

Divisions affected: *Marston & Northway*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

OXFORD: MARSTON NORTH AREA – AMENDMENT TO CPZ ORDER

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is RECOMMENDED to approve as advertised:
 - a) the proposed amendment to the times of operation of the CPZ restrictions in Horseman Close, Dents Close, Clays Close and Jessops Close.
 - b) Parking in Elms Drive to be available only to residents of the road and their visitors and in accordance with the CPZ order.

Executive summary

2. This report presents responses received to a statutory consultation on proposed revisions to the CPZ order which were approved at the Cabinet Member Decision meeting on 17 December 2020 but were unfortunately omitted in error from the order made on 1 March 2021. The current proposals, if approved, will reflect the CPZ signing already in place at Horseman Close, Dents Close, Clays Close and Jessops Close. The proposals also clarify that given the existing access only restriction at Elms Drive, only residents of Elms Drive and their visitors are permitted to park in the road and in accordance with the CPZ order.

Financial Implications

3. Funding for consultation on the proposals has been provided by the Oxfordshire County Council revenue budget.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 25 March and 16 April 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, Old Marston Parish Council, local County Councillors and local Oxford City Councillors. Additionally, letters were sent directly to approximately 165 properties in the immediate vicinity.
7. Four responses were received during the formal consultation. Two raised concerns, with one objection and non-objection also received. The responses are shown at Annex 1 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object.
9. One member of the public, a resident of Jessops Close, objected on the grounds that the revision to the scheme as approved by the Cabinet Member for Environment at the Delegated Decision meeting on 17 December 2020 failed to take account of the specific character of Horseman Close, Clays Close and Jessops Close given the limited road widths and that their residents would be better served by the CPZ restrictions allowing resident and visitor permit holders only at all times as proposed in the formal consultation on the scheme in 2020. Noting the above, the decision of the Cabinet Member on 17 December took account of the range of views of residents of these roads and that the operation of the approved scheme will be monitored.
10. The two concerns noted that the consultation in respect of Horseman Close, Dents Close, Clays Close and Jessops Close was retrospective with one also raising concerns about the need for CPZ restrictions. One of the responses also made suggestions on providing a safe cycle link using Elms Drive, with a point closure and traffic calming measures to further facilitate safety. While this suggestion is beyond the scope of the proposals it will be considered by officers reviewing provision for pedal cyclists.

BILL COTTON
Corporate Director, Environment and Place

Annexes Annex 1: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Jim Whiting 07584 581187

May 2021

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Local Resident, (Jessops Close, Oxford)	<p>Object – My major objection to the Notice is that it fails to recognize the special utility and service nature of the roads Jessops Close and Clays Close that make it unfeasible to support non-residential parking, for the following reasons:</p> <ul style="list-style-type: none"> • These roads serve to provide access to garages at the rear of properties and are too narrow to support on-street parking that avoids interfering with garage access and ' resident traffic flow, and without overlapping of the footpaths (not permitted under parking restrictions of the CPZ). • These roads must provide permanent emergency access for maintaining the electrical sub-station (on Jessops Cl) and the waste-water pumping station (on Clays Cl) that serve the whole neighbourhood. The clear signage to this effect, needs reinforcing by prohibiting non-residential on-street parking. • The restricted road space requires that turning-bays on both roads also remain free from non-resident parking, as must the access to the busy but narrow public path and cycle route from the bottom of Clays Close that leads to Boars Lane for the Old Marston bus-stops, children's play-areas and local schools. <p>I hope that a comprehensive view of how to fulfil the Statement of Reasons in terms of ease of traffic access and considerations of public safety can convince the Council that, as distinct from Horseman's Close, Jessops Close and Clays Close are far better served by being restored to the status of parking for residents and visitors only.</p>
(3) Local Resident, (Horseman Close, Oxford)	<p>Concerns – The proposed amendments regarding the CPZ in Horseman Close are already in place i.e. 9am to 5.00pm Monday to Friday. This was brought in despite the residents of Horseman Close, Clays Close, Jessops Close and Dents Close residents voting 31 to 3 against the proposals and it would appear that no one from Dents Close for whatever reason did not vote. Could you therefore please explain what these new amendments will change as at the</p>

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	<p>moment I cannot see what is changing</p>
<p>(4) Local Resident, (Horseman Close, Oxford)</p>	<p>Concerns – The proposed amendment to Horseman Close, Dents Close, Clays Close and Jessops Close has already been implemented so is retrospective. I think the concerns over commuter parking have been rather overstated as firstly we do not have any problem, and secondly with more people likely to work from home in the future it is unlikely to increase.</p> <p>The issues in Elms Drive could be addressed by blocking off the Marsh Lane end. This is in keeping with the Councils current creation of LTN's being rolled out as in Cowley area. It would therefore</p> <ul style="list-style-type: none">- stop the road being used as a "rat run".- resident parking restrictions would not need to be changed and could remain in alignment with the rest of the zone as now.- the current cycle track ends at the start of Elms Drive on Marsh Lane so cyclists should turn right and use the road to access the Swan School when it opens. An additional safety measure of traffic calming at the bend in the road might be considered. The reduction in traffic would make it safer for them and is in line with the policy of encouraging cycling and walking. <p>The footpath along Marsh Lane after Elms Drive, is being used by cyclists. It was never widened and continued to join up with the next length of cycle track. It is a hazard especially for elderly people, or parents with young children, as you cannot hear cyclists approaching from behind. The above changes to traffic arrangements would help in this respect if it was sign posted properly.</p>