

CABINET MEMBER FOR TRANSPORT – 25 MARCH 2010

PROPOSED PARKING RESTRICTIONS WATERWAYS ESTATE, OXFORD

Report by Head of Transport

Introduction

1. This report considers comments and objections received to a formal advertisement and statutory consultation to introduce parking restrictions in the Waterways Estate, north Oxford

Background

2. The Waterways Estate has been developed by Berkeley Homes on the former Unipart/Oxford Automotive Components site off Woodstock Road north of Frenchay Road.
3. There are around 550 residential units throughout the Estate which straddles the Oxford Canal. Roads on the west side of the canal were adopted several years ago but those to the east, including the principal access road (Elizabeth Jennings Way) and the new bridge over the canal, are still awaiting completion of formal adoption to become public highway.
4. In order to secure clear access during and after construction, Berkeley Homes introduced informal no waiting (double yellow lines) along much of Elizabeth Jennings Way, although a short section near the junction with Woodstock Road was left uncontrolled. Local Councillors, the Waterways Management Company and Residents Association as well as individual residents have been requesting that action be taken to ensure that these informal restrictions are retained once adoption occurs, and to deal with other localised parking problems.
5. In 2008/9, following formal consultation to which there were no objections, 'No Waiting at any time' restrictions were introduced on part of the secondary access (Frenchay Road) where commuter parking was occurring at that bridge across the canal causing danger to vehicles.
6. During 2009 officers worked with the local Councillors, Management Company and Residents Association to develop draft proposals to manage parking on other parts of the Estate.

Formal Consultation

7. Formal consultation on the proposals for parking restrictions, mostly 'No Waiting at any time' with two sections of 3-hour parking on Elizabeth Jennings Way, took place in February 2010. These restrictions would not be introduced until the remaining roads in the Estate are adopted as public highway.
8. Letters and plans were sent to all properties in the Estate and notices explaining the proposals were placed adjacent to the sites and in the local newspaper. Information was also sent to local Councillors, the emergency services and other formal consultees. A copy of the public notice and other legal documents, which were placed on deposit at Summertown Library and at County Hall, are available for inspection in the Members' Resource Centre.
9. In total, 24 letters or e-mails were received in response to the advertised proposals. A précis of these, together with the observations of the Head of Transport is attached at Annex 1. Copies of all these communications are available in the Members' Resource Centre.
10. Thames Valley Police and the Fire and Rescue Service have no objections; no other formal consultee has responded
11. Around half of the objections from residents concern the proposed 3-hour parking bays on Elizabeth Jennings Way. The bay nearest to the Woodstock Road junction was proposed to replicate (albeit further from the junction) the existing gap in the informal double yellow lines. The other bay was proposed to introduce an element of traffic calming along this stretch of Elizabeth Jennings Way. Given the level of objection it is suggested that neither of these bays be introduced and the whole of this section of road be 'No Waiting at any time', as is currently marked.
12. Other objections relate to the proposed introduction of a short section of 'No waiting at any time' on a spur of Lark Hill leading to an emergency access link to Rackham Place. The objectors claim that the ability to park here is essential as there is not enough parking for visitors in the area. Clearly it is essential that emergency access should be retained and 'No Waiting at any time' restrictions applied to ensure this. However, having reviewed the situation in the light of the objections it has been found that the length of the restriction can be slightly reduced whilst still retaining access for fire appliances, thus retaining some of the current parking.
13. Some residents requested additional restrictions. Where they are on roads to be adopted these will be examined separately and if considered appropriate will be subject to formal consultation in the usual way. However, a number involve roads that are not scheduled for adoption. Whilst it is possible for the County Council to introduce enforceable restrictions on such roads with the landowners consent, there are few precedents for this and so it will need careful investigation before any decision is made to proceed with any formal consultation on proposed restrictions.

Conclusions

14. With the amendments set out in paragraphs 11 and 12 above, these proposals will significantly improve the parking situation in the Waterways Estate once the roads are adopted. The matters referred to in paragraph 13 will be subject to further investigation and consultation as appropriate.

