

CABINET MEMBER FOR ENVIRONMENT – 21 NOVEMBER 2013

PROPOSED PARKING RESTRICTIONS VARIOUS LOCATIONS IN LITTLEMORE AND IFFLEY TURN, OXFORD

Report by Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions in various locations in Littlemore and Iffley Turn, Oxford

Background

2. The proposals in this report are part of a package of measures to restrict parking in various locations in Littlemore and Iffley Turn, the public consultation has been combined to reduce costs. Those proposals which had no outstanding objections have been approved under delegated powers, but objections remain to the proposals in Cardinal Close, Littlemore and at Iffley Turn. This report deals with those objections.
3. When planning approval was granted for the redevelopment and extension of Cardinal House (sheltered accommodation for the elderly) it was with the intention that parking restrictions should be implemented along the road to ensure safe movement and funding via a S106 Agreement was secured to do that. Prior to formal consultation the Council had also received a petition from residents of Cardinal House asking that the parking restrictions be implemented to prevent parked vehicles blocking the footway and thus making movement difficult for elderly and disabled pedestrians.
4. In Iffley Turn, residents have complained that parking, particularly in the vicinity of Augustine Way, causes obstruction and loss of forward visibility, a problem exacerbated when there is overnight parking of (largely foreign-registered) coaches whose drivers are understood to use nearby accommodation. The opportunity has been taken to extend the proposed restrictions around the adjacent mini-roundabout to ensure that displaced parking does not occur here.
5. The proposals for both of these locations are shown at Annex 1.

Formal Consultation

6. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local

press, containing the proposed changes to formal consultees in September 2013. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Littlemore Library. They are also available for inspection in the Members' Resource Centre.

7. At the same time the Council wrote to residents of properties in Cardinal Close and along Iffley Turn and adjacent streets, explaining the proposals and asking for their comments. Public notices were also displayed on site and in the Oxford Times.

Cardinal Close

8. Three responses were received regarding the proposals for Cardinal Close which are summarised at Annex 2. Of these, 2 object on the grounds that the restrictions will prevent residents from parking near their homes and 1 (a Parish Councillor) is in support of the proposals.

Iffley Turn

9. A total of 18 responses were received regarding the proposals for Iffley Turn which are summarised at Annex 3. Of these, 2 object on the grounds that the restrictions are unnecessary as the coaches are not a problem and another objects that the restrictions are not required and will make it more difficult for residents to find somewhere to park. Conversely 8 respondents support the proposals and a further 7 (including the Chair of the Friends of Iffley Village and a City Councillor) are in support but would want there to be further restrictions, particularly to prevent coach parking in the area.

Conclusion

10. The proposals for Cardinal Close have arisen as a result of the redevelopment of Cardinal House and concerns that the resulting intensification of the site will lead to dangerous parking if left uncontrolled. The objectors point out that if the restrictions are implemented there will be increased difficulties for residents needing to park on the street. Recent observations have indicated that, if the restrictions were implemented as advertised, the current level of parking can still be accommodated, albeit in different parts of the street. As a consequence, it is proposed that the restrictions be implemented as advertised.
11. The proposed restrictions in the Iffley Turn area clearly have local support but some residents want more to be done to deal with the issue of coach parking, whilst a few are content with the current situation. Given the overall spread of responses it is suggested that the restrictions be implemented but that the situation be reviewed in 12 months to see whether further action is required

Financial and Staff Implications (including Revenue)

12. The cost of the advertising, consultation and any subsequent works described in this report will be met from S106 funds arising out of developments in the areas concerned

RECOMMENDATIONS

13. **The Cabinet Member for the Environment is RECOMMENDED to:-**
 - a) **approve the proposed parking restriction for Cardinal Close, Littlemore as advertised, and**
 - b) **approve the proposed parking restrictions in the Iffley Turn area as advertised but that the situation be reviewed in 12 months to see if further action is required, as set out in this report**

