

CABINET MEMBER FOR TRANSPORT – 21 OCTOBER 2010

HEADINGTON WEST CONTROLLED PARKING ZONE REVIEW

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

Introduction

1. On 19 September 2006 Oxfordshire County Council's Cabinet considered a report on the introduction of Charges for Residents' and Residents' Visitors' Permits. Part of the resolution from that meeting was to draw up a programme of regular reviews for Oxford Controlled Parking Zones generally. This report details the review of the above Zone, which has been carried out as a consequence of that Cabinet resolution.

Background

2. A Controlled Parking Zone (CPZ) has been in existence in Headington West since the current Traffic Regulation Order (TRO) came into force in March 2000. The Order created 2 separate zones with differing hours of operation in the northern part of the zone (HA) to the southern part of the zone (HB); permits are also zone specific. Since 2000 only minor variations to the TRO have been made, principally to allow for charging for permits and to exclude new residential development in the zone from entitlement to parking permits in accordance with planning consents. The 2000 Order introduced measures to address the problems associated with Oxford United FC supporters parking in the vicinity of the old Manor Ground. Oxford United FC has since moved to their new Kassam Stadium in Greater Leys and the CPZ has never been reviewed.
3. The main aims of a CPZ are to:
 - Tackle congestion by removing parking places available to commuters who park in the area, either near to their work or to access other forms of transport for onward travel.
 - Deliver accessibility by protecting accessways, junctions and narrow streets from inappropriately parked vehicles.
 - Prioritise the remaining parking places for residents or short term visitors to residents or businesses in the area.

The Review Process

4. Officers reviewed the existing parking arrangements by carrying out daytime and night-time parking surveys, as well as on site measurements and an informal consultation which sought residents' views on the existing scheme by distributing questionnaires to all properties within the existing zone. Copies of the letter and questionnaire are contained within background Document A which can be found in the Members' Resource Centre. Before the Informal Consultation, a meeting was arranged for local members from both Oxfordshire County Council and Oxford City Council to discuss the above issues and find out any additional information that would be useful to the review process

Informal Consultation Period (11 December 2009 – 8 January 2010)

5. The informal consultation asked residents how the existing CPZ could be improved and opinions invited on the following issues:
 - (i) Their preferred hours of operation of the parking controls in their part of the zone.
 - (ii) Whether or not Permit Holders should be exempt from the time limit in the short-stay parking places throughout the zone.
 - (iii) Whether the number of residents' parking permits issued should be restricted to a maximum of two permits per household.
6. In total 222 responses were received during the informal consultation, and a full analysis of these can be found in the Members' Resource Centre with background Document A. From the results it was clear that the hours of operation within the permit holders' parking bays in the northern half of the zone (HA) should remain operational 24 hours, 7 days of the week to keep out extraneous traffic so close to the John Radcliffe Hospital. In the southern half of the zone (HB) the major traffic generator is Brookes University which operates daytime only Monday to Friday and therefore the general responses for this part of the zone was that the hours of operation should not be extended to cover evenings and Sundays - 55% of those that responded favoured this option. Similarly there was support for making Permit Holders exempt from the time limit in the 2 hour parking places a total of only 53% in zone HA but in zone HB it was much higher at 77% that favoured or did not mind this proposal.
7. There was no overall consensus of opinion regarding permit restraint in zone HA, but a majority in HB did favour this option. However, further analysis of the number of permits on issue has been carried out and this showed that a total of only 5 properties had in excess of 2 permits issued to them. Consequently it is not felt that introducing permit restraint at this juncture would have any significant benefit and so has not been pursued.

Formal Proposals

8. The initial scheme design in 2000 had done much to maximise the amount of on-street parking while maintaining accessibility throughout the area. However, it was felt by officers that some extra parking space could be created by rearranging some of the existing restrictions and improving the parking layout in some of the roads. The revised controls and parking layout would also take into account new access requirement as well as protecting those fire hydrants that are located within the carriageway. Additionally, an amount of extra parking could be made available to residents or their visitors in Cheney Lane and Warneford Lane through the introduction of a 24 hour limited waiting parking control with no return within 8 hours, which will prevent vehicles being left parked indefinitely along those roads.

