

Division: Headington & Quarry; Isis

CABINET MEMBER FOR ENVIRONMENT– 8 OCTOBER 2015

PROPOSED CAR CLUB BAYS – VARIOUS LOCATIONS, OXFORD

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to formal consultations on proposals to introduce new parking bays for Car Club vehicles in All Saints Road and Sandfield Road in Headington and in Salter Close, South Oxford. These proposals are shown on the drawings at Annex 1.

Background

2. The principle of providing specific parking bays for Car Club vehicles was agreed at the meeting of the Transport Decisions Committee in November 2009. The new LTP4 states that the County Council will “*work with local research and development partners to scope, design, test, and implement a family of vehicle hire and ride sharing technologies focused on bike hire, car share, car clubs and other on-demand vehicle services*” (paragraph 122; Volume 1: Policy & Overall Strategy)
3. Currently there are 15 vehicles from two separate Car Clubs in operation from on-street bays across Oxford with others based in private off-street areas. The redevelopment of the former Barns Road Community Centre in Cowley includes the provision of two Car Club bays and the opportunity has been taken to use some of the funding provided for these to introduce additional bays in locations requested by one of the current Car Clubs.

Consultation

4. Formal consultation on proposals for new Car Club bays in 5 locations across Oxford (together with a minor adjustment to an existing bay) took place from 11 June to 17 July. Letters were sent to local residents, the proposals were advertised in the Oxford Times and Notices describing the proposals were erected on site.
5. Thames Valley Police and the Fire & Rescue Service did not have any objection to the proposals, and two residents wrote in support of the proposed bay in All Saints Road. There are no outstanding objections to the proposed new bays in Barns Road, Cowley and John Garne Way, Marston and also the modification to the existing bay in Catherine Street, East Oxford.
6. Three objections were received (one for each bay) to the proposed bays in All Saints Road and Sandfield Road in Headington and in Salter Close, South

Oxford. These are summarised at Annex 2 – copies of all the responses are available in the Members' Resources Room.

Objections and responses

7. The objection relating to the proposed bay in All Saints Road is primarily concerning the organisation and legal status of the Car Club rather than the highway implications of the introduction of the parking bay or the loss of space to existing residents permit holders. The objector has also commented on the way in which the consultation was carried out.
8. In response, and as stated above, the principle of having Car Club parking bays was established in 2009 and is reinforced in LTP4. The Traffic Regulation Order which controls the operation of the bays in Oxford states that permits will only be issued to organisations which have "*been accredited nationally by Carplus or by another national organisation promoted by the Secretary of State for Transport*". This approach enables the sector to develop locally as it grows, whether through commercial, community or 'not-for-profit' routes and avoids the need for the County Council to carry out local vetting of applications for Car Club permits. On the matter of sending consultation documents to 'The Resident' rather than named individuals, this is done as officers do not have access to the Electoral Roll for this purpose and try to ensure that the information is read by those most likely to be affected (i.e. those resident at the address concerned).
9. The objection to the proposed bay in Sandfield Road has suggested that space should not be taken from the two-hour parking bay as this is a helpful location for use by residents and visitors to London Court and the Albany Care Home, as well as for dropping-off students and schoolchildren. The objector suggests a number of other locations in the locality which could be used to site the Car Club bay.
10. In response, it should be noted that the Car Club bay will only remove 1 of the 7 spaces currently available for two hour parking at the end of Sandfield Road. In addition, residents of London Court are eligible to obtain permits for themselves and their visitors which could be used in the 'permit holders only' bays elsewhere in Sandfield Road and surrounding streets. Finally, the location of the bay has been requested by the Car Club operator as giving easy access to potential users.
11. The objectors to the proposed bay in Salter Close are suggesting that it should be in a different location where there is less pressure on parking. They also complain about the misuse of the permit parking area by non-residents particularly at weekends.
12. In response it should be noted that the Car Club vehicle is already based in this area and the location has been requested by the Car Club operator as giving easy access to potential users. The issue of enforcement at weekends is being addressed through normal contractual arrangements.

