

Division(s): Isis, East Oxford

CABINET MEMBER FOR TRANSPORT – 22 MARCH 2012

OXFORD, MAGDALEN ROAD (NORTH) AND MAGDALEN ROAD (SOUTH) AREAS CONTROLLED PARKING ZONES

Report by Deputy Director for Environment & Economy (Highways & Transport)

Introduction

1. This report sets out the response to the formal consultation on the draft traffic regulation orders (TRO) for the proposed controlled parking zones (CPZ) for the Magdalen Road (North) and Magdalen Road (South) areas that took place from 26 January until 24 February 2012. Maps showing the areas covered by the proposals are at Annex 1. Taking the response and other factors into account, the report recommends that the proposals are approved subject to a number of minor modifications.

Policy Context and Background

2. The policy context for the CPZs being considered in this report is contained in the Oxford Area Strategy that forms part of the adopted third Local Transport Plan for Oxfordshire. The area strategy recognises the important role that CPZs can play in managing the overall level of peak hour traffic within the ring road and so helping to tackle congestion in the city.
3. Removing free on street car parking will help discourage people from driving into the area and causing the transport problems that result. Removing car trips from the transport network will help to make travel by sustainable alternatives more attractive and reliable. As well as helping to tackle existing transport problems in the area such as congestion and road safety, the proposed CPZ would help prevent further new development in the area from having a negative impact.
4. A parking survey of the two areas in 2008 showed that there were 279 non-resident vehicles parked for more than 4 hours – 199 in the Magdalen Road (North) area and 80 in the Magdalen Road (South) area. Of the total of 279 cars parked for more than 4 hours, 187 were parked for more than 6 hours.
5. More context and background can be found in the previous reports to the Transport Decisions Committee on 1 October 2009 and the Cabinet Member for Transport meeting on 25 March 2010.

Previous Consultation

6. The CPZ proposals for the Magdalen Road (North) and Magdalen Road (South) areas together are the same (apart from minor modifications) as those that were last advertised as the Magdalen Road zone during December 2009 and January 2010. On 25 March 2010, the County Council's Cabinet Member for Transport decided not to approve the plans for the whole Magdalen Road area CPZ (although it was decided that the Iffley Fields area would be removed) but instead instructed officers to re-advertise the plans split into two distinct areas. However, no further work was carried out due to cuts in Government funding.
7. Subsequently, developer funding accompanying planning permission granted in September 2011 for the expansion of the University of Oxford's Old Road campus has meant that work on the CPZs could be resumed. The full history of plans for CPZs in the Magdalen and Divinity Road areas can be found at Annex 2.

Formal Consultation 26 January to 24 February 2012

8. The draft TROs for the two Magdalen Road area CPZs were advertised from 26 January to 24 February 2012 (along with some minor changes to existing TROs to accommodate the proposed CPZs). Apart from some minor modifications (listed at Annex 3) the proposals are exactly the same as those advertised during December 2009 and January 2010. A total of 2176 letters were sent to addresses in the area explaining where to find out what was being proposed and how comments and objections could be made. These were accompanied in each case by a plan showing details of the proposed parking layout in the vicinity of the address in question. An example of the letter and parking layout plan can be seen in Background Document D.
9. Background Document D also lists the formal consultees who received details of the proposals. All relevant documentation detailing the proposals, including an online response form, was made available on the county council's eConsult system. The full draft TRO was on deposit at the Central and Cowley Libraries as well as at County Hall. Street notices were placed in every road within the zone and a notice placed in the Oxford Times on 26 January 2012. Copies are in Background Document D.

Response to Magdalen Road (North) area CPZ consultation 2012

10. In total, 159 responses to the Magdalen Road (North) area CPZ consultation were received from addresses within the Magdalen Road (North) area. This represents a 15% response rate from the 1055 letters sent out during the consultation. One hundred and sixteen

(73%) supported and 31 (19%) objected. The remaining 12 (8%) did not state clearly whether they supported or objected to the proposals.

11. A further 71 responses to the Magdalen Road (North) area CPZ consultation were received from outside of the Magdalen Road (North) area. Sixteen (23%) supported and 55 objected (77%).