Formal Consultation Period (17 June 2010 – 16 July 2010)

9. A consultation pack was sent to each of the 1400 properties within the existing CPZ. Information was also sent to 19 formal consultees and documents placed on deposit for public inspection at the Central Library, Headington Library, County Hall and Speedwell House. Street notices were placed in every road within the zone for the duration of the consultation period and a public notice published in the Oxford Times on 17 June. Copies of the consultation pack and deposit documents are contained within Document B, which is available in the Members' Resource Centre. Details of the proposed changes on a street by street basis are set out at Annex 1.
10. 14 responses were received during the formal consultation period. These have been summarized together with officer comments at Annex 2. Copies of the letters of comment are contained within Document C which is available in the Members' Resource Centre. The only formal consultee to respond was Thames Valley Police who state that they have no objections to the proposal. However, they did request that there should be some clarification in the proposed Order regarding the existing 'no entry prohibition' to clarify which of the two junctions of Grays Road with Gipsy Lane that the ban on motorised traffic applied; it has now been clarified that there are no proposed changes here. The main areas of concern from other respondents are discussed below.

Barrington Close

11. Three comments were received from the residents of Barrington Close. The first one simply requested further confirmation of the proposals. The other two stated that they would like the hours of restriction increased to 7am to 7pm Monday to Saturday (rather than the proposed alternatives of 9am to 5pm Monday to Friday or 8am to 6.30pm Monday to Saturday) due to concerns of possible displaced parking resulting from the 'Highfield Area' Traffic Management Scheme.

12. In response, the hours of restriction are being standardised across each part of the whole Zone, which will be easier for everyone to understand and aid enforcement. Therefore it is not desirable to have differing hours of restriction in this Close. The above Traffic Management Scheme has been put 'on hold', however should it go ahead the situation will be monitored.

Cheney Lane

13. The Residents' Association of Granville Court objected to the proposal that the current unrestricted parking along Cheney Lane be restricted to 24 hour parking, with no return within 8 hours. They ask that the length adjacent to Granville Court become a residents parking area, possibly with 2 hour 'shared use' parking.
14. In response to this it is noted that all 52 of the Granville Court flats have their own garages, and the site has some additional parking. The proposed restriction on Cheney Lane will mean that vehicles could not be left there indefinitely, which would free up parking space. It is not felt that the concerns will be realised, however the situation will be monitored and action taken if appropriate.

Franklin Road

15. The Bursar of Rye St Antony School has written to request the provision of 30 minute parking bays for dropping off and collecting pupils on Franklin Road. Separately, a parent of a pupil attending Rye St Antony's School has written to request extending the existing 2-hour parking on the opposite side of the road to the properties and allowing residents' permit holders and their visitors an exemption from the time limit on those limited waiting parking bays.
16. The need for additional short-term parking was not raised as an issue during the informal consultation stage and has not been taken into account in the formal proposals. It is therefore proposed that no further action be taken at this time.

Conclusion

17. The response to the informal and formal consultation indicated a good level of support for the proposed changes in this zone. The proposals do introduce a greater degree of flexibility for non-permit holders as well as for residents. This has been achieved by introducing more general public parking spaces and exempting permit holders from some 2 hour parking places. The conversion of the existing lengths of uncontrolled parking in Cheney Lane into 24 hours limited waiting parking places will prevent their long-term occupancy and open up a much needed parking resource to residents and visitors.

How the Project Supports LTP2 Objectives

18. These proposals are in line with the LTP objective of improving the street environment and reducing traffic congestion on the principal radial routes through the reduction of longer term on-street parking provision.

Financial Implications (including Revenue)

19. The cost of implementing this review is estimated to be around £35,000, including an allowance towards upgrading signs and lines to the current national standards which will put additional pressure on the parking account.

RECOMMENDATIONS

The Cabinet Member for Transport is RECOMMENDED to:

- (a) **approve the making of The Oxfordshire County Council (Headington-West) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 20**;**
- (b) **authorise the Deputy Director for Environment & Economy Head of Highways & Transport to agree any further non-substantial variations he considers appropriate subject to him consulting the Cabinet Member for Transport on any material variation and undertaking any further consultation which he may consider appropriate.**

STEVE HOWELL

Deputy Director of Environment & Economy
Highways & Transport

Background papers: Document A, containing covering letter and questionnaire associated with the Informal Consultation, together with an analyses of the results;

Document B, containing a copy the consultation pack and deposit documents associated with the Formal Consultation;

Document C, containing emails and letters of comment associated with the Formal Consultation.