How the Project supports LTP4 Goals

13. The proposals described in this report would help to support the transition to a low carbon future.

Financial and Staff Implications (including Revenue)

14. The cost of the proposed work described in this report will be met by funding from Section 106 Agreements relating to the Barns Road site. Ongoing costs are met through the charges made for permits.

RECOMMENDATION

The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised.

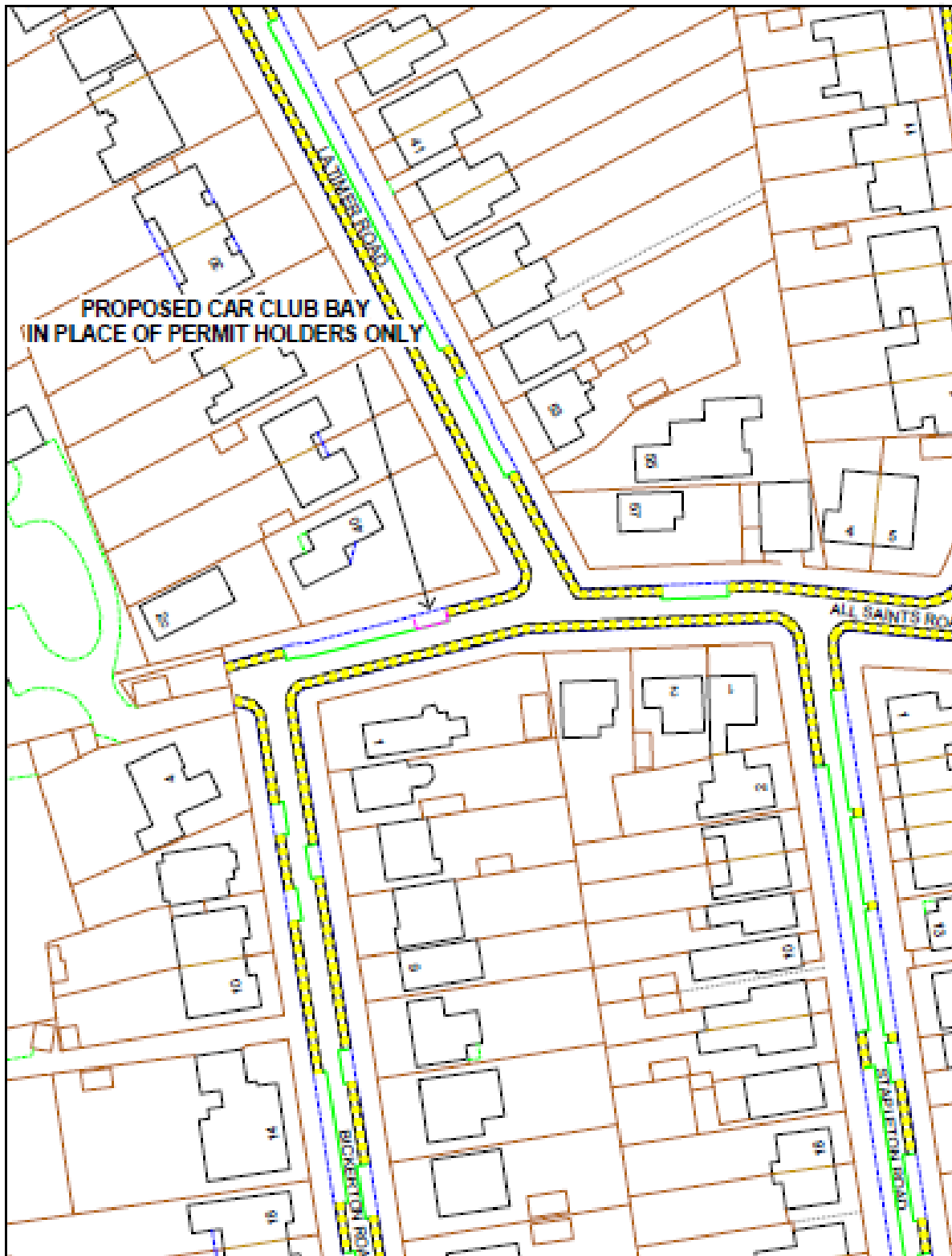
MARK KEMP



Deputy Director for Environment & Economy (Commercial)