Response to Magdalen Road (South) area CPZ consultation 2012

12. In total, 120 responses to the Magdalen Road (South) area CPZ consultation were received from addresses within the Magdalen Road (South) area. This represents a 10.6% response rate from the 1121 letters sent out during the consultation. Nineteen (16%) supported and 94 (78%) objected. The remaining 7 (6%) did not state clearly whether they supported or objected to the proposals.
13. A further 75 responses to the Magdalen Road (South) area CPZ consultation were received from outside of the Magdalen Road (South) area. Forty-one (55%) supported and 34 objected (45%).
14. In addition to responses from individual addresses, a number of stakeholders and local councillors responded to the two consultations. These were the East Oxford Forum of Residents' Associations, Oxford City Council, Oxford Brookes University, Oxford Pedestrians' Association and Oxford Bus Company. These are included in Background Document E along with officer comments where appropriate.
15. During the consultation, the relevant local county and city councillors organised meetings for local residents in each of the areas to allow open discussion and comment on the proposals. The notes of these meetings (taken by councillors in each case) are included in Background Document E. A meeting was also held of the Magdalen Road Traders and Residents' Association to discuss the plans. The notes from that meeting are also in Background Document E.
16. A 52 signature petition was received from the Mahasidda Buddhist group in the Magdalen Road (South) area objecting to the proposals. The petition was given the title "No to Magdalen Road CPZ".

Issues Arising from the Consultation

17. The main recurring objections to the proposals are summarised in Annex 4 – these are very similar to those raised at earlier consultation stages.
18. A number of responses received to the consultation did so largely on the basis of detailed design issues (e.g. lengths, locations and types of parking bays), rather than as a result of an overriding concern about

the principle of a CPZ. Some of these would be addressed by making minor modifications if the CPZ is approved for implementation. These minor modifications would need to be subject to local re-consultation.

Differences in levels of support between the two CPZ proposals

19. As set out in paragraphs 10 and 11, levels of support for a CPZ in the Magdalen Road (North) area are still high. Given this high level of support and the very large number of non-resident cars that park in the area, there is an extremely strong case for implementing the Magdalen Road (North) area CPZ.
20. Whilst levels of support for the Magdalen Road (South) CPZ are significantly less than for the Magdalen Road (North) CPZ, it is the view of officers that both zones should be introduced. The views of local residents and businesses are of course very important in helping to determine the suitability of the proposals, but decisions on schemes must also be influenced by other factors such as financial and technical constraints and how the proposals help to deliver the transport strategy for Oxford.
21. Paragraph 4 explains how there were many fewer non-resident cars parked in the Magdalen Road (South) area compared to the Magdalen Road (North) area when surveys were last carried out in 2008. Whilst the removal of the 80 non-resident cars found to be parked in the Magdalen Road (South) area might not carry with it as strong a justification for introducing a CPZ as the 199 cars in the Magdalen Road (North) area, officers still believe there is a compelling case for implementing both CPZs.
22. On its own, discouraging 80 commuter cars from parking from the Magdalen Road (South) area would bring a benefit to the highway network, supporting the wider strategy for transport in the city in tackling peak hour congestion, encouraging more people to travel by alternative more sustainable modes. However, introducing the Magdalen Road (South) area CPZ takes on much more significance when the implications of not introducing it (but whilst the Magdalen Road (North) area CPZ is) are considered.
23. Given the immediate proximity of the Magdalen Road North area, at least some of the non-resident cars that currently park there will simply relocate to the Magdalen Road (South) area. That would result in the Magdalen Road (North) CPZ not being as effective as it could be in contributing to the wider transport strategy.
24. Furthermore, whilst overall, there would probably be sufficient capacity in the Magdalen Road (South) area to accommodate the relocated cars, most of the displacement would take place near the boundary, causing over parking problems in what are narrow streets, with restricted footway widths, and little protected off street parking for

residents. Magdalen Road businesses may find that the more convenient parking for their customers is taken up by commuters.

