

CABINET MEMBER FOR ENVIRONMENT – 28 MARCH 2019

OXFORD, BARRACKS LANE - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve modified proposals for waiting restrictions in Barracks Lane, Oxford as an interim measure pending a Controlled Parking Zone in this area that is planned to be progressed at a later date subject to further consultation.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

Introduction

3. This report presents a modified proposal to introduce additional waiting restrictions at Barracks Lane following consideration of the responses to a consultation in the latter part of 2018, which was reported to the Cabinet Member for Environment at her delegated decisions meeting on 14 February 2019.

Background

4. The original proposal as shown at Annex 1 had been put forward at the request of the local member in response to concerns over safety and the obstruction of traffic arising from parking in the area. Problems are reported to be especially acute during student arrival and departure times for Tyndale Community School on William Morris Close, which is accessed from Barracks Lane. It should also be noted that Barracks Lane forms part of a well-used cycle route between Cowley and the city centre.
5. An informal consultation on proposals to introduce Controlled Parking Zones (CPZs) in this area as part of wider plans for additional CPZs in Oxford was carried out in the latter part of 2018 with parking surveys having recently been completed as part of this process although they are awaiting analysis. A report on that consultation is now due to be considered at the Cabinet Member for Environment delegated decisions meeting on 25 April 2019. The

local member – who is fully aware of the CPZ proposals – considered that the problems arising from parking here are nevertheless sufficiently severe to merit these specific proposals being brought forward ahead of any CPZ and has provided funding from the budget allocated to local members for minor schemes.

Consultation

6. Formal consultation on the original proposal was carried out between 6 December 2018 and 8 January 2019. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, and the local County Councillor. Street notices were placed on site and letters sent to properties adjacent to the proposals.
7. 15 responses were received during the course of the consultation summarised as below:

Proposal	Support	Object	Neither/No opinion	Total
Double Yellow Lines	2	10	3	15
Single Yellow Lines	1	9	5	15

8. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object to the proposals as responsibility for parking enforcement does not fall to them within Oxford City.
10. Objections were received from members of the public on grounds including the loss of parking (particularly from residents of Hollow Way, many of which do not have off street parking), the perceived absence of a severe problem warranting the proposals and concerns that the proposals would not in any case address the problems at school journey times, as the short-term waiting would very likely not be deterred by the proposed restrictions. Concerns were also expressed about the potential for parking to be displaced into side streets thereby causing additional problems for residents of those streets.
11. Noting that the balance of opinion was predominantly not supportive of the proposals, officers recommended in their report considered at the 14 February meeting deferring a decision on the proposals to enable the parking issues in the area to be considered and addressed comprehensively as part of a CPZ.
12. County Councillor John Sanders, the local member, was unable to attend the meeting on 14 February and noting his concerns expressed in advance of this

meeting that measures here were needed urgently, the Cabinet Member for Environment agreed to consider a potential compromise scheme.

13. After considering possible options, officers have suggested a possible interim compromise scheme as shown at Annex 3. This retains most of the proposals as consulted on but omits on the south side of the Barracks Lane a length of 65 metres kerb space as unrestricted parking (previously proposed for no waiting at any time restrictions) to cater for the parking demand from residents of Hollow Way who do not have alternative parking provision. That is on the understanding that this will be reviewed again when the proposed CPZ is progressed.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