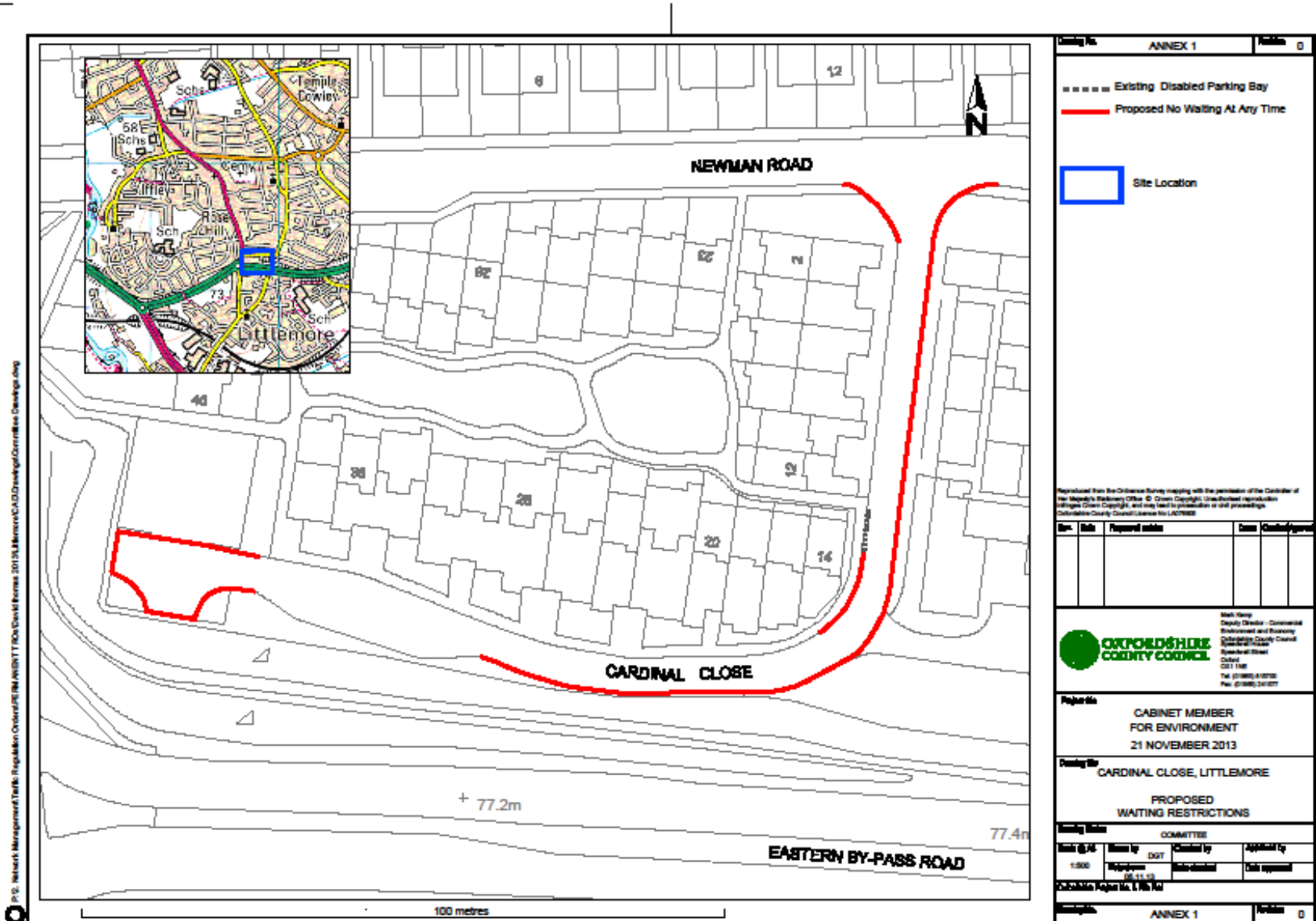
MARK KEMP

Deputy Director for Environment & Economy (Highways & Transport)