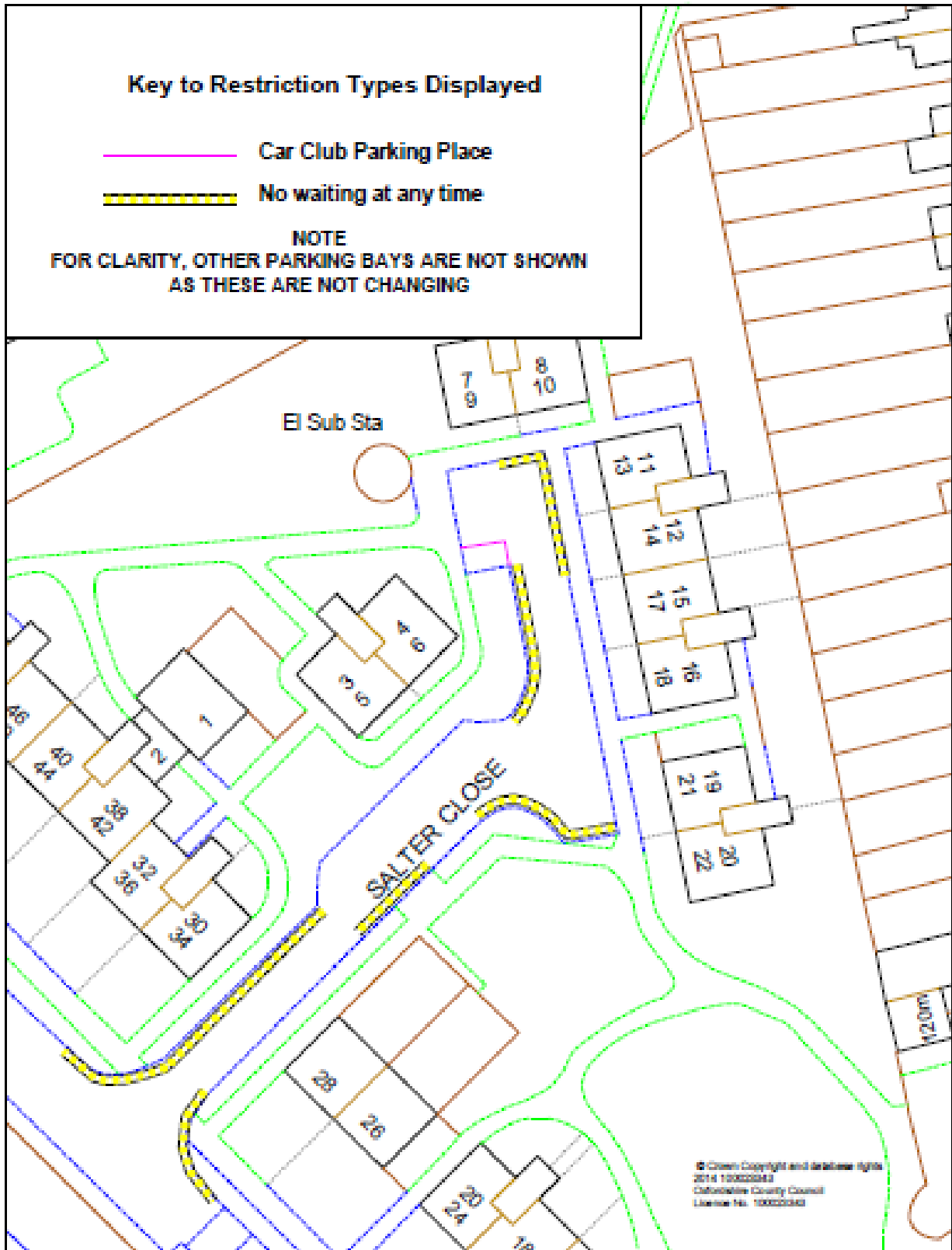
Background papers: Consultation documentation


