

Division(s): Barton & Churchill, Headington & Marston
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CABINET MEMBER FOR TRANSPORT – 2 JUNE 2011

PROPOSED CHANGES TO PARKING IN CHENEY LANE AND WARNEFORD LANE, HEADINGTON WEST CPZ, OXFORD

Report by Deputy Director of Environment & Economy -
Highways & Transport

Introduction

1. This report considers the objections/comments received following the consultation and formal advertisement of proposals to remove parking restrictions in parts of Cheney Lane and Warneford Lane in Headington West CPZ, Oxford.

Background

2. At the Cabinet Member for Transport decisions meeting in October 2010, approval was given for the making of The Oxfordshire County Council (Headington West) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 20**. One of the agreed changes was to replace the lengths of existing uncontrolled parking in Cheney Lane and Warneford Lane with 24-hours limited waiting (no return within 8 hours). Annex 1 shows the sections of road concerned.
3. Soon after the October meeting representatives of the Divinity Road Area Residents' Association (DRARA) expressed grave concerns about the effects of vehicles being displaced into their area from Cheney and Warneford Lanes which would further exacerbate the parking problems already existing in the Divinity Road area, particularly in view of the absence of the proposed Divinity Road CPZ. DRARA asked that the matter be reconsidered and in the light of this request officers agreed to suspend the works and to formally consult on proposals to restore the status quo on Cheney and Warneford Lanes.

Statutory Consultation

4. The proposal was formally advertised as a Notice in the local press on 10 February 2011. Notices were posted on site and information sent to statutory consultees, affected frontagers and interested organisations.
5. Seven responses were received which are summarised together with officer comment at Annex 2. Copies of the responses have been placed on deposit in the Members' Resource Centre.
6. It can be seen that existing residents were generally in agreement with the proposal to not proceed with the 24-hour restrictions. However, those in Granville Court were

also keen to see some permit controlled parking in the nearby section of Cheney Lane. The principle objection was on behalf of the developers of Dairy Lodge (on Headington Hill, opposite the end of Cheney Lane) as the absence of parking controls in Cheney Lane prevents their development from proceeding.

Conclusion

7. Whilst the proposal to drop the 24-hour restriction on Cheney and Warneford Lanes has the support of the majority of respondents it is clear that the problems of parking in this area remain unresolved. It may be that a section of permit parking on the part of Cheney Lane near Granville Court would improve the local situation without having an impact in the Divinity Road area, however with the reduction in funding and staff resources available to carry out this type of small-scale change to existing CPZs it is unlikely that this could be pursued in the short term.

Financial Implications (including Revenue)

9. The cost of implementing the proposals set out in this report can be contained within the budget for implementing the review of the Headington West CPZ.