25. Additional pressure may be caused by some Magdalen Road (North) residents near the southern edge of the zone choosing not to pay for a permit and parking instead in the most convenient and nearest uncontrolled streets. This already happens to a certain extent in some of the streets in the Magdalen Road (North) proposed zone where they are close to the edge of the existing East Oxford CPZ.
26. Some consultation responses suggest that implementing both Magdalen Road area CPZs would result in an unsatisfactory relocation of commuter cars into the uncontrolled streets south-east of the Magdalen Road (South) area CPZ e.g. Ridgefield Road, Cricket Road. Whilst some relocation is possible, this is unlikely to be on the same scale as cars moving from the Magdalen Road (North) area to the Magdalen Road (South) area. This is due mainly to the extra walking distance it would add to people's journeys.
27. Officers also believe that the streets in question south-east of the Magdalen Road (South) area would be less negatively affected by some additional cars parked there, as a good number of residents have protected off-street parking, and the streets are wider and less heavily parked at the moment. The boundary of the CPZ has to be drawn somewhere and there is not sufficient funding for controls to be extended any further for the time being.

Equality and Inclusion

28. Apart from minor modifications and the splitting of the Magdalen Road area CPZ into two separate zones, the proposals that are the subject of this report are exactly the same as those that were previously considered at the Cabinet Member for Transport Decisions meeting on 25 March 2010. Equality and inclusion issues were addressed in reporting to that meeting and a comprehensive EqIA was completed for the proposals.
29. The county council now completes Service and Community Impact Assessments (SCIA) in cases such as these. This is at Annex 5.
30. The scheme has potential impacts on individuals with disabilities, including age related disabilities. These relate mainly to footway parking, which is part of the design proposals, and were discussed in detail in the report to the Transport Decisions Committee on 1 October 2009 when the first formal consultation on the CPZ proposals for the Magdalen Road area was considered. Disability equality is considered alongside other equality issues in the SCIA. This assessment concludes that there would be a significant net improvement in conditions for disabled people across the proposed zone as a result of

the scheme (this conclusion is just as relevant even though the proposals have been split geographically into two).

31. The assessment shows that there are mitigating factors for possible negative impacts on other equality groups. As these relate to aspects of the permit schemes not specific to this proposed CPZ but rather in common with CPZs right across Oxford, these should be considered in more detail as part of an SCIA accompanying any wider review of CPZ policy in general when resources are available.

Environmental Implications

32. The scheme would lead to an increase in the number of signs and lines in the area although this would be kept to a minimum through careful design. Existing poles and lamp columns would be used for signs if practical and any new posts would be sited as sensitively as possible. Where it can be agreed with owners, signs could be erected on boundary walls.

How the project supports LTP3 Objectives

33. The proposals support LTP3 objectives as set out in paragraphs 2 and 3.

Financial and Staff Implications

34. It is estimated that the cost of implementing both Magdalen Road area CPZs (including this formal consultation) will be £156,000. This will be fully funded from developer funding, the majority of which is from the expansion of the University of Oxford's Old Road campus. This funding is allocated in the county council's capital programme.
35. Final cost estimating, including changes arising from consultation, is yet to be completed so some uncertainty remains about the final scheme costs. Any necessary changes will be managed in line with the corporate capital governance requirements and further approvals will be sought at the appropriate level.
36. A small number of additional civil enforcement officers would be required to enforce the CPZ but the additional revenue cost is expected to be recovered from permit and enforcement income.

Risk management

37. An assessment has been carried out identifying the risks and their mitigation associated with the delivery. The assessment is in background document F. The biggest risks relate to budget, delay and objectives. Factors such as adverse weather (it is not advisable to put down road markings on wet roads) and delays in clearing streets of

cars to allow road markings to be put down will potentially add to costs and delays. Greater negative impacts of the scheme once implemented such as more than predicted knock on of commuter cars into uncontrolled streets could mean the full delivery of objectives is not achieved. The assessment sets out the measures that have been and will be put into place to manage these risks.

