

TRANSPORT DECISIONS COMMITTEE – 26 NOVEMBER 2009

CAR CLUB PARKING BAYS, OXFORD

Report by Head of Transport

Introduction

1. This report considers comments and objections received to a formal advertisement and statutory consultation concerning the introduction of dedicated parking bays for Car Club vehicles generally in Oxford and specifically in roads within the proposed Divinity Road and Magdalen Road Controlled Parking Zones.

Policy Context and Background

2. A Car Club is a Club that provides its members with flexible access to the 'hire' of a vehicle. Vehicles are parked in reserved parking spaces, close to homes or workplaces, and can be used on an hourly or daily basis. Generally, Car Clubs charge a membership fee, an hourly charge (which may include an element of mileage), and a mileage charge. In many cases, on-line booking systems are used, and members access the vehicles using smart cards.
3. Car Clubs provide ready access to a vehicle, without the fixed costs of motoring. They are a cheaper option to owning a car for many people, especially those who use their car for short, relatively infrequent trips. They may also offer a cheaper alternative to owning a second car and have the potential to reduce car ownership. Up to 20 private cars may be replaced by one Car Club vehicle, and this has clear potential benefits in reducing parking congestion in residential areas.
4. Compared to a car owner, a Car Club user has less of an incentive to use the car in preference to public transport on the basis of cost, and more incentive to use non-car modes. This is because the Car Club user does not have the fixed costs of owning a car. Car Clubs can therefore contribute to a reduction in car mileage and the number of car journeys.
5. Car Clubs are actively promoted by the Department for Transport, and Transport for London, via Carplus, a national charity promoting responsible car use. Further information is available on the websites www.carplus.org.uk and www.carClubs.org.uk
6. Although there are no County Council policies relating to Car Clubs, their potential benefits contribute to the objectives of the county council's Local Transport Plan 2006-2011 (LTP2). The LTP2 identifies five priorities for transport scheme development: tackling congestion, delivering accessibility, safer roads, better air quality, and improving the street environment.

Reducing the number of car journeys contributes to reducing congestion, safer roads and better air quality.

7. Given that Car Club users are more likely to use public transport than car owners, Car Clubs have the potential to increase public transport patronage, thus improving the viability of some services, with consequent benefits for accessibility. They may also offer increased accessibility to locations not served by public transport, particularly for people who could not otherwise afford to use a car. Reducing car ownership will have an impact on the number of cars parked in residential streets, particularly where there is little off street parking. This has the potential to greatly improve the street environment.
8. Car Clubs are now active in Oxford, with growing membership. Membership is open, provided individuals can satisfy the Club's insurance criteria. There is also interest in Car Clubs from Oxford residents in areas where they do not currently operate. Operators include Streetcar, a commercial organization, and Commonwheels, a community interest company that works with community groups to provide the necessary systems and support.
9. Car Clubs require dedicated spaces in which to park their vehicles, so that they are readily available for the next user. In many places, off street spaces can be provided by private landlords. However, where suitable off-street space is not possible, the county council has been approached by Car Club operators to provide on-street spaces.
10. In East Oxford, local residents formed a Car Club, with the backing of Commonwheels, and approached the County Council to allocate spaces as part of its proposals for new CPZs in the Divinity Rd and Magdalen Rd areas. This was well-received by the majority of residents in the informal stages of consultation on those CPZs, which included information about the Car Club. In cooperation with Oxford City Council, the County Council marked a number of temporary, non-enforceable Car Club bays throughout the area (both on- and off-street) which have largely been successful.

Proposed Management of Car Club bays

11. Following investigations into the way that Car Club bays are managed by other local authorities, and detailed discussions with representatives of Commonwheels and Streetcar it is proposed that the most appropriate way to manage the use of Car Club bays would be as follows:-
 - The Council will issue a Car Club permit specific to a particular parking place to an accredited Car Club who has been authorised by the Council to use that particular parking place
 - A Car Club may only allow a Car Club vehicle to be parked in a Car Club parking place in order that it can be used by its subscribers
 - When a Car Club vehicle is parked in a parking place it must display both the Car Club parking permit issued by the County Council for that particular space and a further permit or token produced by the Car Club which identifies the Car Club and that the vehicle belongs to it

- The cost for each Car Club permit is £100 per annum (£25.00 for three months and £50.00 for six months) in line with Business Permits, to reflect the costs of operation and administration
- Allocation of Car Club bays to individual Car Clubs will be made following consultation with the Car Clubs known to be active in Oxford. The County Council will expect the Car Clubs to agree between themselves on which of them should occupy each bay. If this cannot be achieved then the facility may be withdrawn.