Background papers: Consultation documentation

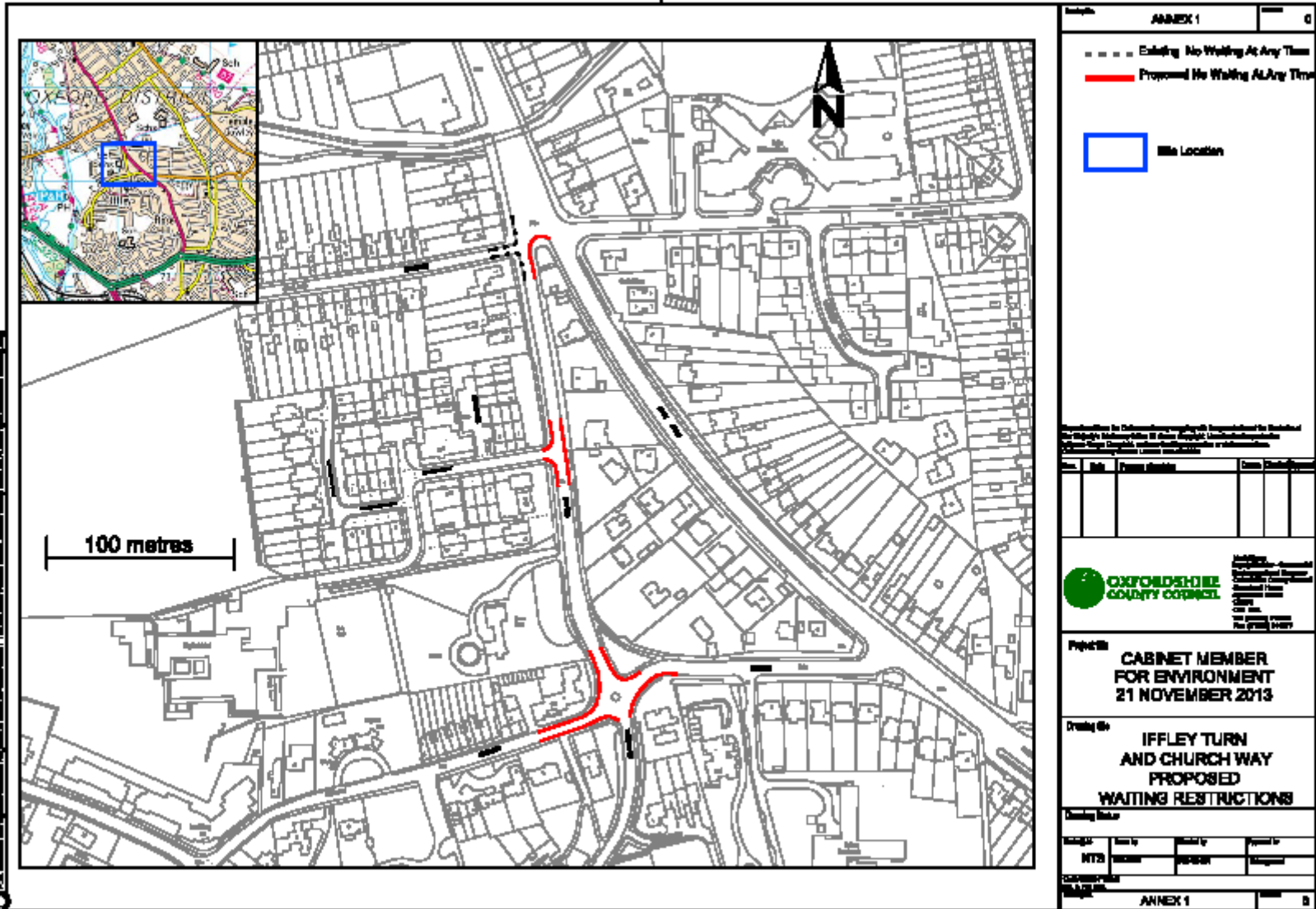
Contact Officers: Jim Daughton 01865 815803

November 2013



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Drawing No.		ANNEX 1		Revision		0	
===== Existing Disabled Parking Bay ——— Proposed No Waiting At Any Time		[Blue Box] Site Location		Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to proceedings in civil proceedings. Oxfordshire County Council Licence No. LDC25822			
Rev.	Date	Proposed status	Date	Checked/signed			
OXFORDSHIRE COUNTY COUNCIL South Oxney Deputy Director - Commercial Environment and Economy Oxfordshire County Council Oxford OX1 1BE Tel: 01865 410700 Fax: 01865 241077		Subject CABINET MEMBER FOR ENVIRONMENT 21 NOVEMBER 2013					
Drawing No.		CARDINAL CLOSE, LITTLEMORE					
Drawing Title		PROPOSED WAITING RESTRICTIONS					
Drawing Status		COMMITTEE					
Scale @ A4	Drawn by	Checked by	Approved by				
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Oxfordshire Paper No. 1, 16, 161							
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<p>--- Existing No Waiting At Any Time</p> <p>— Proposed No Waiting ALL Any Time</p> <p>□ Mile Location</p>			
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 <p>OXFORDSHIRE COUNTY COUNCIL</p>			
<p>Project: CABINET MEMBER FOR ENVIRONMENT 21 NOVEMBER 2013</p>			
<p>Drawing title: IFFLEY TURN AND CHURCH WAY PROPOSED WAITING RESTRICTIONS</p>			
<p>Drawing Status:</p>			
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ANNEX 1		C	

RESPONSES TO CONSULTATION – CARDINAL CLOSE

RESPONDENT	COMMENT	OFFICER RESPONSE
Resident of Cardinal Close	Objects to the proposals. Every household on the street has more than one car and so need to park on street. The loss of parking will mean that residents will have to park on Newman Road.	It is considered that the restrictions should be implemented to prevent obstruction. In addition, on the basis of recent observations, sufficient parking will remain in the immediate vicinity to accommodate residents' needs.
Resident of Cardinal Close	Objects to the proposals as they will not resolve one of the main issues which is that visitors to Cardinal House do not use the car park provided. The restrictions will mean that one of the household's cars may have to be sold as there will be nowhere to park it.	Oxford City Council (who own Cardinal House) will be asked to encourage visitors to use the car park provided. It is considered that sufficient parking will remain in the immediate vicinity to accommodate residents' needs.
Cllr Hancock, Littlemore PC	Supports the proposal.	Noted.

