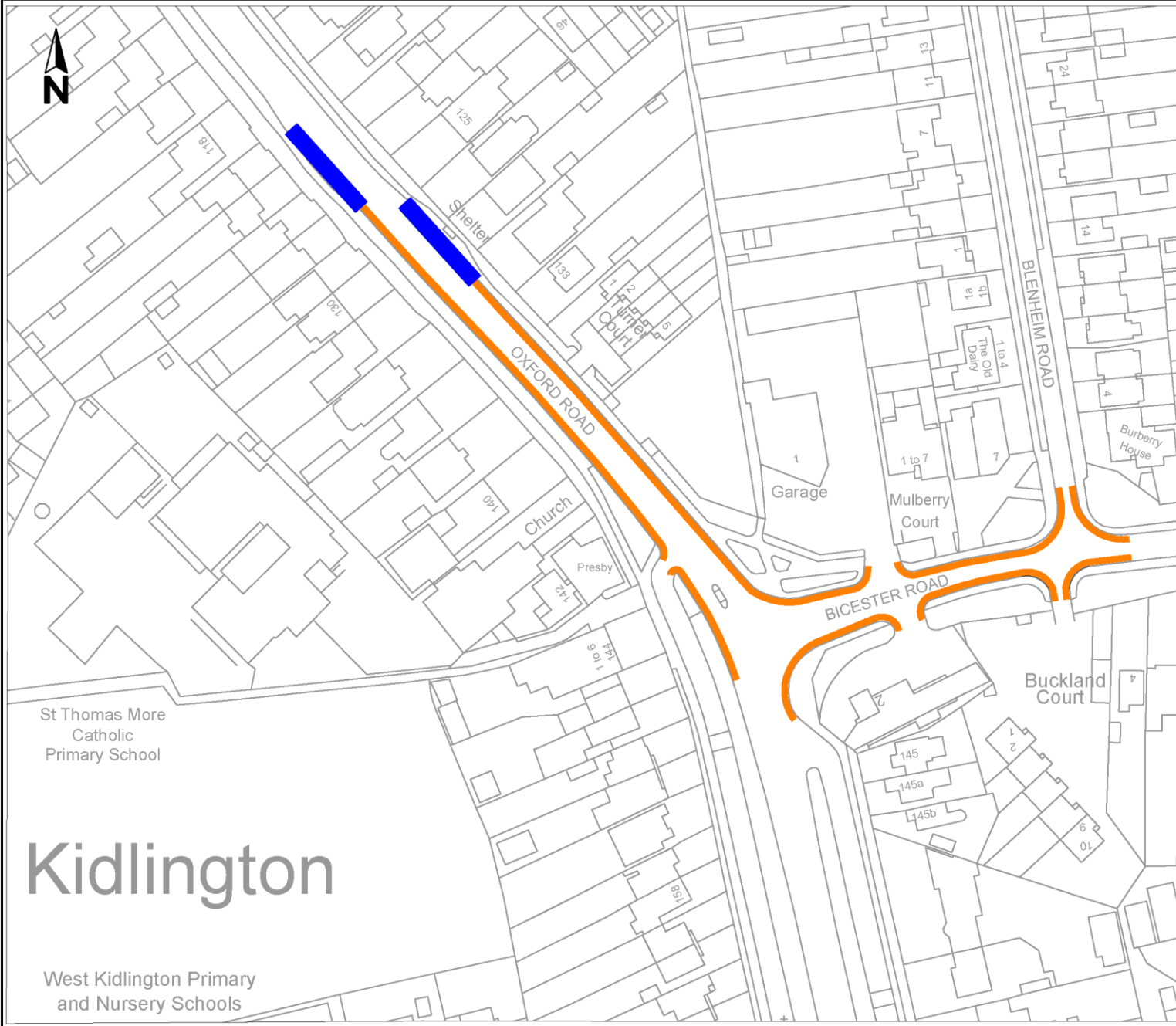
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September 2021

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Kidlington

West Kidlington Primary and Nursery Schools

Drawing No.		Revision 0	
Key			
Proposed 'No Waiting at Any Time' (double yellow lines) parking restriction			
Bus Clearway (24 hour)			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
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OXFORD ROAD / BICESTER ROAD KIDLINGTON			
Drawing title			
PROPOSED PARKING RESTRICTIONS			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	07/21		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – please note such restriction will feature very low in terms of any enforcement by our officers.
(2) Local County Cllr, (Kidlington South division)	<p>Support – My personal view is that these measures are already long overdue, particularly along the Bicester Road where parked cars make the road virtually impassable for cyclists who have to risk facing oncoming traffic to go around them.</p> <p>The only thing I would raise is that in incidence of on-street parking is increasing due to the number of conversions of properties along the road from single family dwellings to multiple apartment blocks. Even though most of these developments include the provision of some off-street parking it is rarely enough when you consider the number of cars often owned by a single household. It also doesn't take into account parking provision of visitors.</p> <p>So whilst I'm keen to see fewer cars parked along that road, I do wonder where they will be expected to go. I also hope that once this problem becomes apparent, OCC Highways will engage with this issue more fully which is raised on virtually every occasion that another application is received for yet another conversion on this road. In the past all these applications have been passed with no comment from OCC Highways which I think is very short-sighted. I look forward to a more proactive approach in the future.</p>
(3) Local County Cllr, (Kirtlington & Kidlington North division)	<p>Support – Although these areas are not a major problem at the moment with the increase number of flats nearby there is the potential for a problem to arise.</p> <p>I would also look at adding further restrictions halfway along Blenheim Road at the junction with Alexander Close and also at the junction with Honor Close and the junction with Croft Avenue as all of these have severe issues on a daily basis.</p>