RECOMMENDATIONS

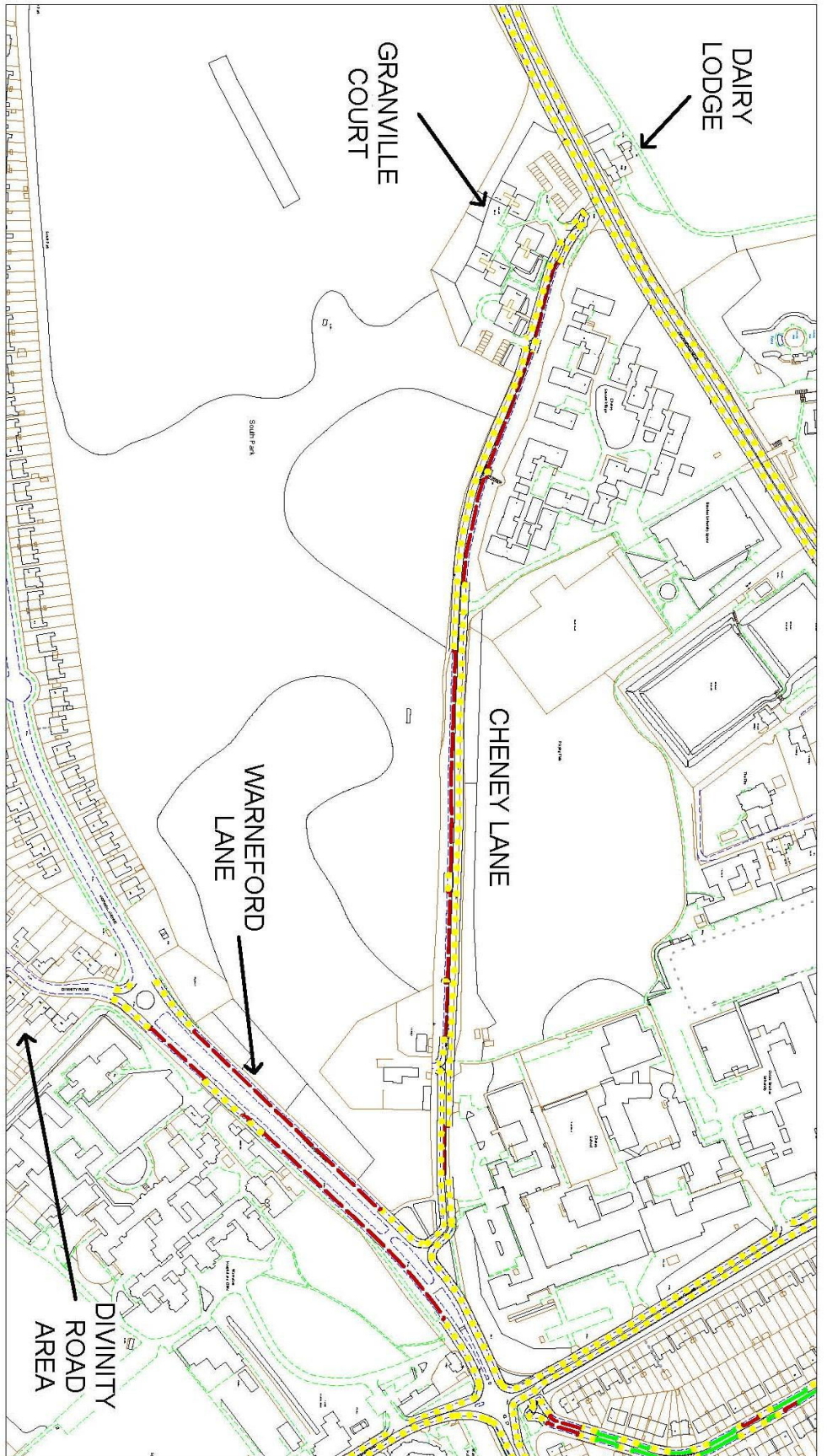
10. **The Cabinet Member for Transport is RECOMMENDED to approve the making of the amendments to The Oxfordshire County Council (Headington West) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 20** affecting Cheney Lane and Warneford Lane, as advertised and set out in this report**

STEVE HOWELL
Deputy Director of Environment & Economy
Highways & Transport

Background papers: Copies of all the legal documents plus letters and emails received in response are available in the Members' Resource room.

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 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>		<p>PARKING BAYS CHENEY LANE AND WARNEFORD LANE, OXFORD</p>	<table border="1"> <tr> <td data-bbox="410 1559 443 1615">SCALE</td> <td data-bbox="410 1744 443 1800">NTS</td> </tr> <tr> <td data-bbox="363 1559 397 1603">DATE</td> <td data-bbox="363 1744 397 1890">February 2011</td> </tr> <tr> <td data-bbox="317 1559 351 1666">DRAWING No.</td> <td></td> </tr> <tr> <td data-bbox="271 1559 304 1648">DRAWN BY</td> <td></td> </tr> </table>	SCALE	NTS	DATE	February 2011	DRAWING No.		DRAWN BY	
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PROPOSED CHANGES TO PARKING IN CHENEY LANE AND WARNEFORD LANE, HEADINGTON WEST CPZ, OXFORD