Conclusions

38. A number of in principle and detailed concerns about the proposals for CPZs in the Magdalen Road area of East Oxford were received during the consultation, the majority of those being received from people living in the Magdalen Road (South) area. There were, though, a significant number of people who responded supporting the schemes. A number of the detailed objections and concerns received about the scheme can be addressed through minor modifications listed in Annex 6, should the decision be made to approve the draft TROs. These would need to be subject to local consultation with residents and businesses in the immediate vicinity.
39. Despite opposition to the proposals from the Magdalen Road (South) area, officers believe that there is strong justification for introducing both CPZs. They would remove up to 279 non-resident cars from the area and encourage them to use more sustainable modes of transport for their journeys. The proposals would also relieve pressure on resident parking in what is currently a very heavily parked area. Regulated pavement parking would also significantly improve conditions for pedestrians in the area.
40. Conditions in the streets to the south-east of the Magdalen Road (South) CPZ, if both CPZs were introduced, would be monitored to identify any minor remedial action that is needed to minimise the impact of any cars that overspill to those streets e.g. double yellow lines around corners and at junctions, white access protection lines across driveways and other vehicular accesses.
41. The schemes fit closely with the transport policy strategy, will help to tackle transport problems caused by people driving into the area and support plans for further development.

RECOMMENDATIONS

42. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **authorise the making of the Oxfordshire County Council (Oxford Magdalen Road (North) area) (Controlled Parking Zone and Waiting Restrictions) Order 20**;**

- (b) **authorise the making of the Oxfordshire County Council (Oxford Magdalen Road (South) area) (Controlled Parking Zone and Waiting Restrictions) Order 20**;**
- (c) **authorise the making of the consequential TROs being the Oxfordshire County Council (East Oxford) (Controlled Parking Zone Waiting Restrictions and Traffic Management) (Variation No 6*) Order 20**, the Oxfordshire County Council (Various Streets East Oxford) (Traffic Regulation) (Variation No.9*) Order 20**, the Oxfordshire County Council (Headington West) (Controlled Parking Zone) (Variation No. 12*) Order 20**, and the Oxfordshire County Council (Cowley Road, Oxford) (Traffic Regulation) (Variation No. 1*) Order 20****
- (d) **authorise officers to reconsult locally on amendments to the schemes, as set out in Annex 6 to this report; and**
- (e) **authorise the Deputy Director of Environment & Economy (Highways & Transport) in consultation with the Cabinet Member for Transport to carry out further minor amendments to the schemes and the Traffic Regulation Orders that may be required when implementing the proposed parking zones**

STEVE HOWELL

Deputy Director for Environment & Economy (Highways & Transport)

