

DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

MINUTES of the meeting held on Friday, 24 September 2021 commencing at 10.00 am and finishing at 10.45 am

Present:

Voting Members: Councillor Tim Bearder – in the Chair

Other Members in Attendance: Councillor Brad Baines (for Agenda Item 5)
Councillor Liz Brighthouse (for Agenda Item 6)
Councillor Mark Lygo (for Agenda Item 7)
Councillor Liam Walker

Officers:

Whole of meeting G. Warrington (Law & Governance); P Fermer, S Rooney, T. Shickle, A. Kirkwood and V. Neville (Environment & Place)

The Cabinet Member for Highway Management considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.

1/21 DECLARATION OF INTEREST
(Agenda No. 1)

There were no declarations of interest.

2/21 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 3)

Speaker	Item
Dan Rawstone County Councillor Brad Baines) 5. South Oxford – Proposed CPZ)
County Councillor Liz Brighthouse	6. Hollow way – Proposed CPZ

<p>Marc Burgess County Councillor Mark Lygo</p>	<p>) 7. Old Marston – Proposed CPZ)</p>
<p>Chris Heron Amanda Drake-Brockman</p>	<p>) 8. Florence Park – Proposed CPZ)</p>

3/21 OXFORD: TEMPLE COWLEY AREA - PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 4)

New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The Cabinet Member for Highway Management considered (CMDHM4) responses to a consultation on CPZ proposals for the Temple Cowley area.

The Cabinet Member noted the supportive comments set out in the report from the local member Councillor Hicks who had been unable to attend the meeting.

Referring then to the chaotic congestion issues which had occurred during the past week due to road works on the A34 it was clear that any event on the local network had the potential to cause serious congestion. That needed to be addressed and one facet in achieving that was through controlled parking zones as an aid to reducing car use and improving the attractiveness of public transport as an alternative. Therefore, having regard to the information set out in the report before him he confirmed his decision as follows:

to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Temple Cowley area.

Signed.....
Cabinet Member for Highway Management

Date of signing.....

4/21 OXFORD: SOUTH OXFORD AREA - PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 5)

New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City and the Cabinet Member for Highway Management considered (CMDHM5) responses received to a consultation on the Oxford: South

Oxford Area with a number of recommended amendments to the scheme resulting from those responses.

Dan Rawstone spoke in support of the proposals. As a resident of Oxford for 16 years and Lake Street for over 3 years he had seen that parking in that area had become chaotic, congested, difficult and high risk with many visitors cruising the street looking for parking spaces in what was a narrow dead end adjacent to the pool and park. Like many Lake Street residents, he did not have any frontage or off-street parking and as a two car family the one resident parking permit per property was not workable and discriminatory and so supported the decision to now recommend that a one car restriction in and around Lake Street be increased to two. However, a 2 hour with no return within 2 hours parking for non-permit holders and free Sunday parking would not prevent shoppers or swimmers or commuters from parking on Lake Street but would prevent many residents from parking at all times of day or night when they return from work or leisure. Restrictions should, therefore, be applied to Lake Street at all hours and at the weekend. This was when the pool was used most heavily and when most shopping visitors currently used the street as a free car park. There should be designated paid limited parking bays for visitors (not more than 4 bays, suitable for small engine cars in a high-density housing area and residents given priority to park above visitors. Oxfordshire County Council's resident's parking policy (September 2014) stated that "The overall aim of the schemes is to give residents and other permit holders priority over others for the available parking space; improve access to and reduce congestion in residential streets and reduce the number of commuters entering the City". Instead, the policy should deter local swimmers and patients from driving to the pool or surgery and, if they had to, then charge them for car parking, as happened at the Manzil Way surgeries. The current proposal did not give residents and other permit holders any such priority but instead gave visitors equal priority as under the current 2 hours limited free for all, the situation would not be any better than before, which was the whole reason that PALS had campaigned for a CPZ. There should be clear signage deterring pool/commuting/shoppers from looking for spaces in and around Lake Street and warning deliveries that the streets were narrow and difficult to turn around and explain explicitly what considerate parking looked like.

County Councillor Brad Baines thanked officers for their work on this scheme. Parking in this area had been a contentious issue for many years and the proposal today was a first step in addressing these issues. Significant parking pressure because of Hinksey pool along with other issues around hours of operation for evenings and Sundays there were calls for the scheme to be more ambitious. Although some elements of the scheme were contentious there was still a lot of support for it and he asked the Cabinet Member to accept the recommendations along with a review of the proposals after 12 months as suggested in the report.