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<p>(4) Local Group, (Cycling UK Oxford)</p>	<p>Support – Removing parking in these areas will make cycling safer by removing the need for cyclists to have to pull out into passing traffic, and will remove danger from 'car-dooring'.</p>
<p>(5) Local Resident, (Kidlington)</p>	<p>Object – Can you please advise why the planning was granted in the first instance to these flats?</p>
<p>(6) Local Resident, (Kidlington)</p>	<p>Concerns – 1. Whilst the proposals are noted and very welcome, in my opinion the proposals do not go far enough and will (as has happened in the past) merely pass the problem further down the line.</p> <p>2. For many years Cherwell District Council have been minded to grant various Planning Permissions in the area concerned the latest being the apartment accommodation on the corner of Oxford Road and Bicester Road in Kidlington. There have also been developments on either side of Blenheim Road. None of those developments have taken into account the fact that more often than not occupiers of such dwellings may own one, two or more vehicles all of which require a parking space. The latest construction on the corner of Oxford Road and Bicester Road appears to incorporate very little provision for car parking and certainly not sufficient for the needs of the occupants given the number of apartments apparently available.</p> <p>3. Some time ago Oxfordshire County Council made a Traffic Order which affects Oxford Road, Kidlington imposing parking restrictions thereon. This applies to the service road. For many years commuters had parked in the service road (on both sides of the road) and caught buses into Oxford thereby avoiding parking charges in and/or park & ride charges to Oxford. The 3 hr restriction greatly reduced the number of commuters who parked in the service roads but vastly increased the number of commuters who decided to use Blenheim Road as their parking area of choice notwithstanding the fact that this road was already crowded with residents motor vehicles. Sadly the parking problem in Oxford Road was moved into adjoining roads. The same applies to Churchill Road in Kidlington which is quite close to bus stops and is used for the same commuting purposes. It is simply that people object to paying parking charges in Oxford and/or park & ride charges. It was noticeable that when the Traffic Order in relation to parking on the service road came into force substantial numbers of vehicles were then parked in Blenheim Road.</p> <p>4. There are two businesses on the corner of Bicester Road and Blenheim Road. Firstly there is the Hairdressers which I understand has a certain amount of accommodation above and then there are the Funeral Directors. The Hairdressers appear to generate traffic for those who work there but certainly generates traffic for customers. There appears to be limited parking which they do not appear willing to use. For the Funeral Directors the problem is far greater. They have a number of vehicles of their own. The Pall Bearers appear to be individual employees and often</p>

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when there is a funeral there are four Pall Bearers arriving in different vehicles all of whom park in Blenheim Road. Add this to the hearse and the customer vehicles, together with flower and coffin deliveries and you will see that the Funeral Director generates considerable traffic. The present occupier of the Flat above the Hairdresser often parks his Company vehicle in front of my house (sometimes across the driveway) and when I have remonstrated with him he has informed me that he is expected to pay extra for a parking space. He has told me that he is not willing to do so.

5. There are three schools within the vicinity. There is Gosford Hill School on the Oxford Road. In fairness most of the children attending there either go to school by bus, bicycle or walk. There are however two junior schools namely Thomas More Roman Catholic School which is immediately opposite the junction of Oxford Road and Bicester Road to which you refer in your notice. Then there is West Kidlington School which is slightly further up the road. Blenheim Road is frequently inundated with traffic with parents bringing their children to school. On occasions the driveways to the houses in Blenheim Road are blocked by these people who either sit there with engines running or jump out of their vehicles and hurry off to school. Their children, they say, are more important than the rights of those who live in Blenheim Road. Some do not need to drive to school at all.

6. There are numerous houses in Blenheim Road who have more vehicles than they do parking spaces. These include work vans and a motorhome.

7. All in all Blenheim Road has become a much less amenable and safe place in which to reside. Each morning the vision for access to and egress from my driveways is restricted and creates danger both to myself, my family and oncoming traffic. The road is rarely swept by the Cherwell District Council Mechanical Sweeping device because there are always cars parked on one side of the road. Furthermore the crew of the Thames Water Gully Emptying Tanker are unable to gain access to the gully outside my property with the result that they come to my house and ask me to move my car. The car is not of course mine! Therefore the gully does not get emptied.

8. If the Council put double yellow lines for 14 metres into Blenheim Road then you will simply be moving the traffic problem a long from that 14 metres further along Blenheim Road. This is to the serious detriment of those who reside in the area.