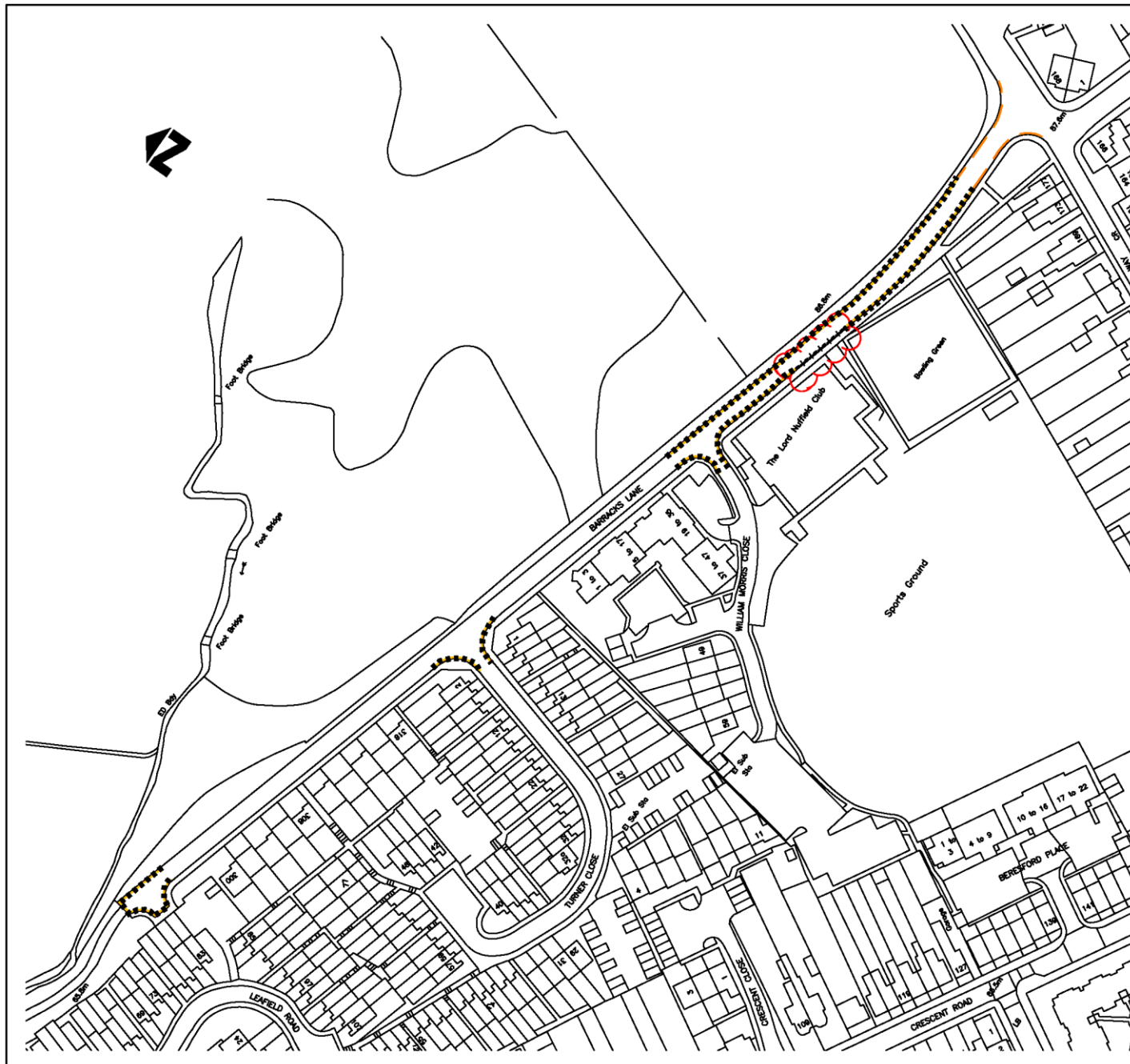
15. Funding for the proposed measures has been provided by the funding allocated to local members for minor schemes.



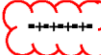
OWEN JENKINS
Director for Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2019



- Notes**
-  Existing No Waiting at any time.
 -  Proposed additional no waiting at any time.
 -  Proposed No Waiting Monday to Friday 8am to 6.30pm.

