

CABINET MEMBER FOR ENVIRONMENT – 7 JUNE 2018

OXFORD: CONTROLLED PARKING ZONES - FUTURE PROGRAMME

Report by the Director for Planning & Place

Introduction

1. This report sets out a programme for the implementation of controlled parking zones (CPZs) in Oxford to be jointly funded by Oxfordshire County Council and Oxford City Council and overseen through the joint parking management arrangements now established between the two councils.
2. The Cabinet member is asked to approve the proposed programme.

Background

3. Controlled Parking Zones have three main functions:
 - **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
 - **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.
4. CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.
5. Much of Oxford is already covered by controlled parking zones, as shown on the map at Annex 1.
6. Three new zones (Iffley Fields, Magdalen South and Wood Farm) are already in the council's capital programme and are at various stages of development. These are also shown at Annex 1.
7. City and county councillors have asked for a clear programme for future CPZs. Oxford City Council has provisionally earmarked £200,000 from its Community Infrastructure Levy funds to contribute to this programme. However, for this

funding to be secured the two councils will need to agree a specific programme of new zones to which the funding can be allocated.

Funding for new CPZs

8. The county council has identified around £661,000 for new CPZs - £250,000 from its own capital programme (agreed in previous years) and £411,000 from held or secured planning (S106) or highways (S278) agreements linked to new developments. Some of these planning and highways agreements are subject to completion of legal agreements, or will only be received if and when developments actually start on site. The £411,000 total should therefore be treated as a guide.
9. The city council has provisionally earmarked £200,000 Community Infrastructure Levy (CIL) funding, bringing the total available for future CPZs to around £861,000.
10. Further funding is expected from developments across the city over the next few years, through S106/S278 agreements and/or CIL.

Costs of CPZs

11. The costs of CPZs varies significantly from one zone to another and depends on the size and complexity of the zone and the extent of the road markings and signage required. These often change as a result of public consultation, making costs difficult to estimate accurately at this early stage in the process.
12. Based on recent experience of implementing CPZs, the likely costs of implementing each of the proposed new zones has been estimated. An allowance has been made for savings arising from developing schemes collectively rather than individually.
13. The total cost of implementing all remaining zones in the city is estimated at approximately £3m. Some prioritisation is therefore necessary to bring this figure closer to the £861,000 available.

Prioritisation

14. The following criteria have been used to prioritise the proposed programme:
 - Current parking pressures.
 - Known future parking pressures (e.g. planning permissions, proximity to another planned CPZ, proximity to employment sites).
 - Deliverability (availability of funding, likely local support, likely cost and complexity of implementation).
15. Parking survey data is not available in most cases, so the assessment of current parking pressures is a judgement based on local knowledge, including input from local members. Likewise, future parking pressures and

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deliverability are hard to quantify and are based on officers' previous experience and local members' input.

16. There is a realistic proposition of future funding and some of the zones given a high priority by officers may be poorly supported in informal consultation, which could lead them being put on hold, or being reduced in size. The prioritisation exercise has therefore aimed to significantly "over-programme" the available budget at this stage.
17. The priority schemes will proceed to the next stage of work, which in most cases means parking surveys and informal public consultation. Depending on the outcome of this initial work, schemes will be entered in to the council's capital programme to release funding for detailed design, formal consultation, and (subject to consultation) construction.
18. Annex 1 shows the priority given by officers to each of the potential new CPZs, following consultation with local members. It is recommended that the zones marked as priorities 1 and 2 (coloured red and yellow on the map) should be developed further, which for most zones will mean proceeding with parking surveys and informal consultation. No further work is proposed at this stage on the zones marked as priority 3 or 4 (green and blue on the map) but that could change if more funding becomes available.

Reviews of existing CPZs

19. Requests are made from time to time for existing CPZs to be amended, for example to adjust the hours of operation in response to changes in circumstances. There may be good reasons to review some existing CPZs, but the funding available for this programme (including the city council's contribution) is available specifically for the development and implementation of *new* CPZs (rather than amendments to existing zones).
20. However, if implementing a new zone requires a nearby zone to be amended, this could be regarded as a consequential cost of introducing the new zone and can be funded from the funding identified for this programme.

Financial and Staff Implications

21. The parking surveys and initial informal consultation on the priority schemes will be revenue funded, from existing operational budgets (the Oxford locality budget and/or safety camera maintenance budget). Parking surveys are expected to cost approximately £20,000 and informal consultations £35,000.
22. Schemes taken forward beyond the initial informal consultation will be entered into the council's capital programme through completion of an appropriate capital business case. This will be subject to separate approval in line with the council's capital governance processes.
23. It is anticipated that the management of parking surveys and informal consultation can be accommodated within existing staffing levels. Once

schemes move to the capital-funded stage, additional staff or external consultant resources may be required but this will be funded from the capital allocated to individual schemes.

24. Implementation of all CPZs will be subject to formal consultation and approval of a Traffic Regulation Order by the council. The only exception to this is Iffley Fields, which has already been approved by the Cabinet Member for Environment.

Equalities Implications

25. Controlled parking zones generally improve the ability of residents and their visitors (including carers) to park near their homes. They can also help to reduce parking on footways, which can cause problems for people with sensory or mobility impairments. The impacts of each CPZ will depend on the particular characteristics of the zones, including hours of operation, and will, therefore, need to be considered in more detail as each zone is developed and consulted on.

Sustainability implications and links with corporate policies

26. 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 a number of sustainability and corporate objectives, including the aims of the Local Transport Plan.

RECOMMENDATION

27. **The Cabinet Member for Environment is RECOMMENDED to approve the programme of new controlled parking zones at Annex 1 and instruct officers to progress the priority 1 and 2 schemes.**

SUSAN HALLIWELL
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ANNEX 1 - Existing & Proposed CPZs