9. I do not know the answer. What you should not do is move the problem from one road to another and then part of one road to another part of the same road. The whole problem should be approached as one. For my part I have been in touch with the Council by way of a platform relating to the introduction of white lines across both entrances to my property at 7 Blenheim Road. Sadly I have not been able to pursue the matter with the Council because my system has gone down and it appears not to be retrievable. The response to my enquiry was that white lines across the entrances may solve the problem (albeit such lines were only advisory) and if I was prepared to pay for them (which I

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	<p>am) then that may resolve part of my problem. For those seeking to emerge and enter the accesses to their homes great danger is caused by cars parked often by people who commute into Oxford and leave their cars parked in that position for most of the day. This is unfair and unreasonable on the occupants of Blenheim Road. Additionally occupants of Blenheim Road who take in lodgers often advise them where to park their vehicles which is usually on the road.</p> <p>10. Perhaps the introduction of white lines across each access to each properly would partially solve the problem as it has done in the Oxford Road.</p>
<p>(7) Local Resident, (Kidlington)</p>	<p>Concerns – Whilst I fully agree with the proposals, I am very concerned of the knock on effect these proposals will have on the current appalling situation in Blenheim Road.</p> <p>Since the service roads along the Oxford Road were given restricted parking, we have had a consistent number of vehicle owners who now park in Blenheim Road and then either cycle to their place of work or catch the bus. This has resulted in Blenheim Road becoming a free car park and almost a one way system and extremely dangerous hazard for residents trying to exit their properties by car with very reduced vision, due to the parked vehicles.</p> <p>The parking problem is the full length of Blenheim Road and there is a particular problem with vehicles parking either side of the junction with Alexander Close and around the bend in the road. The result is zero vision splay and quite dangerous.</p> <p>A new development of flats opposite the junction of Alexander Close has added considerably to the problem, with residents parking around the dangerous bend in the road, due to insufficient parking spaces on the development.</p> <p>It really has become a problem and I wonder whether a "resident only permit " parking system could be considered for the section from Bicester Road junction to Alexander Close junction</p> <p>Sadly this issue is happening all over and the District Councils, when passing planning applications, seem to overlook this issue time and time again.</p>
<p>(8) Local Resident, (Kidlington)</p>	<p>Concerns – Having lived in Bicester Road for nearly 45 years I have never seen anyone park in the areas that are highlighted to have the yellow no parking lines installed. It would be crazy to park on the Oxford Road turning into Bicester Road as the road is two lanes and the nearside lane is the lane to turn into Bicester Road. The same applies</p>

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	<p>to traffic coming up to the lights on Bicester Road, two lanes, one to go left and one to turn right. May I suggest that when the original planning application was passed then would have been the time to ensure that adequate parking was available on site. It was obvious to anyone that the design of the flats did not leave enough room for the resident's visitors or a second car.</p> <p>The area that requires attention and requires yellow lines is the part of Bicester Road past Evans Lane heading towards Miller and Carter. Cars are parked here and cause major delays during rush hours. All of Bicester Road needs looking at regarding parking especially during school drop offs and collections as the parents will park anywhere, including times when I have passed even stopped on the school zigzag markings. The other issue is HGV's using it as a rat run even though sign are installed showing a 7.5 ton weight limit.</p> <p>Perhaps you might think again and put the yellow lines where they are actually needed.</p>
<p>(9) Local Resident, (Kidlington)</p>	<p>Support – Firstly thank you for the proposal it is greatly appreciated that the needs and safety of the present residents are not unfairly restricted to make way for what I appreciate is a desire for more residential properties.</p> <p>I live on Oxford Road about 100 meters towards Oxford and we have been lucky enough to have parking restrictions along this road since the Oxford parkway station opened, sadly I am unaware of any enforcement at any of the current restrictions to the effect we have vehicles parked outside our properties well in excess of the restrictions , sometimes for weeks on end with no enforcement action.</p> <p>I enclose an image today of a vehicle that has been partially blocking both mine and my neighbours drives all day and had done so for a number of weeks, this is a small road with two schools at either end so such parking over solid white lines is incredibly dangerous as it makes entry into the road a blind spot and requires driving up the kerb opposite the house to get around the poorly parked vehicle.</p> <p>I would ask you to consider in your planning to ensure the Double yellow lines are extended down the Oxford Road towards Oxford some distance to include the areas of dangerous parking such as the one highlighted.</p>
<p>(10) Local Resident, (Kidlington)</p>	<p>Support – To make the roads safe for everyone.</p>

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<p>(11) Local Resident, (Oxford)</p>	<p>Support – parking throughout Oxfordshire should be reduced and space re-allocated to active travel.</p>
<p>(12) Local Resident, (Kidlington)</p>	<p>No objection – Thank you for the very helpful letter and I would be so grateful if you would be able to make Blenheim Road a 20 MPH limit as it is like dicing with death sometimes coming out of the driveways and also people cycling down pavements, children often, there are so many elderly people here and so many are unable to move quickly enough.</p>