Do not scale this drawing

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Rev	Description	By	Date	Chk'd	Auth
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Client

Project

**Oxford:Barracks Lane
 Miscellaneous
 Waiting Prohibitions 2018**

Title

**Layout of
 Waiting Prohibitions**

Scale	1:500	Drawn By	SMA	Checked By		Approved By	
Drawing Number	0005/A3/00111	Date	07.11.18	Date		Date	
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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - <i>No comment</i></p> <p><u>Single Yellow Lines</u> - Object - <i>No comment</i></p>
(3) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - <i>No comment</i></p> <p><u>Single Yellow Lines</u> - Object - <i>No comment</i></p>
(4) Local Resident, (Oxford)	<p><u>Double Yellow Lines</u> - Object - The problem with the parking has been caused by the OCC giving permission for the school to be developed in William Morris Close in the first place. This was always going to be a major problem as parents do not walk their children to school (a lot come from a distance to this school) and they abandon their cars wherever they like, and can be abusive when asked to move. Also, the staff at the school have a lot of vehicles. A lot of the people who actually LIVE in Hollow Way, do not have driveways. This is especially true for the ones on the opposite side of Hollow Way. where letters about this proposal were NOT SENT to. My husband is paraplegic and we have a disability vehicle, we do not have a drive. My neighbours do not have driveways. I hope there is going to be adequate parking allocated for those of us who WILL be needing it. Horspath Road is not wide enough to provide parking, or safe enough. When the student accommodation proposed for the Hollow Way/Horspath Road corner is erected there will be further parking problems. I realise no-one from the council actually lives in Hollow Way.</p> <p><u>Single Yellow Lines</u> - Object - People need to park at all times of the day in Barracks Lane. It is ridiculous to imagine this road is going to be clear during the currently proposed hours. We cannot park in Hollow Way, so where do you propose we park.!!</p>

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<p>(5) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Object - This issue was more than expected by the residents of Hollow Way and the surrounding area, after it was agreed to build the school in William Morris Close. It was always going to become a major problem, parents no longer walk their children to school (travel larger distances to get to the school) and abandon their cars wherever they like, can be abusive when asked to move, and clog up the roads at particular times. It can be very congested around the area, adding to trip times. I am sure that a lot of the vehicles parked down barracks lane are the School staff. Most of the people that LIVE in Hollow Way, do not have drives. This is especially true for the ones on the opposite side of Hollow Way, I hope there is going to be adequate parking allocated for those who WILL need it. The Horspath Road is not ideal to provide extra parking due to its size and bus route. When/If the student accommodation proposed for the Hollow Way/Horspath Road corner is built, there will be further parking problems in the area. I would suggest that council members, who I am sure do not live in the area, try driving into the area for a week and then hopefully will revise the current proposals.</p> <p><u>Single Yellow Lines</u> - Object - People need to park at all times of the day in Barracks Lane. The currently proposed relaxed waiting hours, before and after 8am to 6.30pm Monday to Friday, will have any or no impact at all. If people cannot park in Hollow Way, so where is it proposed, hard-working people, those with young families and those that are disabled going to park!</p>
<p>(6) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Object - This will stop residents being able to park in an area where there is already not enough parking for one car per house in the area. Surely the permit scheme that is already going to start in this area will solve the issue.</p> <p><u>Single Yellow Lines</u> - Object - Same as above - restrictions should not apply to residents of the area as there is already limited on street parking and the majority of houses do not have a driveway</p>
<p>(7) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Object - I park my car on Barracks Lane in the evening and on weekends, when there's never any traffic. If these new parking measures are to combat the jams and bottlenecks that occur when parents are delivering their children to school, then I think the council have misunderstood the issue. Double yellow lines or single yellow lines won't do anything to stop parents parking their cars for a few minutes when delivering their kids. How else are they supposed to drop their kid off?</p> <p>The only way to combat the issue is to make sure large numbers of cars aren't driven down there in the first place. Ask parents to park somewhere else and walk their kid to school, or to find a different mode of transport.</p> <p>The proposed restrictions will punish local residents and do nothing to ease congestion.</p>