RESPONSES TO CONSULTATION – IFFLEY TURN

RESPONDENT	COMMENT	OFFICER RESPONSE
Resident of Iffley Turn	Supports proposals which will keep the road clearer to improve safety.	Noted.
Resident of Church Way	Proposed restrictions will not deter the coaches as there will be plenty of space for this to still occur. Suggests a series of lengths of double yellow lines with insufficient gaps to enable coaches to park legally between them. No parking currently takes place at the mini-roundabout so why prevent it?	The proposals were intended to prevent all vehicles – including coaches – parking in unsuitable locations. The suggested use of double yellow lines is ingenious and will be considered when the situation is reviewed. The purpose of the restrictions at the mini-roundabout is to ensure that no displaced parking occurs here.
Resident of Maywood Road	In favour.	Noted.
Resident of Iffley Turn	In favour – would like all coach parking removed.	Noted.
Resident of Iffley Turn	Welcomes the proposal as the coach parking is a blight and a menace.	Noted.
Resident of Church Way	Concerned that the restrictions will move the coach parking onto Church Way. Currently the coach drivers are courteous and do not cause any problems. The restrictions should not be implemented – we should be more tolerant towards visitors.	This is considered unlikely as the road is a cul-de-sac and it would be difficult for a coach to turn round. A majority of respondents consider that the current location of parked coaches does cause problems.
Resident of Iffley Turn	Supports the proposals.	Noted.
Resident of Iffley Turn	The proposals are a good first step but more needs to be done to prevent coaches from parking in Iffley Turn to avoid paying parking charges.	Noted. The situation will be reviewed in 12 months.

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<p>Chair, Friends of Iffley Village</p>	<p>Overall the proposals are welcomed as residents have become increasingly concerned about parking in Iffley Turn. Wants to see additional restrictions at the mini-roundabout to improve visibility for traffic.</p>	<p>Noted. The sightlines at the roundabout have been checked and it is considered that, if the proposed restrictions are implemented, there will be sufficient inter-visibility for the junction to operate safely (within the physical constraints of the site).</p>
<p>Two residents of Iffley Turn</p>	<p>Pleased that the Council is trying to alleviate the parking problems around Iffley Turn. Would wish to see additional restrictions to reduce the danger from drivers misusing the mini-roundabout. Does not consider that the proposals will solve the nuisance of coach parking.</p>	<p>Noted. The situation will be reviewed in 12 months.</p>
<p>Resident of Iffley Turn</p>	<p>Pleased that something is being done to try to control coach parking, it is not enough as the coaches will continue to park where the restrictions end. The whole road needs to have restrictions to stop the coaches parking.</p>	<p>Noted. It is hoped that the proposals will improve the parking situation, and the matter will be reviewed in 12 months.</p>
<p>Resident of Augustine Way</p>	<p>Supports the proposals to ease the coach parking problem.</p>	<p>Noted.</p>
<p>City Cllr Michele Paule</p>	<p>Supports the proposal but would like to see coaches (but not cars) prevented from parking along the whole road.</p>	<p>It is hoped that the proposals will improve the parking situation, and the matter will be reviewed in 12 months.</p>
<p>Resident of Grove Court</p>	<p>Supports the proposed restrictions which will improve safety.</p>	<p>Noted.</p>
<p>Resident of Iffley Turn</p>	<p>Objects to the proposals. They will not affect the coaches as they park in parts of the road where no restrictions are proposed, but will make it harder for residents and their visitors to park. The coaches do not cause any problems.</p>	<p>The purpose of the restrictions is to address the parking of coaches particularly in the vicinity of Augustine Way which obstruction and loss of forward visibility, a problem exacerbated when there is overnight parking.</p>
<p>Resident of Maywood Road</p>	<p>Supports the proposal. Has complained to Police about the problems caused by coaches parking and blocking drivers vision.</p>	<p>Noted.</p>

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Resident of Iffley Turn	Supports the proposal.	Noted.
Resident of Church Way	Considers the proposals entirely unnecessary and the expense of implementing them is a waste of Council resources. Has lived in the area for many years and has not observed anything but momentary hold-ups.	The restrictions are intended to address concerns of many residents in the area.