

## **DEPUTY LEADER OF THE COUNCIL– 21 MARCH 2013**

### **PROPOSED RESIDENTS PARKING SCHEME CUTTESLOWE AREA, OXFORD**

#### **Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections to consultations on proposals to introduce new parking restrictions in the Cutteslowe and Five Mile Drive areas of north Oxford.

#### **Background**

2. In response to concerns about the danger and congestion caused by non-resident parking, Councillors Fooks and Goddard allocated some of their Localities Fund monies to propose the introduction of a number of new parking restrictions, in and around the Cutteslowe and Five Mile Drive areas. The problems that had been identified were those of commuter parking on Five Mile Drive and Lovelace Road; parking by Cutteslowe Park users (principally to avoid the recently-introduced car park charges) and dangerous parking at some junctions within the residential area.
3. In summer 2012 formal consultation took place on proposals to introduce restrictions to address these issues. The proposals (which are illustrated in Annex 1) consisted of several lengths of 2-hour limited waiting on parts of Five Mile Drive and Lovelace Road, along with no waiting, 9am-5pm daily, on Harbord Road and several stretches of double yellow lines at junctions identified as problems.
4. Over 100 letters/emails were received in response to these proposals and the local Councillors held a public meeting in August, which also gave the opportunity for residents to air their views on the issues and potential solutions. It was clear from the responses that the proposals were not seen as being sufficiently comprehensive to tackle the issues of the wider area. Many people expressed the view that the only real solution would be a residents parking scheme, as part of a Controlled Parking Zone (CPZ).
5. Officers worked with local Councillors to develop a scheme which was believed to be deliverable; within the resources available and would address the key issues arising from the consultation. This took the form of a 'Minimum Impact' zone. Whereas traditional CPZs require extensive road markings, a Minimum Impact zone allows permitted vehicles to park anywhere on the street (except where there are existing double yellow lines), so no bay markings are required. This makes the CPZ less visually intrusive and less expensive to implement. This approach was piloted in the Lakes and Northway CPZs and has now been used in other parts of the country. In all

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other respects the CPZ operates in the same way as others in Oxford with permits for residents' cars and for visitors.

6. The proposed CPZ recognised the different issues to be addressed on the west side of Banbury Road (the 'Five Mile Drive' area) and the east side (the 'Cutteslowe' area) in that the restrictions would apply on Mondays to Fridays only on the west side, but every day on the east side. In all other respects the restrictions would be the same, with all parking in the CPZ between 10am and 4pm being available for either a 2-hour maximum stay or for permit holders. The plan in Annex 2 illustrates the extent of the CPZ.

### **Formal Consultations**

7. Oxfordshire County Council sent a copy of the draft order, statement of reasons and a copy of the public notice appearing in the local press containing the proposed changes, to formal consultees in early February. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Summertown Library. They are also available for inspection in the Members' Resource Centre.
8. At the same time, the Council wrote to all within the proposed CPZ asking for their comments. In addition public notices were displayed at each site and in the Oxford Times.
9. From early responses to the CPZ proposal it was clear that some residents in the roads east of Banbury Road did not feel that the key issues were being addressed, particularly in relation to the problems arising from on-street parking by users of Cutteslowe Park. In addition, respondents from several streets were very clear that they did not consider the existing or potential parking problems warranted the introduction of a CPZ, with its associated costs and restrictions.
10. As a result of these comments, local Councillors devised and distributed amended proposals to properties east of Banbury Road and encouraged individuals and groups of residents to respond to these as the final proposals. These proposals (referred to as Option C and shown on the plan in Annex 3), removed a section of Templar Road from the restrictions completely; retained the proposed 2-hour shared use restriction on roads south and west of Templar Road, and amended the restriction on the remaining roads to become Permit Holders Only (rather than shared-use). In addition, to provide suitable parking for the local shops on Kendall Crescent, a 1-hour parking bay was included in that area.
11. Around 230 of the 1200 properties in the Cutteslowe and Five Mile Drive areas responded to the 2013 consultations, either individually or by participating in one of the door-to-door surveys carried out by residents, or by signing petitions. As noted above, some of the early responses resulted in the creation of Option C which addressed a number of the objections. However there remain a number of objections which have not been resolved and these are listed in Annex 4, along with suggested further amendments to address

some of these. Copies of the objections responses are available for inspection in the Members' Resource Centre.