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	<p><u>Single Yellow Lines</u> - Object – <i>As above</i></p>
<p>(8) Local Resident, (Kirtlington)</p>	<p><u>Double Yellow Lines</u> - Object - Our son, daughter-in-law and grandchild (soon to be two grandchildren) live on Hollow Way. We visit regularly, in particular for babysitting, and invariably park in Barracks Lane . We have never encountered any problems or congestion.</p> <p>Our son also parks in Barracks Lane. Everyone is aware of how restricted the parking is in the area and these proposals seem certain to aggravate the situation and cause additional problems elsewhere. There seems to us to be something inherently unfair if the Council has granted permission for a new hall of residence and now seeks to punish the local residents.</p> <p><u>Single Yellow Lines</u> - Object – <i>As above</i></p>
<p>(9) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Object - I live on Hollow Way and am part of a small number of people who park their car on Barrack's Lane on evenings and weekends. Please see the photo taken last night when I got home from work, showing 7 cars parked on Barracks Lane at 6:40pm. On evenings and weekends, this is approximately the norm.</p> <p>For the absolute vast majority of the time, Barrack's Lane is utterly traffic free. It's rarity to meet another car on the way down or to see any more than a single car waiting at the lights at the top of the lane. And therefore, for the vast majority of the time there are absolutely no concerns over traffic safety and movement due to unregulated waiting. That is, of course, apart from the traffic congestion and general chaos that occurs on Barracks Lane during drop off (8:20-8:40am) and pick-up times (14:55-15:15) for Tyndale Community School on the 190 school days of the year.</p> <p>Of course, there's no denying that during the school drop-off and pick-up times stationary cars cause part of the problem, so I can understand how implementing single yellow lines, with no parking on weekdays between 8am-9am and 2:30-3:30pm would hopefully ease that traffic flow. But considering these traffic issues only occur for roughly an hour a day, on roughly half the days of the year, my feeling is that implementing double yellow lines would only serve to disadvantage local residents by putting further pressure on parking in other local areas (Temple Cowley & Hollow Way South) or possibly just push cars further down Barracks Lane.</p> <p>I think it's worth pointing out that stationary cars on Barracks Lane are not the sole cause of the congestion on Barracks Lane during peak times on school days. Also to blame are:</p>

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	<p>1. the width of the road at the neck of William Morris Close, which doesn't allow a car to turn into the close while there's a car waiting to leave. Have you considered widening this exit?</p> <p>2. the fact that the lights at the top of the road only allow for a maximum of 5 or 6 cars to get through the light at any one time. More usually 4 get through. Have you thought about increasing the length of the green light during pick-up and drop-off times?</p> <p><u>Single Yellow Lines</u> - Object - <i>As above</i></p>
<p>(10) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Object - I live in William Morris Close. I was opposed to the Tyndale school setting up in William Morris Close partly because of traffic problems. These problems have now happened as they managed to get permission to run the school. I wanted the building to be a sports club/gym and the field there opened up for everyone to use. It's been an eyesore because the developers want to build over what should be a nice open space for communal use.</p> <p>The catchment area of the school is across all OX1 to OX4 so there are many parents dropping off and collecting with car. Staff are parking along Barracks Lane blocking the traffic going to and from Hollow Way. Some people park in Barracks Lane and commute into the town centre. The commuters were not a problem before the school started.</p> <p>Traffic is a problem now between 8 and 8:45 and it's very sensible to either close-down the school or put the parking restrictions in place. (There is probably chaos at 3 -4 pm as well but I am not around to see it.) The parents will ignore the yellow lines/no waiting zones and drop off/collect anyway over them unless you have a parking attendant there at the time. They already pull into residents only parking and onto pavements. Very unsafe for children crossing roads. Children and other cyclists coming down Barracks Lane from Hollow Way are at risk from the parked cars and they cannot be seen by car drivers pulling out from William Morris Close.</p> <p>Also, when there are vans delivering and coaches coming to pick up students William Morris Close gets blocked for as long as the coach driver feels like until the students depart. I expect the coach drivers get there 30 minutes early. They are going to ignore the no waiting zones.</p> <p>However, as a resident of William Morris Close, I only have one dedicated parking space. We have 2 cars and sometimes visitors with cars. Mostly the cars are just there overnight but I don't be blocked from parking during the weekdays when we need to leave the second car nearby.</p>

