

CABINET MEMBER FOR TRANSPORT- 25 NOVEMBER 2010

PROPOSED CHANGES TO PARKING BAY – VICTOR STREET, JERICHO

Report by Deputy Director for Environment & Economy Highways & Transport

Introduction

1. This report considers responses to the proposed relocation of an existing permit holders parking bay to the opposite side of Victor Street, Jericho to form one continuous bay (with No Waiting at Any Time (NWAAT) restrictions in the vacated space) to provide improved access for a severely disabled resident.

Background

2. In July 2010, a request was received from the Social and Community Service Directorate to investigate the possibility of a Disabled Persons' Parking Place (DPPP) for a disabled resident in the street. The main difficulty for those assisting the resident was getting her wheelchair through the narrow doorway and, if the residents' bay immediately outside the house was occupied, turning the wheelchair through 90 degrees in order to proceed along the narrow footway to the nearest empty car space.
3. As the request was primarily to accommodate picking up and setting down of the resident by transport to/from hospital and day care centre this does not fulfil the eligibility criteria for a DPPP as it would be empty most of the time and disadvantage permit holders in the street. A subsequent site visit established that if the permit holder's parking bay here was relocated to the other side of the road and replaced by NWAAT restrictions, transport (with the resident's Blue Badge) could use these restrictions to stop, pick up and set down the disabled resident without disturbing resident parking spaces. This proposal would also be in line with the aims of any review of the Jericho CPZ in that locating all resident parking on one side of the street would provide at least one extra car space (see Annex 1).
4. This report considers the outcome of the formal consultation on the proposals

Formal Consultation

5. The Directorate sent a copy of the draft Traffic Regulation Order, the Statement of Reasons and a copy of the Public Notice appearing in the local press to formal Consultees (including local County Councillors) on 14 September, 2010. These documents, together with supporting documentation

as required, and the plan were deposited for public inspection at County Hall. They are also available for inspection in the Members' Resource Centre.

6. Separately, the Directorate wrote to local residents in Victor Street who would be affected by the proposals, asking for their comments. In addition a public notice was displayed at the site and in the Oxford Times.
7. Comments were received from three local residents and a synopsis of these comments with an officer response is set out at Annex 2. Copies of the comments can be viewed in the Members' Resource Centre.

How the Project supports LTP2 Objectives

8. The proposed rearrangements will provide extra parking for resident permit holders and help in delivering accessibility by enabling transport for a disabled resident to park near to her home and thus more easily access a wider range of services.

Financial and Staff Implications (including Revenue)

9. The cost of the works is approximately £750 (including advertising) and will be met from the existing revenue budget provided for this.