The Cabinet Member for Highway Management acknowledged concerns expressed regarding proposals for 2 hour limited waiting and having received confirmation from officers that that element could be looked at as part of the 12 month review he confirmed his decision as follows:

to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the South Oxford (ext.) area, with the following amendments:

- (a) provide business permits to New Hinskey School at the approved annual fee for staff, with the maximum number of such permits to be determined in consultation with the school;
- (b) the proposed limit of 1 permit per property in Abingdon Road, Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road be increased to 2 permits per property to align with other parts of the CPZ;
- (c) to include those residential moorings on the Oxford Canal in this vicinity for eligibility for resident and visitor permits.

Signed.....
 Cabinet Member for Highway Management

Date of signing.....

5/21 OXFORD: HOLLOW WAY SOUTH: PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 6)

New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The Cabinet Member for Highway Management considered (CMDHM6) responses to a consultation on CPZ proposals for the Hollow Way South area.

Councillor Liz Brighthouse spoke in support of the proposals falling within her division, although the majority of the area fell within Councillor Hicks' division but she noted that he also supported the proposals with his comments set out in the report. The Hollow Way South area had been badly affected by displaced parking from adjacent CPZ areas and by commuters, many of whom parked and then used bicycles to access the City. These were places where people lived and she was confident that when the zone was in place, controlling commuters and easing the number of cars coming in residents would see and appreciate its benefits.

Noting that the scheme would be reviewed after 12 months the Cabinet Member for Highway Management having regard to the information set out in the report before him and the representations made to him at the meeting confirmed his decision as follows:

to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Hollow Way South area.

Signed.....
 Cabinet Member for Highway Management

Date of signing.....

6/21 OXFORD - OLD MARSTON: PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 7)

New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the city. Following an informal consultation in October and November 2020 the former Cabinet Member for Environment on 17 December 2020 approved proceeding to formal consultation on a CPZ in Old Marston village (the part of Old Marston accessed from Oxford Road north of the Marston Ferry Road and from Elsfeld Road from the A40 slip road) and also approving implementation of a CPZ in the adjacent roads within Old Marston which had been the subject of previous consultations. The latter scheme had been implemented in June 2021 and the Cabinet Member for Highway Management was now being asked to consider the consultation responses to the CPZ proposal for Old Marston village.

County Councillor Mark Lygo advised that he was very much in favour of CPZs but, having regard to the responses received to the consultation and having spoken to many residents, felt in this case it would be sensible to defer the scheme to the New Year to allow time to address some of the technical points which had been raised such as displacement of vehicles from the previous Old Marston CPZ. He appreciated the amount of time that had gone into developing these schemes but Old Marston was different to other areas in the City and a deferral now would show residents that the County Council was prepared to listen to their concerns.

Officers confirmed a statutory consultation had been carried out and if following any deferral amendments were then made to the scheme that would be require further consultation. They confirmed that the scheme included a 2-hour period of waiting for non-permit holders with exceptions for funerals but any specific exemption scheme would need careful consideration. The "Access to Elsfeld Road" restriction had been in place for a long time and was now accepted as being unenforceable and any moves to resolve that would be best carried out in the context of an LTN approach rather than as part of a CPZ.

Mark Burgess who had been scheduled to make an address via Teams had been unable to join at the agreed time. In his absence the Cabinet Member read out the following statement on his behalf:

"I have lived at 2 Park Way, Old Marston, Oxford, OX3 0QH continuously since 2010 when we bought our home, and there have never been any problems at all for my family in parking. In addition, I have not observed any issues with my neighbours regarding parking outside their homes. This is because there is ample space. Therefore, there is absolutely no need whatsoever to impose either Controlled Parking Zones or Parking restrictions in Old Marston.

Our son is severely disabled with spastic quadriplegia caused by cortical dysplasia. As an integral part of his Care Plan funded fully by the Oxfordshire Clinical Commissioning Group continuing care, nurses have to come to our house to work Monday-Friday from 8.30am-5pm. The proposed parking restrictions would cause severe problems for the delivery of our son's essential care package, as nurses his nurses need to park outside our home in the daytime 260 days a year (52 weeks x 5 days). The proposal of a mere 50 days' worth of parking permits for visitors is utterly inadequate. If the proposal proceeds and impacts negatively on the ability of Continuing Care to deliver the legally required care for our son, we would be forced to take legal action against the Oxfordshire County Council. His care plan could be checked and he was happy to provide evidence of his disability and care needs. I believe the results of this consultation (in which 157 responded) were that 59% opposed it, only 29% supported it, and 12% had no opinion either way. Therefore, this proposal should have stopped there and then, and it is shocking and dismaying that council members ignored the democratic will of the people of Old Marston in pursuing this. I am aware that your logic may be that the housing development in Old Marston off Mill Lane will result in some people parking outside other people's dwellings, but according to the submitted plans, adequate parking spaces will be provided, therefore this argument does not stand up."

With regard to the care requirements referred to by Mr Burgess officers advised that adequate provision would be possible and suggested that Mr Burgess contact the county parking team to discuss what arrangements would work best for his family.