## **Conclusion**

12. As might be expected in an area as large as that covered in this report and with such diverse parking concerns, it has not been possible to construct a solution to meet all the existing and anticipated parking problems. The original 2012 proposal, focussed as it did on the specific sections of road with existing problems, was widely criticised for being insufficiently comprehensive. The scheme advertised in early February was much more comprehensive but was considered by many to be over-simplistic. The revisions put forward as Option C, together with the further changes described in Annex 4 **which are in line with the views of local Councillors**, are considered to deal with the majority of the concerns raised in the various consultations and should therefore proceed.

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

13. The cost of the works described in this report will be met from County Councillors Fooks and Godden's Area Stewardship Fund allocation

## **RECOMMENDATION**

11. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions advertised as the Oxfordshire County Council (Oxford – Cutteslowe & Five Mile Drive Area) (Controlled Parking Zone and Waiting Restrictions) Order 201\* and amended as set out in this report.**

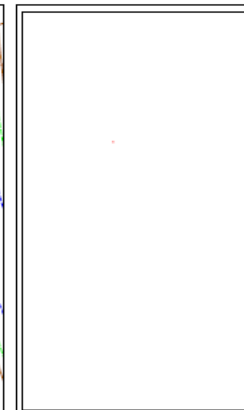
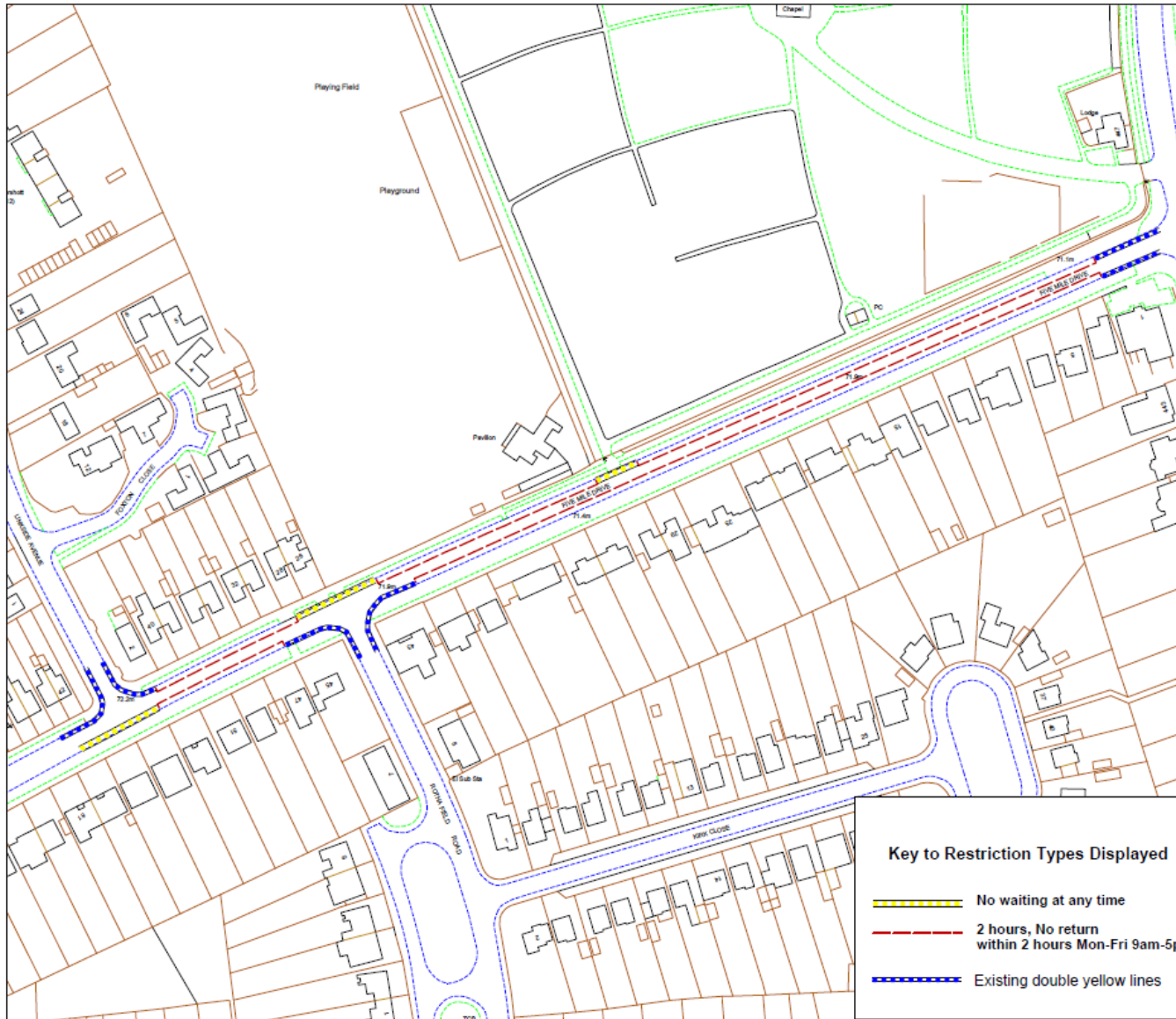
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