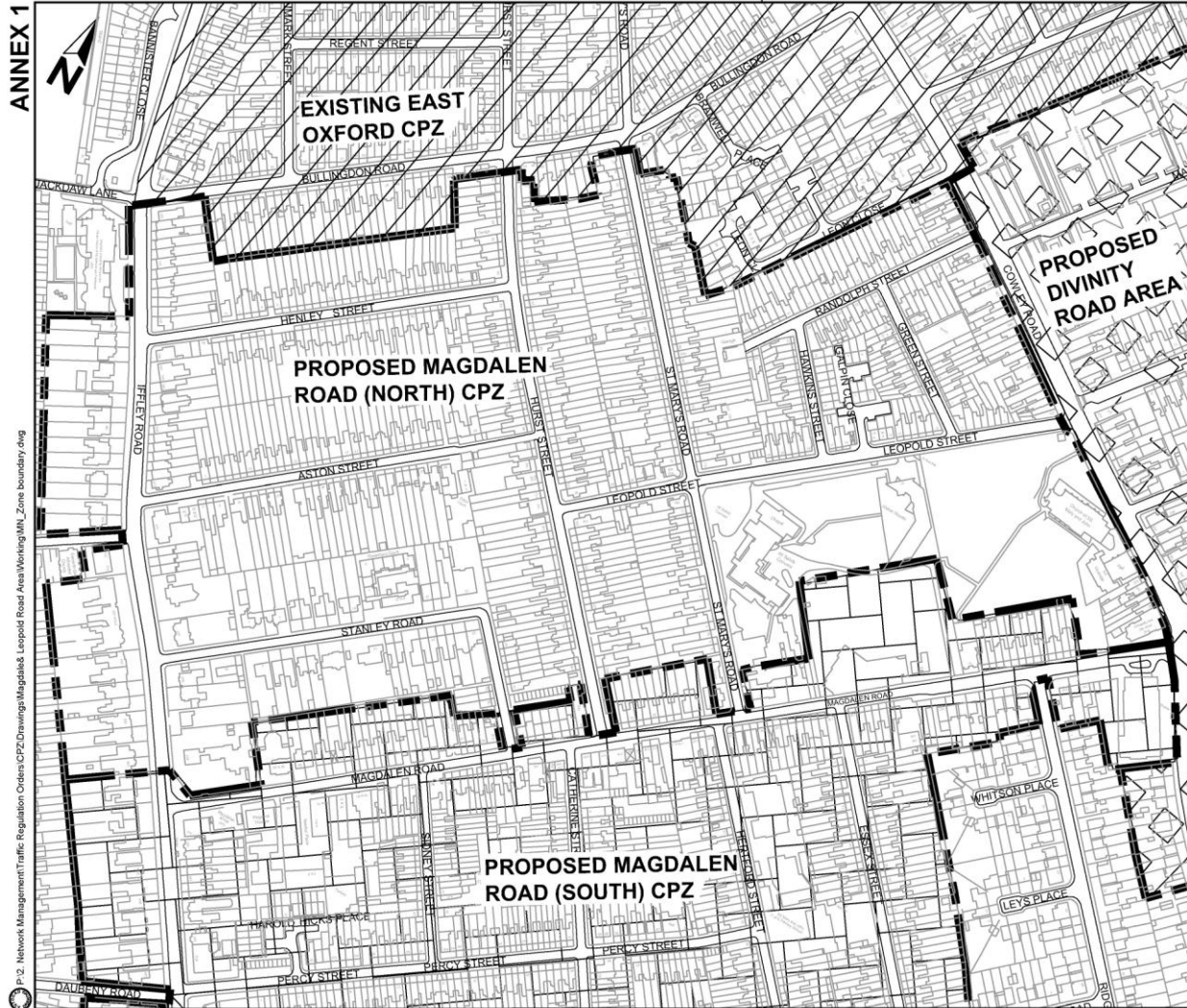
Annexes: Annex 1: Controlled parking zone boundary plan
 Annex 2: History and background to the proposals
 Annex 3: Minor modifications since last consultation
 Annex 4: Summary of main objections with officer response
 Annex 5: Equality Impact Assessment (updated)
 Annex 6: Recommended Minor amendments

Background papers: Document A: Report of Feasibility Study
 Document B: Report of Initial Consultation
 Document C: Report of Informal Consultation
 Document D: Formal Consultation documents and plans (including consultation letter and list of stakeholders consulted)
 Document E: Formal consultation responses and officer comments
 Document F: Risk Assessment

