

Divisions affected: Oxford

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021

OXFORD – CONTROLLED PARKING ZONES – OUTCOMES OF INFORMAL CONSULTATION

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve carrying out further scheme development and formal consultation on the proposed South Oxford (Extension) Controlled Parking Zone (CPZ) in Oxford.
2. Note, the Cabinet Member for Environment is not being asked to make any decisions regarding the implementation of the South Oxford (Extension) CPZ, rather this would be subject to a separate decision and following the outcomes of a formal consultation.

Executive summary

3. This report presents the results of an informal consultation on 13 proposed CPZ areas in Oxford (see Map at Annex 1). The informal consultation took place between 5 February and 5 March 2021.
4. Based on the outcomes of the informal consultation and other factors including likely future parking pressures e.g. planning permissions and introduction of other demand management proposals in Oxford, it is recommended that the following actions are taken:
 - a) **To carry out formal consultation** and further scheme development on:
 - South Oxford (extension)
 - b) **To progress to formal consultation later**, possibly following the implementation of the above and other programmed CPZ schemes, and after carrying out further informal consultation as required, and subject to funding being available:
 - Barton
 - Blackbird Leys
 - Donnington
 - Greater Leys
 - Iffley
 - Jordan Hill
 - Littlemore North

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- Littlemore South
 - Lower Wolvercote
 - Risinghurst
 - Rose Hill
 - Upper Wolvercote
5. The implementation of CPZs are subject to approval of a Traffic Regulation Order by the county council following formal consultation. The Cabinet Member for Environment is not being asked to decide to implement the South Oxford CPZ at this stage but to approve further scheme development and the formal consultation.

Background

6. Much of Oxford is already covered by CPZs, as shown on the map at Annex 1, with the implementation of further CPZs underway or programmed and which are required to support several local transport and planning objectives:
- **Transport management** – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes;
 - **Development management** – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets; and
 - **Protecting residential streets** – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.
7. Demand management measures being developed by the County and City Councils – particularly a workplace parking levy – also means further expansion of CPZs is required in the city to ensure that parking is not just displaced to residential streets.
8. Several new zones have recently been introduced or are about to be implemented in the city (Hollow Way North, Cowley Marsh, Waterways, Headington Quarry, Marston North, Cowley Centre East and Cowley Centre West). A further 4 CPZs (Old Marston, Hollow Way South, Temple Cowley & Florence Park) require formal consultation before a final decision is made to implement the zones, with consultation planned for June/July 2021.
9. For the remaining 13 proposed zones in the city (see Annex 1), City and County Councillors agreed to carry out informal consultation with outcomes to be reported to the County's Cabinet Member for Environment and which is the subject of this report.

Financial Implications

10. The total cost to implement all the South Oxford CPZ is currently estimated to be £65,000. This includes revenue costs associated with scheme development and set-up/implementation.
11. Ongoing revenue implications including administration and enforcement of CPZs, once implemented, are recovered through parking permit charges.
12. As each scheme is further developed implementation costs will be refined and reported to the Cabinet Member for Environment along with results of the formal consultation.
13. The City Council has provisionally earmarked £500,000 from their Community Infrastructure Levy (CIL) for implementation of CPZs in Oxford. Further funding including from held s106 and funding raised by a future workplace parking levy, if approved, is also expected to become available including for those zones to be progressed at a later date.

Equality and Inclusion Implications

14. An interim Equality and Climate Change Assessment (ECIA) has been completed, see Annex 3. At this stage it is expected that a CPZ will have no or a positive impact for most protected groups; a reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.
15. Negative impacts are associated with the cost of purchasing a parking permit(s) with those most likely to be affected including multiple car owning households.
16. Evidence collected as part of the informal consultation, however, suggests that most households in the proposed South Oxford (Extension) CPZ area own one car per household, with very few owning more than two cars. There are also many households that have access to private/off-street parking and benefits of introducing the CPZ – improved safety, reduced pollution and removal of commuter car parking – are expected to mostly fall on those living within the zone. An updated ECIA will be undertaken following the formal consultation.

Sustainability Implications

17. Controlled parking zones help reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits support several sustainability and corporate objectives, including the aims of the Local Transport Plan as well as housing and transport policies within the Oxford Local Plan 2036.