How the Project Supports LTP2 Objectives

15. The proposals described in this report comply with the LTP2 objectives of Tackling Congestion (encouraging development that minimises congestion) and improving the Street Environment (better management of parking).

Financial Implications (including Revenue)

16. Funding for the costs of implementing the proposals described in this report, estimated to be around £2000 (including advertising) will be met from developer funding for this site.

RECOMMENDATION

17. **The Cabinet Member for Transport is RECOMMENDED to approve the introduction of parking restrictions in the Waterways Estate, North Oxford as advertised and amended as described in this report.**

STEVE HOWELL
Head of Transport
Environment & Economy

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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March 2010

PROPOSED PARKING RESTRICTIONS - WATERWAYS ESTATE, OXFORD
Summary of Public Comments

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Thames Valley Police	No objection	Noted
2.	Fire and Rescue	No adverse comments	Noted
3.	A resident, Clearwater Place	<p>Objects to proposed parking place on Elizabeth Jennings Way near junction with Woodstock Road as it will block free movement for vehicles entering the Estate and cause danger to traffic</p> <p>Objects to proposed parking place on Elizabeth Jennings Way near junction with Lark Hill as it will inhibit free movement of traffic and its traffic calming effect is not required</p> <p>Supports other proposals</p>	<p>This proposed 3-hour parking bay was intended to replicate the existing gap in the informal double yellow lines, albeit further from the junction to improve vehicle flows. However given the level of concern, including from the management of the adjacent flats, it is proposed to replace this bay with 'No Waiting at any time'</p> <p>This proposed 3-hour parking bay was intended to introduce an element of traffic calming along this stretch of Elizabeth Jennings Way. Given the level of concern and objection it is proposed to replace this bay with 'No Waiting at any time'</p> <p>Noted.</p>
4.	Two residents of Clearwater Place	Object to any new restrictions as they are an unnecessary expense and hamper rather than assist the UK economy. The proposals are in response to a minority of residents and do not represent the views of the majority	Noted.
5.	A resident, Clearwater Place	Thinks the initiative will much improve the situation Asks for additional restrictions on Elizabeth Jennings Way where the cycle link from Bainton Road emerges	Noted This request will be investigated separately

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6.	A resident, Clearwater Place	<p>Welcomes the proposals, particularly the proposed changes to parking near the Woodstock Road junction</p> <p>Requests additional restrictions on Clearwater Place particularly to protect users of the kindergarten</p>	<p>Noted</p> <p>Clearwater Place is not intended for adoption. The County Council can only introduce restrictions on private roads with the consent of the landowner. This matter will be considered separately</p>
7.	Two residents, Complins Close	<p>Generally support the proposals, particularly the proposed parking bays on Elizabeth Jennings Way and the parking restrictions on the canal bridge</p> <p>Request additional no waiting restrictions on Complins Close and Clearwater Place</p>	<p>Noted</p> <p>Complins Close and Clearwater Place are not intended for adoption. The County Council can only introduce restrictions on private roads with the consent of the landowner. This matter will be considered separately</p>
8.	Two residents, Complins Close	<p>Object to proposed parking bay on Elizabeth Jennings Way near the junction with Woodstock Road as this is dangerous and restricts traffic flow</p> <p>Object to proposals for parking restrictions on canal bridge – parking should be allowed on one side only</p>	<p>See 3 above</p>
9.	A resident, Elizabeth Jennings Way	<p>Requests additional restrictions on Elizabeth Jennings Way where the cycle link from Bainton Road emerges</p>	<p>See 5 above</p>
10.	A resident, Elizabeth Jennings Way	<p>Suggests that proposed parking bay on Elizabeth Jennings Way near the junction with Woodstock Road be moved further away from junction and be available for resident with permits.</p> <p>Requests that if parking bays are implemented on Elizabeth Jennings way then existing traffic calming rumble strips be removed</p>	<p>See 3 above</p>
11.	A resident, Elizabeth	<p>Objects to proposed parking places on Elizabeth Jennings Way near junction with Woodstock Road</p>	<p>See 3 above</p>