Public Consultation

12. Formal consultation on the principle of Car Club bays and their proposed installation in a number of locations in eastern Oxford (set out in Annex 1) was included with the consultation material for the proposed Divinity Road and Magdalen Road Controlled Parking Zones which were consulted on between 11 June and 9 July 2009.
13. Letters and plans were sent to all properties in the streets in the areas where the Car Club bays were proposed, with information explaining the proposals placed within the site notices and local newspaper advert for the proposed CPZs. Information was also sent to local Councillors, the emergency services and other formal consultees. An extract of the public notice is attached at Annex 2 and the full legal documents, which were placed on deposit at Central and Cowley Libraries and at County Hall, are available for inspection in the Members' Resource Centre.
14. In total, 21 letters or e-mails were received in response to the advertised proposals for Car Club bays. A précis of these together with the observations of the Head of Transport is attached at Annex 3. Copies of all these communications are available in the Members' Resource Centre. None of the respondents are opposed to the principle of Car Club bays – indeed the majority have positively welcomed their introduction. The main sources of comment relate to the proposal to charge for permits, the likely need for additional bays, and comments regarding the specific location of a few of the bays.
15. It is recognised that the Car Club sector contains both business and voluntary groups, but the proposal to charge for Car Club permits is in line with the longstanding policy that the cost of operating permit schemes should be recovered by charges. The proposed charge is the same as that currently applying to Business Permits but gives a much higher level of exclusivity than any other permit. In these circumstances it is considered that this is reasonable, however it will be kept under review to ensure that it does not stifle the development of this new transport sector.
16. The comments about individual bays were made in the context of the wider proposals for the two CPZs. Given that the Car Club bays could be implemented in advance of the other proposals, it is recommended that they should proceed as proposed with any alterations considered as part of the further consultations on the CPZs.

Conclusions

17. The response to the consultation has been largely positive and it is clear that there is support for the introduction of formal Car Club bays. The main sources of comment relate to the proposal to charge for permits, the likely need for additional bays, and comments regarding the specific location of a minority of the bays.

How the Project Supports LTP2 Objectives

18. The proposals described in this report comply with the LTP2 objectives of Tackling Congestion (encouraging a reduction in car ownership) and Better Air Quality (by supporting travel by non-car modes).

Financial Implications (including Revenue)

19. Funding for the costs of implementing the proposals described in this report, estimated to be around £10,000 (including advertising), will be met from existing budgets including LTP.

RECOMMENDATION

20. **The Committee is RECOMMENDED to:-**
 - (a) **approve the principle of introducing Car Club bays in Oxford;**
 - (b) **approve the making of the Oxfordshire County Council (Oxford – Car Club Parking Places) Order 20** as published.**

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 CAR CLUB PARKING PLACES

PART A - DIVINITY ROAD AREA

Street		Description of bay location	Car Club Parking Place Identifier
1	Bartlemas Close	South east side: From a point 75 metres north east flank wall of number 16 Bartlemas Close in a north easterly direction for a distance of 5 metres	D1 - 01
2	Bartlemas Road	South east side: From a point 8.5 metres south west of its junction with Warneford Road in a south westerly direction for a distance of 5 metres	D1 - 02
3	Divinity Road	South east side: From a point 27.5 south west of the south west flank wall of number 2 Divinity Road in a south westerly direction for a distance of 5 metres	D1 - 03
4	Manzil Way	North west side: From a point 152.5 metres north east of its junction with Cowley Road in a north easterly direction for a distance of 5 metres	D1 - 04
5	Parsons Place	North east side: From a point opposite to and 8 metres north west of the common boundary of numbers 4 and 6 Parsons Place in a north westerly direction for a distance of 5 metres	D1 - 05
6	Southfield Road	a) South east side: From a point 19 metres north east of the north east flank wall of number 54 Southfield Road in a north easterly direction for a distance of 5 metres	D1 - 06
		b) South east side: From a point 2 metres south west of the south west flank wall of number 62 Southfield Road in a south westerly direction for a distance of 5 metres	D1 - 07
		c) South east side: From a point 22.5 metres north east of the north east flank wall of number 130 Southfield Road in a north easterly direction for a Distance of 5 metres	D1 - 08
7	Stone Street	South west side: From a point opposite to and 41 metres south east of the common boundary of numbers 9 and 11 Stone Street in a south easterly direction for a distance of 5 metres	D1 - 09

