

Division(s): Marston and Northway
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## **CABINET MEMBER FOR ENVIRONMENT – 2 MARCH 2017**

### **PROPOSED WAITING RESTRICTIONS WESTLANDS DRIVE OXFORD**

#### **Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents an objection and comments received in the course of the statutory consultation on proposals to introduce waiting restrictions in Westlands Drive, Oxford as part of the Northway and Marston Flood Alleviation scheme being delivered by Oxford City Council.

#### **Background**

2. A consultation was carried out in 2016 on the construction of a road hump in Westlands Drive and also one in the adjacent services road to reduce the risk of flooding in the Northway and Marston area by diverting flood water into the flood storage area that will be installed on the Northway Community Field. As part of this scheme, it is now also proposed to provide double yellow line restrictions (i.e. no waiting at any time) on both sides of the road humps as shown in **Annex 1**. This will lead to the loss of approximately four parking spaces where waiting is currently permitted.

#### **Consultation**

3. The proposal requires an amendment to the relevant Traffic Regulation Order and, accordingly, a formal consultation was carried out between 12 January and 10 February 2017, comprising the publishing of a notice in the newspaper, the provision of street notices, and letters being sent to properties adjacent to the proposal. The local member, and Oxford City Council, together with the police and other statutory consultees were also consulted. A dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals.
4. Two responses were received, copies of which are available for inspection in the Members' Resource Centre.
5. Thames Valley Police responded, expressing no objection to the proposal. One objection was received from a member of the public primarily on the grounds of the loss of the parking spaces, but concerns were also expressed over the lack of enforcement of the existing time limited parking spaces by the shops, and that the proposals for waiting restrictions should have been consulted on at the same time as the road humps. Additionally, this

respondent raised a concern that an incorrect road name had been referred to in the public notice.

### **Response to objections and concerns**

6. The objection relating to the loss of parking spaces is noted. The demand for parking in this area is variable, but observations show that typically the loss of the parking spaces will still leave enough parking opportunities to meet normal parking demand in the area.
7. The concern over the lack of enforcement of the waiting restrictions in the area has been referred to the Civil Enforcement Team for appropriate action. It is acknowledged that it would have been preferable to have included the proposed waiting restrictions in the earlier consultation on the road humps, but the need for the former had not been identified at that time.
8. Whilst the plan distributed to consultees incorrectly used the incorrect name for a road adjacent to the proposals, the Public Notice referred to the current road names, with the draft order noting that Elizabeth Place was formerly Redland Road. This confusion is unfortunate but it is not considered that this would have had any material effect on the consultation.

### **How the Project supports LTP4 Objectives**

9. The proposals will facilitate the safe movement of traffic following the construction of the road humps.

### **Financial and Staff Implications (including Revenue)**

10. Funding for the proposal is being delivered by Oxford City Council; the appraisal of the proposals and consultation has been undertaken by Communities officers as part of their normal duties.

### **RECOMMENDATION**





11. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposals as advertised.**

DIRECTOR FOR INFRASTRUCTURE DELIVERY

Background papers: Consultation responses

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February 2017

-  Proposed parking restrictions (double yellow lines) in place of current parking bay provision.
-  Existing parking restrictions (double yellow lines) to remain.
-  Existing parking bay provision to remain.
-  Approx. location of planned traffic calming feature (previously consulted on & approved)