Informal Consultation

18. Informal consultation was undertaken from 5 February to 5 March 2021. Over 17,500 letters were sent directly to residents with over 2,000 responses received during this period, comprising of:

- 1,850 questionnaires which came via the online portal (91%); and
- 176 letters & emails (9%) - 48 of which contained general comments or queries.

19. The response rate of those contributing was approximately 11.5%, which is considered reasonable for this type of informal survey.

20. Respondents who completed the questionnaire were asked if they supported the introduction of a CPZ in their area with the results summarised in Table 1 - including those that made their views clear in writing. A more detailed breakdown of results for each proposed CPZ, including response rate and responses to other questions included in the online survey, is provided at Annex 2.

Table 1: Percentage of support/not support/unsure (online responses)

CPZ Name/area	Support (%)	Unsure (%)	Not support (%)	Total
Barton	29%	8%	63%	100%
Blackbird Leys	17%	9%	74%	100%
Donnington	40%	7%	53%	100%
Greater Leys	12%	6%	81%	100%
Iffley	19%	9%	72%	100%
Jordan Hill	0%	0%	100%	100%
Littlemore North	21%	6%	74%	100%
Littlemore South	22%	13%	66%	100%
Lower Wolvercote	24%	11%	65%	100%
Risinghurst	26%	8%	67%	100%
Rose Hill	15%	7%	79%	100%
South Oxford (extension)	54%	9%	37%	100%

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Upper Wolvercote	28%	9%	63%	100%
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21. Table 2 summarises the main issues raised by members of the public who responded to the informal consultation (including both via the questionnaire and also email/letter) and who were unsupportive of introducing a CPZ in their area.

Table 2: Concerns raised by those respondents who were not in support of a CPZ in their area

Generic concern	Specific issue
Need for, effectiveness and wider impact of CPZ	Query whether CPZ is needed – parking not considered to be an issue or are localised issues e.g. near shops & pinch points (see comment below regarding use of double yellow lines)
	Concerns over lack of availability of parking for residents as a result of introducing a CPZ
	Concerns over displacement of parking problems to non-highway, private roads
	Concerns over permit eligibility/enforcement for residents of roads which are not highway incl. some living in moorings
	Concerns that scheme will not address problems of parking on grassed areas
Cost of permits	Concerns over cost of vehicle permits and fairness of charge
Provision for visitors / informal carers	Concerns that restrictions will impact visitors including carers & trades people, for example
Provision of double yellow lines in the area	Where parking issues do exist, many respondents thought this would be better addressed through more localised restrictions e.g. double yellow lines as opposed to an area wide CPZ

Officer Recommendation

22. Officers recommend progressing with the South Oxford (Extension) CPZ including further scheme development and formal consultation. Indicative

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dates are given further below. This is based on the proposed South Oxford CPZ being:

- More positively supported; and
- Needed to help secure car free development on forthcoming developments at Bertie Place and land east of Redbridge Park and Ride.

23. For other proposed CPZs listed below, officers recommend that formal consultation and further scheme development is progressed at a later date, possibly following the implementation of the above and other programmed CPZ schemes, and after carrying out further informal consultation as required, and subject to funding being available:

- Barton
- Blackbird Leys
- Donnington
- Greater Leys
- Iffley
- Jordan Hill
- Littlemore North
- Littlemore South
- Lower Wolvercote
- Risinghurst
- Rose Hill
- Upper Wolvercote

24. These proposed CPZs had low or poor support, potentially affected by lower levels of commuter parking in some areas due to restrictions on working linked to Covid-19. The need for a CPZ in these areas will be monitored as it is recognised that displaced car parking could be a problem in the future because these proposed zones are located:

- Adjacent to a CPZ that has recently been implemented or is planned;
- In or adjacent to an area where low car/car-free development has already been granted planning permission or car/car-free development could be granted if a CPZ were in place; and
- Within or near the proposed workplace parking levy area which, if approved, could lead to displaced commuter parking to residential streets.

Scheme Development

25. Further scheme development will involve local members and stakeholders and this process may lead to changes to the zone boundary as consulted at informal stage.

Indicative Programme for Consultation and Implementation

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26. Indicative dates for formal consultation on the South Oxford (Extension) CPZ, and if approved, implementation, are as follows.

- **Scheme design and formal consultation** – April to July 2021
- **Account set-up and scheme implementation** – October to November 2021

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Oxford Controlled Parking Zone Map (existing & proposed)
 Annex 2: Consultation responses
 Annex 3: Equalities & Climate Impact Assessment

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