PART B – MAGDALEN ROAD AREA

1	Bedford Street	South east side: from a point 5 metres south west of the junction of Warwick Street in a south westerly direction for a distance of 5 metres	MA - 01
2	Catherine Street	South west side: from a point 22 metres south east of the south east flank wall of number 52 Catherine Street in a south easterly direction for a distance of 5 metres	MA – 02
3	Fairacres Road	South east side: from a point 10 metres south west of its junction of Iffley Road in a south westerly direction for a distance of 5 metres	MA – 03
4	Hawkins Street	North east side: from a point 17 metres of south east of the south east flank wall of number 4 Hawkins Street in a south easterly direction for a distance of 5 metres	MA – 04
5	Hertford Street	North east side: from a point 11 metres south east of its junction with Magdalen Road south east for a distance of 5 metres	MA - 05
6	Hurst Street	South west side: from a point 0.5 of a metre south east of the common boundary of numbers 58 and 60 Hurst Street for a distance of 5 metres	MA - 06
7	Magdalen Road	North west side: from a point 6 metres north east of the north east flank wall of 1 Magdalen Road in a north easterly direction for a distance of 5 metres	MA - 07
8	Stanley Road	South west side: from a point 8 metres north west of its junction with Magdalen Road in a north westerly direction for a distance of 5 metres	MA - 08
9	Stratford Street	South west side: from a point 23 metres south east of the south east flank wall of number 76 Stratford Street in a south easterly direction for a distance of 5 metres	MA - 09



OXFORDSHIRE COUNTY COUNCIL

OXFORDSHIRE COUNTY COUNCIL (OXFORD – CAR CLUB PARKING PLACES) ORDER 20**

NOTICE IS HEREBY GIVEN that Oxfordshire County Council propose to make the above mentioned Order under Section 1, 2, 4, 32, 35, 37, 45, 46, 49 and 53 of and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the proposed Order is as follows:-

CAR CLUB PARKING PLACES

To provide Car Club parking places in the Divinity Road area zone at Bartlemas Close, Bartlemas Road, Divinity Road, Manzil Way, Parsons Place, Southfield Road and Stone Street and in the Magdalen Road area zone at Bedford Street, Catherine Street, Fairacres Road, Hawkins Street, Hertford Street, Hurst Street, Magdalen Road, Stanley Road and Stratford Street. The Council will issue a car Club permit specific to a particular parking place to an accredited Car Club who has been authorised by the Council to use that particular parking place. A Car Club may only allow a Car Club vehicle to be parked in a Car Club parking place in order that it can be used by its subscribers. When a Car Club vehicle is parked in a parking place it must display both the Car Club parking permit issued by the Car Club for that particular space and a further permit or token produced by the Car Club which identifies the Car Club and that the vehicle belongs to it. The costs for each permit is £100 per annum (£25.00 for three months and £50.00 for six months)

Documents giving more detailed particulars of the Order are available for public inspection at County Hall, New Road, Oxford OX1 1ND and Speedwell House, Speedwell Street, Oxford OX1 1NE from 9.00 am to 4.00 pm Monday to Friday and at the Central Library, Westgate, Oxford from 9.00am to 7.00pm Monday to Thursday and 9.00am to 5.30pm Friday and Saturday and Cowley Library, Temple Road, Oxford from 9.15am to 5.30pm Monday and Friday, 9.15am to 7.00pm Tuesday and Wednesday and 9.00am to 4.30pm Saturday.

Objections to the proposal, specifying the grounds on which they are made, and any other representations, should be sent in writing to the Director for Environment and Economy (ref. SJW) at the address given below no later than 9th July 2009. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Dated: 11th June 2009

H Jones
Director for Environment and Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford OX1 1NE

PROPOSEDCAR CLUB PARKING BAYS
Summary of Public Comments

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Minster Road	Why should there be a fee at all for Car Club parking permits? It is surely doing the community and parking a favour by reducing cars. If there is a charge why should it be so much? For 2 cars its £40 so it should be £20.	As the Car Clubs will be run as businesses, a permit charge equivalent to Business Permits seems appropriate. In addition these bays offer a much higher level of exclusivity than any other on-street bay.
2.	Southfield Road	Car Club bay: Southfield Road east side, near Minister Road, should be moved to the end next to Minster Road. All other Car Club bays are at the end of parking bays. The resident bays will then be more flexible, the Car Club bay more accessible and when the bay is not used the sight line at the junction will be much improved.	This bay is proposed to replicate the location of the existing informal bay which is working well.
3.	Hill Top Road	In favour of Car Club bays - hopefully more to come.	Noted
4.	Cowley Road	Having deliberately given up our car, my wife and I are concerned above all that there shall be adequate spaces in the CPZ including any future CPZ's in the east Oxford area for cars provided by the Car Clubs. We have no problem with the arrangements made in the plan that is now before us, but are aware both that there is a very heavy concentration of cars in the part of the city and that the streets just outside the CPZ are liable to fill up with the cars for which there is not enough room in the zone. So we hope as evidence to date supports that the membership of the Car Clubs will go on growing fast and that the number of members as this grows.	The permit arrangements for Car Club bays will ensure that there will be adequate spaces for the vehicles needing to use them The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.
5.	Divinity Road	Car Club = Good idea	Noted