Summary of Objections/Comments

No.	Objector	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	A resident of Granville Court, Cheney Lane	Supports the proposal to not implement the 24-hour parking limit in Cheney Lane	Noted
2.	A resident of Granville Court, Cheney Lane	<p>Supports the proposal to not implement the 24-hour parking limit in Cheney Lane but considers that uncontrolled parking is not the correct decision either.</p> <p>Requests residents permit parking at the lower end of Cheney Lane so that residents have a greater chance of parking nearer their homes</p>	<p>Noted</p> <p>This suggestion would need to be carefully considered and designed, and then consultation undertaken to assess whether there were any objections. Unfortunately the resources to do this (nor implement any agreed solution) are not currently available</p>
3.	A resident of Granville Court, Cheney Lane	<p>Supports the proposal to not implement the 24-hour parking limit in Cheney Lane as this would have been inconvenient for residents and their visitors.</p> <p>Requests residents permit parking at the lower end of Cheney Lane so that residents have a greater chance of parking nearer their homes and there is better control of the parking.</p>	<p>Noted</p> <p>This suggestion would need to be carefully considered and designed, and then consultation undertaken to assess whether there were any objections. Unfortunately the resources to do this (nor implement any agreed solution) are not currently available</p>

4.	Two residents of Granville Court, Cheney Lane	Support the 24-hour parking restriction as originally proposed.	Noted
5.	A Director, Granville Court Residents Company, Cheney Lane	<p>Supports the proposal to not implement the 24-hour parking limit in Cheney Lane as this would have been inconvenient for residents and their visitors.</p> <p>Notes that there is growing pressure on parking in Cheney Lane and that at times the private parking in Granville Court is used by students and other using the Brookes facilities</p> <p>Requests residents permit parking at the lower end of Cheney Lane so that residents have a greater chance of parking nearer their homes and there is better control of the parking.</p>	<p>Noted</p> <p>Officers have observed that there Cheney Lane is heavily parked, especially during the day</p> <p>This suggestion would need to be carefully considered and designed, and then consultation undertaken to assess whether there were any objections. Unfortunately the resources to do this (nor implement any agreed solution) are not currently available</p>
6.	Edgars Limited (planning consultants) on behalf of the owners of Dairy Lodge, Headington Hill	<p>Object to the proposal not to continue with the approved proposal for the 24-hour parking limit on the grounds that the imposition of the restrictions is desirable in terms of:</p> <ul style="list-style-type: none"> (a) highway safety (b) allowing a much needed parking resource to residents and their visitors (c) helping meet the Council's strategy to encourage a less dependent resident and working population (d) enabling the provision of three small units of accommodation in a sustainable location <p>Also considers that there is no evidence that the approved restrictions in Cheney Lane would affect in the Divinity Road area as it is a considerable distance away.</p>	<p>It is accepted that the 24-hour restriction would deliver the points the points listed.</p> <p>However surveys have shown a significant level of ongoing overnight parking which would be expected to displace into the Divinity Road area which already suffers from significant overparking, a situation that will only be resolved by the introduction of the Divinity Road CPZ</p>

7.	The Traffic Group of DRARA	<p>Strongly support the proposal to not implement the 24-hour parking limit in Cheney and Warneford Lanes.</p> <p>Convinced that if the approved proposal had been implemented then unchecked Brookes and hospital parking would have overspilled into the Divinity Road area with serious consequences.</p> <p>Supports the County Councils proposals for a CPZ in the Divinity Road area and would support similar controls in Cheney and Warneford Lanes if introduced at the same time.</p>	<p>Noted</p> <p>Surveys have shown a significant level of ongoing overnight parking which would be expected to displace into the Divinity Road area.</p> <p>Support for the implementation of the Divinity Road CPZ is welcomed.</p>
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