All the above are located in the Member's Resource Centre.

Contact Officers: Peter Egawhary, Tel 01865 815857
Dean Gildea, Tel 01865 815724

September 2010

ANNEX 1**HEADINGTON WEST CPZ REVIEW
Summary of Proposed Changes**

Certain lengths of permit holder parking bays have been shortened in Barrington Close, Grays Road, Sandfield Road, Staunton Road and Valentia Road to take into account new access arrangements, in some cases, following rekerbing work undertaken in the past by the Oxford City Council. Locations where short-term waiting would be beneficial were identified in the preliminary street surveys, such as, outside flats, local shops and schools. In Woodlands Road, Grays Road and Latimer Road 1 hour limited waiting parking is proposed along a short length in each road.

In the resident's parking Zone HA additional 2-hours general public limited waiting parking spaces have been introduced in Woodlands Road to take into account parking needs in this area particularly for visitors to the flats in Beech Place and resident's of Woodlands Close where the on-street parking provision is very limited due to the narrow width of the close.

In the resident's parking Zone HB the hours of operation are being shortened to take into account public comment during the preliminary informal consultation carried out with residents. It is now proposed that the new hours of operation for all permit holder parking bays within roads in zone B will operate between the hours of 9 a.m. and 5.30 p.m.; Mondays – Fridays. Additionally, it is proposed to allow resident's unlimited waiting in the 2 hours general public limited waiting parking spaces within Zone HB which will continue to operate between the hours of 8 a.m. and 6.30 p.m.; Mondays – Saturdays.

ZONE A

Beech Road	Bay swapped to other side away from mature trees and extended.
Fortnam Close	No change.
Franklin Road	No change apart from reduction of period of operation for the Public Service Vehicles' parking place.
Headington Road	No change.
Headley Way	No change.
Horwood Close	No change.
London Road	No change.
Sandfield Road	Some of the longer bays have been shortened and marked out to protect accessways.
Staunton Road	Some of the longer bays have been shortened and marked out to protect accessways.
Woodlands Close	No change.
Woodlands Road	Additional 'short-stay' 1-hr and 2-hr general public parking places.

ZONE B

Acland Close	No change.
All Saints Road	No change.
Barrington Close	Some of the longer bays have been shortened and marked out to protect accessways.
Bickerton Road	No change apart from the introduction of 2-Hr shared-use parking bay on the eastern side at the Old Road end.
Brookside	Introduction of 2-Hr shared-use parking places at north-western end. Permit Holder's Only parking bay outside No. 15 has been shortened.
Cardwell Crescent	No change.
Cheney Lane	Parking places without a time limit changed to 24 hour parking spaces with no return within 8 hours. The central section of parking is to be moved from the north to the south side.
Divinity Road	No change.
Demesne Furze	No change.
Finch Close	Additional Permit Holder's Only on-street parking place.
Gipsy Lane	No change.
Grays Road	Some of the longer bays have been shortened to protect accessways and the introduction of a 1-Hr parking bay outside local shops.
Harcourt Terrace	No change.
Highfield Avenue	Reduction in hours of operation. 2-Hr parking outside nos 19 and 21 on west side has been moved to the top of the road at the southern end and turned into 2-Hr shared-use.
Latimer Grange	No change.
Latimer Road	Increase in availability for visitor parking places and the introduction of a 1-Hr parking bay and the introduction of 2-Hr shared-use parking places at north-western end.
Mileway Gardens	No change.
Old Road	Waiting restrictions period of operation reduced to 6.30pm
Roosevelt Drive	Waiting restrictions extended from Old Road southwards and westwards to Boundary Brook
Skene Close	No change.
Stapleton Road	No change apart from the introduction of 2-Hr shared-use parking bay on the western side at the Old Road end.
Stonor Place	No change.
Valentia Road	Some of the longer bays have been shortened and marked out to protect accessways.
Warneford Lane	Parking places without a time limit changed to 24 hour parking spaces with no return within 8 hours. Bays on the south-eastern side individually marked out and accessways protected.