The Cabinet Member thanked everyone for their comments. The recent traffic chaos highlighted the need for the County Council to take bold steps to support delivery of its wider transport initiatives across the city. That process would not be easy or straightforward, but we needed to look at the overall picture and how these initiatives helped to deliver a greener and safer city. Therefore, having regard to the information set out in the report before him as well as the representations made to him at the meeting confirmed his decision as follows:

to approve:

- a) the proposals as advertised for a Controlled Parking Zone (CPZ) in the Old Marston village area;
- b) the proposed additional no waiting at any time restrictions at Oxford Road, Gordon Close and Rylands within the recently implemented CPZ in Old Marston outside the village area.

Signed.....
 Cabinet Member for Highway Management

Date of signing.....

7/21 OXFORD: FLORENCE PARK AREA: PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 8)

New Controlled Parking Zones (CPZs) were being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the city. Following an informal consultation on possible additional CPZs in Oxford in late 2018 the former Cabinet Member for Environment on 25 April 2019 approved proceeding to formal consultation on new CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Lamarsh Road, Old Marston (south), Sandhills and Waterways and, subject to funding, Hollow Way South, Florence Park and Temple Cowley. Following formal consultation, CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Old Marston (south) and Waterways were approved and implemented in 2020 and 2021 but with schemes at Lamarsh Road and Sandhills being deferred due to lower levels of support. Those deferrals, together with the lower-than-expected costs for implementing the approved schemes, had enabled proceeding with formal consultation on schemes at Hollow Way South, Florence Park and Temple Cowley. This report (CMDHM8) presented consultation responses to the CPZ proposals for the Florence Park area and also additional no waiting at any time restrictions on Rymers Lane.

Amanda Drake Brockman spoke as a resident of Westbury Crescent and while not a resident of Florence Park she had an interest in the proposed CPZ as an allotment holder at Elder Stubbs. She was concerned about the proposed road markings planned for Rymers Lane as there were over 100 allotments at Elder Stubbs and many more allotment users as well as Restore and other charities working there. A large proportion of the gardeners were past retirement age and although staying active as long as possible they sometimes needed to travel to the allotments by car to deliver heavy items and with very little space for cars inside the gates allotment users needed to park nearby from time to time. Therefore, instead of double yellow lines on both sides of the road she asked for some short-term parking places on one side of Rymers Lane, near to the allotment gate which could also be used by families and less mobile people wanting to spend a couple of hours in the park where parking was limited. It would be a pity if these facilities were only accessible to those who were either fully mobile or registered disabled. Rymers Lane was more than wide enough to accommodate this as well as allow for cyclists travelling in both directions and she hoped that a compromise could be reached enabling all citizens to share the space.

Chris Heron spoke in support of CPZs across the city as a proven way of reducing commuter parking on residential streets, commuter journeys to and from these streets while promoting greater commuter uptake of existing large-scale car parks outside the city ring road. Removing commuter parking would make city streets less congested and polluted, safer for pedestrians and cyclists and more accessible for emergency services. Stopping commuter traffic at the ring road would improve bus journey times into the city making public transport into and around Oxford a more viable option for all. Although he rarely experienced trouble parking his car he knew of parking issues on the east side of the estate with more and more commuter parking on Lawrence Road, Clive Road and Havelock Road. CPZ enforcement would help solve issues of cars either blocking the road or pavements and parking on

junction corners and for many, the annual CPZ fee would be money well spent to simply to improve their neighbourhood. He acknowledged that the CPZs were asking residents to pay for something that they hadn't had to previously and reducing parking options for some which went some way to explaining the large numbers of objections during the consultation process but a consultation was not a referendum and the low response rate indicated to him that most people supported introduction of CPZs and it was the objectors who were in fact in the minority, when compared to the vast number of people who neither objected nor supported strongly enough to complete a council consultation, despite widespread publicity. Traffic issues were without doubt very contentious but CPZs would help make Florence Park and Oxford overall a more liveable city, for both residents and commuters and he urged that the Florence park scheme be approved and the remaining CPZ schemes progressed quickly.

Comments in support of the proposals from County Councillor Hicks as set out in the report were noted.

The Cabinet Member for Highway Management thanked everyone for their input. Regrettably he felt unable to support the request made for specific arrangements for users at the Elder Stubbs allotments on the basis that there would be many requests for similar exceptions which could undermine the effectiveness of the proposals here and elsewhere. Reiterating his earlier statements about the need to do things differently it wasn't feasible to continue to put more cars on roads which clearly did not have the capacity to cope and so having regard to the information set out in the report before him together with the representations made to him at the meeting confirmed his decision as follows:

to approve:

- (a) proposals as advertised for a Controlled Parking Zone (CPZ) in the Florence Park area;
- (b) proposed additional no waiting at any time restrictions on Rymers Lane.

..... in the Chair

Date of signing