RECOMMENDATION

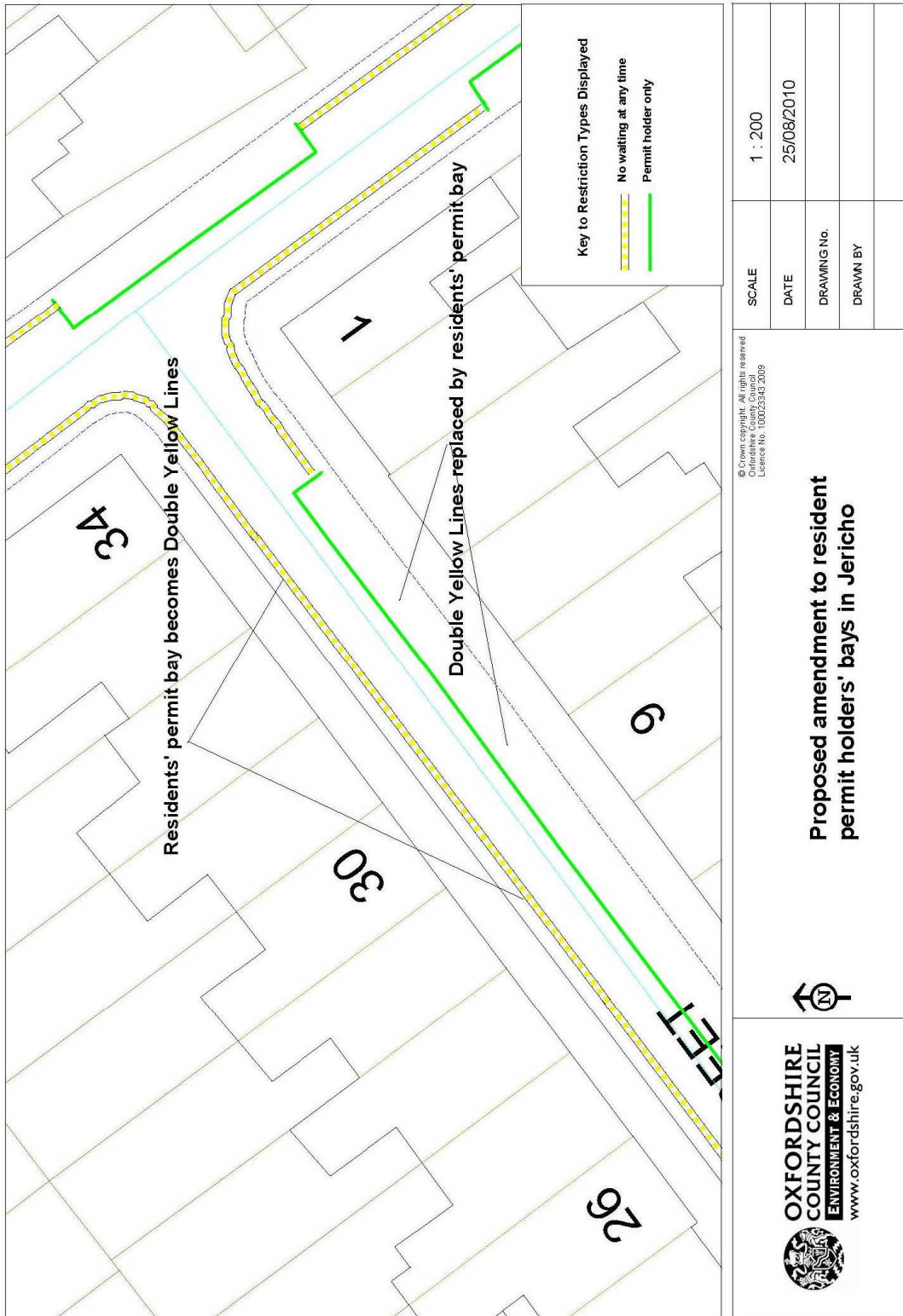
10. **The Cabinet Member for Transport is RECOMMENDED to authorise variations to the Oxfordshire County Council (Jericho) (Parking Places and Controlled Parking Zone) Order 2000, as amended in this report, to provide for:**
 - (a) **relocation of a resident parking bay to the other side of the road to form one long bay in Victor Street;**
 - (b) **a new section of NWAAT restrictions in place of the relocated bay.**

STEVE HOWELL
Deputy Director for Environment & Economy
Highways & Transport

Background papers: Consultation documentation

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November 2010



Comments on the Proposed New Parking Arrangements

	Commentor	Comments	Response	Recommendation
1	Resident, Victor Street	Approves of proposal.	Noted.	Proceed
2	Resident, Victor Street	<p>Objects to the proposal as it is a waste of money at a time of budget cuts. NWAAT restrictions exist on disabled resident's side of road 1.5 car lengths from her home. Transport does park there on occasion to drop-off and pick up the disabled resident without problems. There is no parking problem during the day when the resident is moved and transport can park directly outside the house. The resident is very elderly and this won't be a long term arrangement. The proposal means the objector won't have any NWAAT restrictions outside (has had 2 emergency hospital visits). Objector thought it was OCC policy to plan parking bays to help traffic calming. By having all parking on one side traffic speeds in the road will increase.</p>	<p>The County Council will still prioritise proposals to assist disabled residents. As well as assisting the disabled resident (which is supported by Social and Community Services) this change in the parking layout will provide more parking for residents.</p> <p>Site observations have confirmed that the permit bay is well for parking during the day.</p> <p>There are a number of reasons why parking bays are split between both sides of narrow roads: one of which is to reduce traffic speeds by creating a chicane. As Victor Street does not provide a through route to Walton Street traffic speed is not a significant issue here.</p>	As above.
3	Resident, Victor Street	<p>Objects to the proposal at a time of spending cuts. Current parking arrangement acts as</p>	As above.	As above.

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		<p>a traffic calming measure. Proposal will facilitate increased passing traffic speeds. The disabled resident could be helped by “flipping the permit parking sides at both ends of Victor Street.” Residents could also be helped by reducing or removing the time limited spaces. Suggests that any additional permit parking be allocated to a car pool bay (for which they would be prepared to give up their resident permits).</p>	<p>Various alternative parking arrangements were considered but this was the only proposal that offered a net gain in available parking (given the existing access ways) without compromising the limited time parking at the Canal Street end of the street.</p> <p>The possibility of a Car Club bay will be discussed with the Car Clubs currently operating in Oxford and, if appropriate, considered for introduction.</p>	
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