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March 2012

ANNEX 1

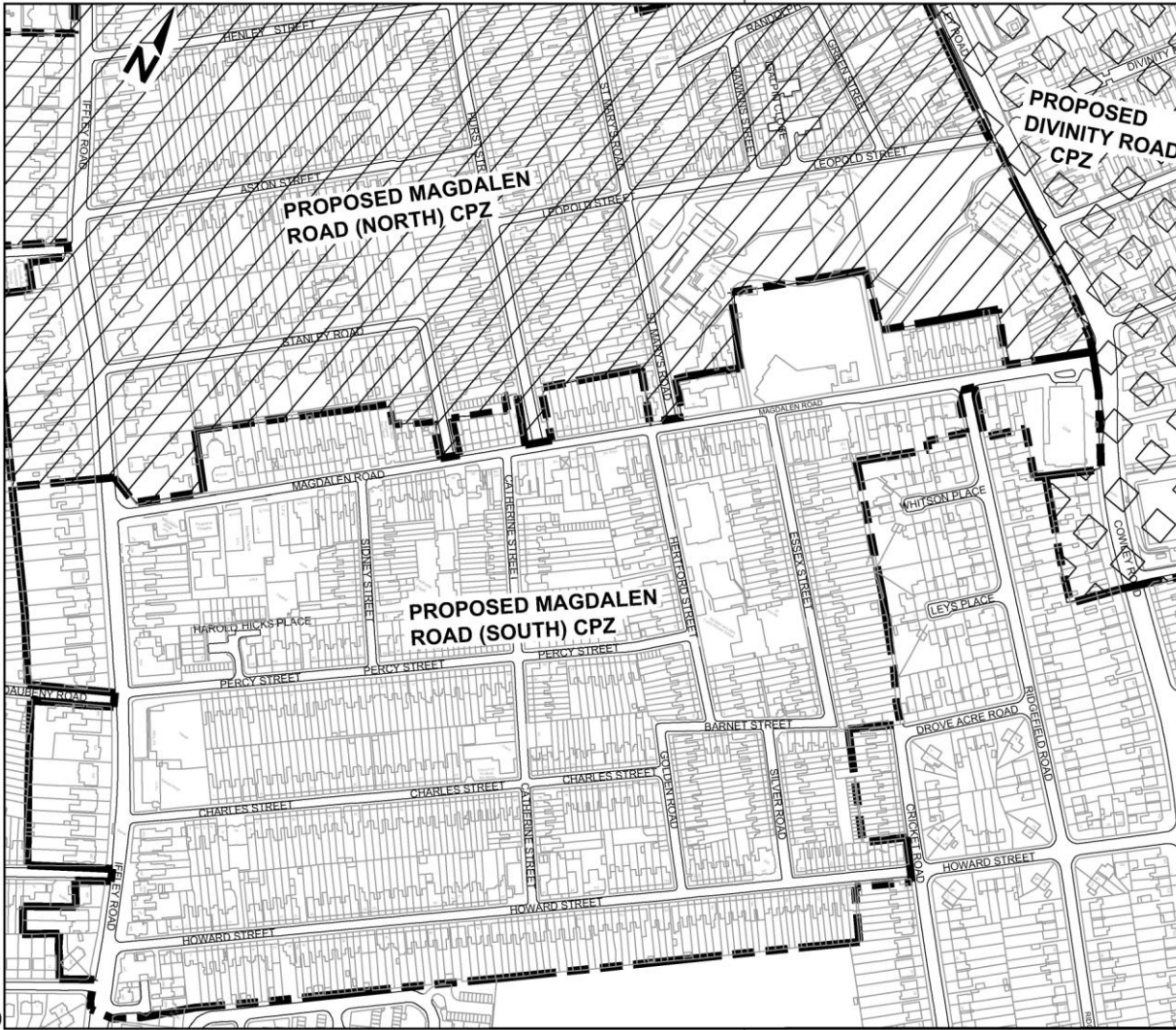


Drawing No. A3_MN_BOUNDARY		Revision 0	
<p>Key</p> <ul style="list-style-type: none"> Proposed Magdalen Road (North) CPZ Existing East Oxford CPZ Proposed Divinity Road CPZ Proposed Magdalen Road (South) CPZ 			
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Rev.	Date	Purpose of revision	Drawn / Checked / Approved
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Project title			
Proposed Magdalen Road (North) Area Controlled Parking Zone			
Drawing title			
Proposed Zone Boundary			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
NTS	VS	MDH	IMT
Date drawn	Date checked	Date approved	
08.12.2011	23.12.2011	23.12.2011	
Oxfordshire Project No. & File Ref			
Drawing No. A3_MN_BOUNDARY		Revision 0	

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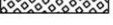
ANNEX 1

P-12 Network Management/Traffic Regulation Orders/CPZ/Drawings/Magdalen& Leopold Road Area Working/MR_Zone boundary.dwg



Drawing No. A3_MR_BOUNDARY Revision 0

Key

	Proposed Magdalen Road (South) CPZ
	Proposed Magdalen Road (North) CPZ
	Proposed Divinity Road CPZ

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
 Proposed Magdalen Road (South) Area
 Controlled Parking Zone

Drawing title
 Proposed Zone Boundary

Drawing Status		For Information			
Scale @ A3	Drawn by	VS	Checked by	MDH	Approved by
NTS	Date drawn	08.12.2011	Date checked	23.12.2011	Date approved
					BMT

Oxfordshire Project No. & File Ref

Drawing No. A3_MR_BOUNDARY Revision 0