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	<p>I would like residents and visitors to be able to park without restriction but block the 50-100 cars that come down into the cul-de-sac road (William Morris Close) to drop off/collect at the school.</p> <p><u>Single Yellow Lines</u> - Object - <i>As above</i></p>
<p>(11) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Object - I live in Turner Close and would like to know if the parking restrictions go past my house thus not enabling me, as a resident, to park outside my own property?</p> <p>I can understand why these are being put in place and totally agree that they should be because of the school in William Morris Close. I do, however, object to them in Turner Close if it does not enable me to be able to park outside my own house.</p> <p><u>Single Yellow Lines</u> – No opinion – <i>No comment</i></p>
<p>(12) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Support - We also need cycle lanes</p> <p><u>Single Yellow Lines</u> - No opinion - <i>No comment</i></p>
<p>(13) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Support - It is very important to also take into account the parking situation at the top of Horspath Rd from Holloway down to Wilkins Road, as this part of the road is used by parents who take their children to the new school Tyndale in Barracks Lane (Old Morris social Club).</p> <p>They cause problems with buses and cars unable to pass, as residents on the opposite side of the road park their cars on the road. Some of these houses are in multi occupation with many cars to each house.</p> <p>The parents etc think it is a good idea to open car doors on the road side when vehicles are approaching to get their children in and move off quickly. Accidents are awaiting to happen at this location.</p> <p>The school has not kept to its promise on car use and is getting too large which will only increase the problems. Also builder vans get parked there during the day which also adds to the traffic problems.</p> <p><u>Single Yellow Lines</u> – Support - <i>No comment</i></p>

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<p>(14) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Neither - My wife and I are residents of William Morris Close and we have just received your letter about the proposed parking restrictions on Barracks Lane. As much as we agree that there is unregulated parking in the area, primarily because of Tyndale School, we are concerned as this is likely to make our situation worse. At the moments parents of children that attend the school and staff at the school use our private parking area (to the rear of our property) to bring and collect their children. By restricting the parking on the roads this will put more pressure on them to use our private parking spaces. What do you propose to do to stop this happening??</p> <p><u>Single Yellow Lines</u> - Neither - <i>No comment</i></p>
<p>(15) Local Resident, (Oxford)</p>	<p><u>Double Yellow Lines</u> - Neither - 1. This will likely cause the problem to move onto Horspath Road where cars park alongside the recreational ground resulting in obstructions to the flow of traffic and especially the number 10 bus.</p> <p>2. Removing parked cars increases the ability for drivers to speed close to the school, residential properties and children who walk up/down Barracks Lane from local secondary school.</p> <p>3. I'm aware that a large number of cars accessing these roads at certain times are around school pick up. To encourage people out of their cars has the council also considered the Pedestrian crossing at the junction of hollow way, Horspath and Barracks Lane. We walk our children to the school on Barracks Lane that involves crossing this junction. Cars drive very fast across it; the pavements are very narrow and there are only buttons to press to cross on some corners.</p> <p><u>Single Yellow Lines</u> - Neither - <i>As above</i></p>

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Notes

- Existing No Waiting at any time.
- - - Proposed additional no waiting at any time.
- ☁ Proposed No Waiting Monday to Friday 8am to 6.30pm.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Client

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Title

**Layout of
 Waiting Prohibitions**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
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Drawing Number **0005/A3/00111**