HEADINGTON WEST CPZ REVIEW
Summary of Public Comments

No.	Consultee	Location of change	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1	Thames Valley Police	Various	No objections to the proposals. However the draft Order is not clear as to which end of Grays Road that entry is prohibited from Gypsy Lane – Which is referred to as ‘Gypsy Road’ in the Order.	The Order has been amended accordingly.
2	A Barrington Close Resident	Barrington Close	Requested further confirmation of proposals	Confirmation provided
3	Two Barrington Close residents	Barrington Close	Would like the hours of restriction increased to 7am to 7pm Monday to Saturday due to concerns of possible displaced parking from the adjacent Zone resulting from the proposed ‘Highfield Area’ Traffic Management Scheme.	The hours of restriction are being standardised across the whole Zone, which will be easier for everyone to understand and aid enforcement. Therefore it is not desirable to have differing hours of restriction in this Close. The Traffic Management Scheme referred to has been put on hold, however should it be implemented its effects will be monitored.
4	Oxford Essential	Beech Road	Supports moving the residents parking bay currently beneath a tree to the other side of the road, but due regard needs to be given to no. 13’s access requirements.	Support noted, and adequate allowance has been given in the proposed design for access requirements.
5	Granville Court Residents’ Association	Cheney Lane	They object to the entire length of Cheney Lane being restricted to 24 hour parking, with no return within 8 hours. Would like the length adjacent to Granville Court to be a residents parking area, but possibly with 2 hour ‘shared use’ parking. However, would not like this length to be left unrestricted if the restriction on the rest of Cheney Lane goes ahead.	All 52 of the Granville Court flats have their own garages, and the site has some additional parking. The 24 hour parking restriction on Cheney Lane would mean that vehicles could not be left there indefinitely, which would free up parking space. There are sufficient reasons to justify imposing the 24 hour parking restriction on Cheney Lane, however I will commit to carrying out further formal consultation regarding making the length adjacent to Granville Court a residents parking bay if the

CMDT4

				residents do experience a problem.
6	A resident of Cheney Lane	Cheney Lane	'Objects' to a 2 hour parking restriction in parts of Cheney Lane.	This is not part of these proposals. Obviously confusion has arisen following discussions with the above Residents Association.
	Rye St Anthony School	Franklin Road	Requests the provision of 30 minute parking bays for dropping off/collecting children.	Parents can temporarily stop on the double yellow lines for the purposes of 'unloading/loading'.
8	A Stapleton Road resident	Franklin Road	Requests the provision of more short stay parking for dropping off/collecting children.	As above.
9	Grays Road Stores	Grays Road	Had misunderstood the proposals to mean that traffic would be prohibited from entering the northern end of Grays Road from Gypsy Lane.	It was explained that this was not being proposed, and that the restriction in question was that already in place at the other end of Grays Road. The consultee was happy with this explanation.
10	A Highfield Avenue resident	Highfield Avenue	Supports the proposal to move the 2 hour parking space from outside nos. 19 & 20 to the top end of the road. Also points out that the traffic signs need changing	Noted.
11	Five Highfield Avenue residents	Highfield Avenue	Support all the proposals, particularly the re-positioning of the above 2 hour parking bay	Noted
12	A Latimer Road resident	Latimer Road	Is of the view that the parking at the NW end makes getting in/out of the junction difficult.	The proposed new lay-out is in accordance with current design & safety standards.
13	A Woodlands Road resident	Old Road	Supports the proposed changes. They also attached a letter concerning the speed limit on Old Road	Support noted. Letter regarding the speed limit forwarded to the relevant Officer for attention.
14	A Woodlands Road resident	Woodlands Road	Minicab drivers park in the residents parking bays and cause a nuisance. Creating short-term parking bays within the Road will 'legalise' this problem.	This issue has been referred to my Civil Enforcement Manager for attention. Comment was made at the informal consultation stage that residents and visitors found it difficult to find parking spaces. Creation of short-term parking spaces, and correct enforcement of the use of the residents bays should help alleviate these problems.