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	Jennings Way	and near junction with Lark Hill as they are unnecessary and will spoil the views of surrounding green spaces	
12.	A resident, Elizabeth Jennings Way (also Director of Woodstock Lodge Management Company)	Objects to proposed parking bay on Elizabeth Jennings Way near the junction with Woodstock Road as it causes difficulties for vehicles egressing the Woodstock Lodge car park, parking by large vehicles obstructs visibility, and there are dangers for residents crossing the road.	See 3 above
13.	Two residents of Elizabeth Jennings Way	Objects to proposed parking place on Elizabeth Jennings Way near junction with Woodstock Road as there is no room for queuing traffic at busy times and this has led to accidents, there is no need for three-hour parking, and the spaces will be used at the weekend by those fishing illegally in the Estate lake	See 3 above
14.	Two residents of Elizabeth Jennings Way	Objects to proposed parking places on Elizabeth Jennings Way near junction with Woodstock Road and near junction with Lark Hill on the grounds of safety and practicality	See 3 above
15.	A resident, Frenchay Road	Requests additional parking restrictions on Frenchay Road which is the nearest uncontrolled parking to the City Centre and so has commuter parking problems leading to access difficulties	This request will be investigated separately
16.	A resident, Lark Hill	Welcomes the majority of the proposals but objects strongly to the proposed parking restrictions on Lark Hill near the junction with Rackham Place. Parking here is necessary as the houses in Lark Hill have insufficient spaces for visitors and does not obstruct emergency access as that is available from	It is considered that emergency access should be retained at the point and 'No Waiting at any time' restrictions applied to ensure this. However, in the light of this objection the length of the restriction will be reduced slightly to maximise parking whilst still retaining access for fire appliances.

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		Rackham Place	
17.	Two residents, Lark Hill	Object to the proposed parking restrictions on Lark Hill near the junction with Rackham Place. Parking here is necessary as the houses in Lark Hill have insufficient spaces for visitors and removing this parking will make a difficult situation even worse	See 16 above
18.	Two residents, Lark Hill	Support the proposals but concerned that this will lead to displacement into part of Lark Hill designed as a passing place. Request the introduction of additional restrictions on Lark Hill to keep passing place free from parked cars.	This request will be investigated separately
19.	A resident, Stone Meadow	Objects to proposed parking place on Elizabeth Jennings Way near junction with Woodstock Road as it is too close to the junction to be safe, would encourage non-residents to park, and is unnecessary as residents of Woodstock Lodge have an adequate car park. Objects to proposed parking place on Elizabeth Jennings Way near the junction with Lark Hill as it is unsafe being on a bend, creates a blind spot, and will require vehicles and cyclists to weave to get round the two parking areas	See 3 above
20.	A resident, Stone Meadow	In favour of proposals but requests additional restrictions on Elizabeth Jennings Way beyond the junction with Complins Close	See 7 above
21.	A resident, Stone Meadow	Concerned about proposed parking bay on Elizabeth Jennings Way near junction with Woodstock Road as this will restrict access in/out of the Estate with vehicles backing up onto Woodstock Road	See 3 above
22.	A resident, Stone	Objects to proposed parking place on Elizabeth Jennings Way near junction with Woodstock Road	See 3 above

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	Meadow	as it is too close to the junction to be safe, would encourage non-residents to park, and is unnecessary as residents of Woodstock Lodge have an adequate car park which is underused. Objects to proposed parking place on Elizabeth Jennings Way near the junction with Lark Hill as it is dangerous and unnecessary.	
23.	A resident, Stone Meadow	Welcomes the proposed restrictions on the canal bridge and at Ryder/Rackham Place. Objects to the proposed parking places on Elizabeth Jennings Way near junction with Woodstock Road and near junction with Lark Hill as they are will cause congestion and are unnecessary as adjacent flats have adequate parking	Noted See 3 above