TDC9

6.	Divinity Road	The Car Club bay outside the Co-op would be better at the end of the two hours shared parking area away from the junction and less likely to be used by shoppers. Car Club cars should be allowed to park in permit holders bays, both at times when the designated bay is blocked (what else is the returning driver meant to do?) and because Car Club users may need to park the car for short times near their house. Car Club use should be encouraged not made less appealing..	This bay is proposed to replicate the location of the existing informal bay which is working well. The permit arrangements for Car Club bays will ensure that there will be adequate spaces for the vehicles needing to use them
7.	Southfield Road	The permit cost for Car Club is to much	As the Car Clubs will be run as businesses, a permit charge equivalent to Business Permits seems appropriate. In addition these bays offer a much higher level of exclusivity than any other on-street bay.
8.	Charles Street	Why are the Car Club permits more expensive? In terms of parking space per individual, they are much better for the future of the area. If anything they should be cheaper as you want to encourage people to use them.	As the Car Clubs will be run as businesses, a permit charge equivalent to Business Permits seems appropriate. In addition these bays offer a much higher level of exclusivity than any other on-street bay.
9.	Fairacres Road	We support making more Car Club bays available in the future as the idea spreads. We would like to join a Car Club when our current car wears out.	Noted
10.	Iffley Road	I would like to see more Car Club bays allocated.	The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.
11.	Randolph Street	Hawkins Street is dense with houses on both sides, and will now only have parking on one side. Surely this is the worst possible place for Car Club bays - why can they not be on Leopold Street, which has houses on only one side and parking on both sides.	The general layout of parking in this area is to be reviewed, and this will include potential relocation of the Car Club bay

TDC9

12.	Percy Street	I propose cars be prohibited from parking on two sides at any given place of the street. There should be priority for Car Club cars and cars for disabled people.	Noted
13.	Percy Street	We are members of common wheels and we support Car Club bays. However demand for Car Club bays appears to be outstripping supply. In order for the Clubs to be viable it is crucial that there are more cars and bays for the Club. Unless members can access a car whenever they need it they will not have confidence to replace the private car with a Car Club membership.	The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.
14.	Hurst Street	I think the Car Club is an excellent scheme and support will extend.	Noted
15.	Argyle Street	The Car Club is a very good idea and appropriately priced.	Noted
16.	Gardiner Street	<p><u>On behalf of the Headington Car Club:</u></p> <p>1. The Oxford Car Club has expanded rapidly in the past 9 month. Demand for Car Club bays seems likely before long to outstrip the 16 places currently scheduled in the Divinity Road and Magdalen Road CPZs. In anticipation of continued expansion in demand for Club cars in coming years, the Council should make provision for regular review and the designation of additional reserved bays as demand requires.</p> <p>2. The draft TRO envisages levying commercial charges for provision of each Car Club bay (£100 p.a) We regard this level of charge as unreasonable.</p> <p>3. We believe that Car Club bays should be subject to fewer if any exemptions compared to resident and other parking bays. Each Club car will be permitted to use only a single designated bay for a given Club vehicle, whereas residents and others can use any of a range of alternative bays if an exempted vehicle is occupying a preferred bay. Therefore a Car Club user will be more greatly inconvenienced than other parking users. Exemptions therefore need to be more restrictive than those applying to resident and limited time bays</p>	<p>1. The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.</p> <p>2. As the Car Clubs will be run as businesses, a permit charge equivalent to Business Permits seems appropriate. In addition these bays offer a much higher level of exclusivity than any other on-street bay.</p> <p>3. Agreed – it is for this reason that neither vehicles carrying out loading/unloading nor disabled persons vehicles will be allowed to use Car Club Bays (unlike residents bays)</p>

TDC9

17.	St Mary's Road	In general terms, I am very much in favour of the scheme in particular the allocation of specific bays for Car Club vehicles.	Noted
18.	Hurst Street	I agree with the location of the proposed Car Club Bays and I fully support the inclusion of as many Car Club bays as possible in the new zones.	Noted
19.	Havelock Road	I strongly support the provision of bays specifically for Car Clubs, and trust that this provision can be increased in number in the future with a minimum of procedural delays.	Noted The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.
20.	St Mary's Road	Like allocation of Car Club bays.	Noted
21.	Chester Street	The front door access to 16 and 16a Chester Street is in Stratford Street, immediately in front of the proposed Car Club bays. These bays - if they are ever going to be used - would be better placed on the opposite side of Stratford Street (stopping before the pavement access to 14 Chester Street)	The general layout of parking in this area is to be reviewed, and this will include potential relocation of the Car Club bay