Contact Officers: Owen Jenkins 01865 323304

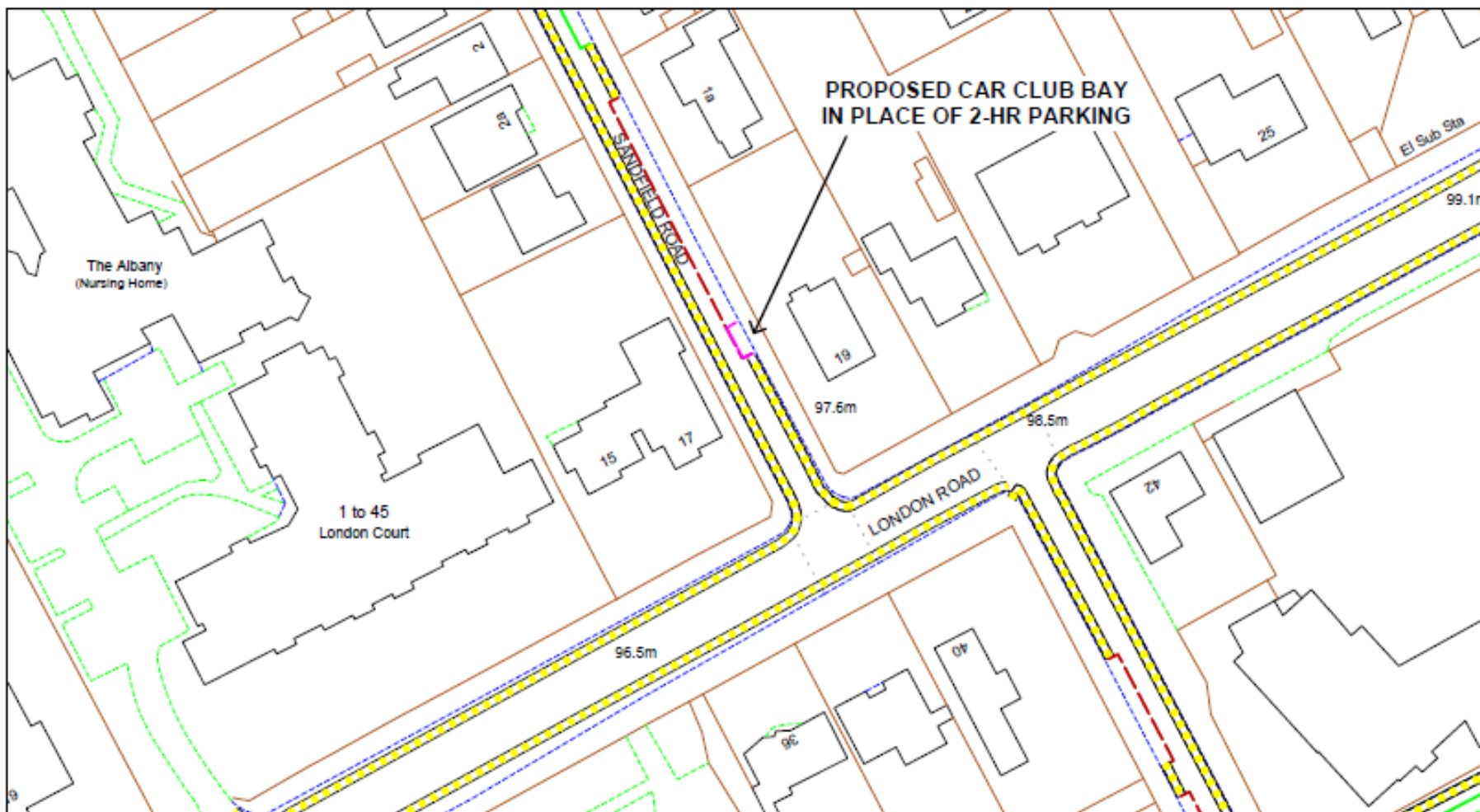
September 2015




 OXFORDSHIRE COUNTY COUNCIL <small>www.oxfordshire.gov.uk</small>		POSSIBLE CAR CLUB PARKING BAY	
		ALL SAINTS ROAD, HEADINGTON	
		SCALE	1:750
		DATE	Feb 15
		Drawn By	
		Checked By	



 <p>OXFORDSHIRE COUNTY COUNCIL www.oxfordshire.gov.uk</p>	<p>CAR CLUB PARKING BAY SALTER CLOSE</p>	Scale	1 : 500
		Date	Mar 15
		Drawn By	
		Checked By	



 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	%	POSSIBLE CAR CLUB PARKING BAY SANDFIELD ROAD, HEADINGTON	
		SCALE	1:750
		DATE	Feb 15
		DRAWING No.	
		DRAWN BY	

RESPONDENT	SUMMARISED COMMENTS
<p>Resident of Latimer Road (regarding the proposed bay on All Saints Road)</p>	<p>I refer to your letter of 11 June addressed to 'The Resident'. I am surprised that you do not have our names given that we are on the electoral roll. I think your lack of effort in identifying us by name reflects the fact that your proposals for parking in All Saints Rd affect just two houses. With that in mind, and reflecting your failure to deal with the families most affected on a personal basis, I am consulting both planning advisers and my lawyers over how I can both prevent this project going forward, how I can add to your costs, and if the project does proceed does, how I can continue to take legal action against the commercial organisation running the car share scheme so as to make it a non-viable proposition.</p> <p>As no doubt the Council is aware, this scheme is being promoted by a private company that organises car share schemes on a full commercial basis that also includes sales to local authorities and NHS bodies. One of the ways it does so is to persuade groups of local residents to form "Car Clubs"(that have no legal standing) and, in this case at least, it uses such clubs to persuade local authorities to provide free parking facilities so as to avoid the cost of paying for private parking facilities for its vehicles. All this is conducted under a very thin veneer that the activity is of social value and that the company in question both delivers social value and acts as a social enterprise. In practice, it is a car rental company like Enterprise or EuropCar but with a different commercial model.</p> <p>I don't believe that the proposal from the Car Club is anywhere near a legitimate social enterprise scheme with any measurable social impact. It is no more than a car rental business set up to make a profit. As such, it should not be receiving any form of support in kind from the Council, especially where that support results in reducing the amenities available to local residents (in the form of car parking spaces). So we will clearly, in due course, need to understand how such a self-evidently weak proposition has made so much progress with the Council, and at what cost to the taxpayer.</p>
<p>Resident of London Road</p>	<p>Objects to the removal of the Two-hour parking space for the following reasons:- 1. With limited car parking spaces at London Court the parking spaces helpful residents. Many residents have</p>

<p>(regarding the proposed bay on Sandfield Road)</p>	<p>limited mobility and having the 2-hour spaces nearby is very helpful. 2. The Albany Care Home behind London Court has limited parking for staff and visitors. The parking spaces in Sandfield Road are helpful for them. 3. The following also use the 2-hour parking spaces for drop off and collection of students and school children: Dorset House Student accommodation and Headington Prep School, both have limited on-site parking. There are also plans for further student accommodation nearby.</p> <p>Suggests the following alternative sites for on-road Car Club parking:- Near 8 -16 Woodlands Road and generally along Franklin Road (which appears to have excess of permit only spaces as residents seem to use their driveways for parking) Suggests the following alternative sites for off-road Car Club parking:- Car Park behind Waitrose Supermarket; White Horse Public House;. Britannia Inn</p>
<p>Two residents of White House Road (regarding the proposed bay on Salter Close)</p>	<p>Object as residents of properties on or adjacent to Salter Close are often hard-pressed to find a parking space, especially at week-ends when users of the football club and shoppers walking into town often park without permits, and when people living on Marlborough Road, which runs parallel to the top end of White House Road also park regularly in Salter Close and then walk through to their own road. This is a growing problem and has become much worse since we moved in 18 months ago. The football and shoppers parking is an especial problem at week-ends.</p> <p>Suggest that the Car Club parking is not in Salter Close, where space is already limited, but out on White House Road, which would be fairer and for which there would also be much more room available.</p>