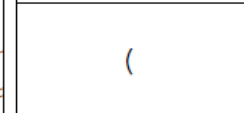
Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

March 2013

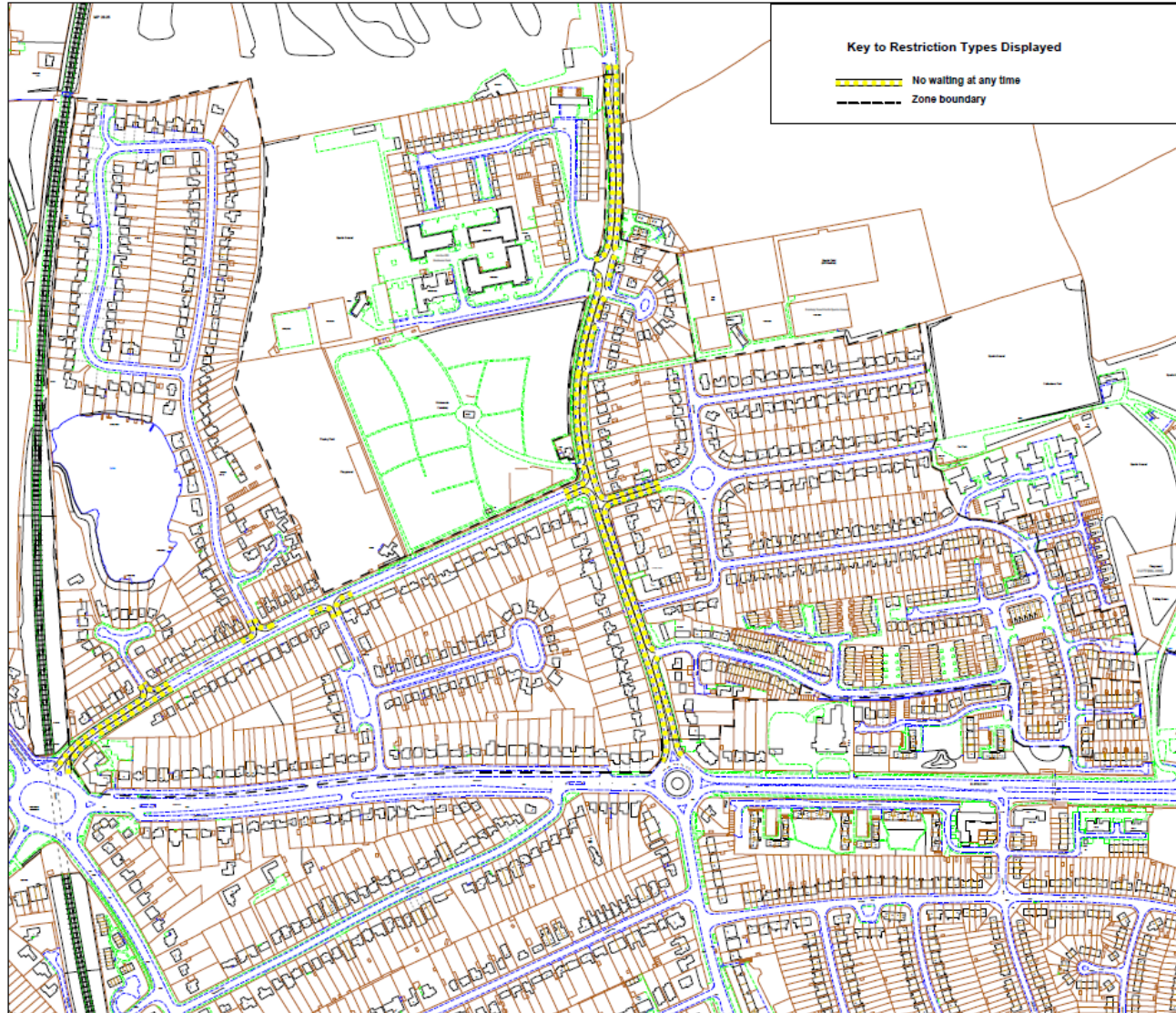


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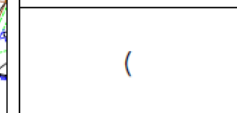


**Proposed parking restrictions Five Mile Drive**

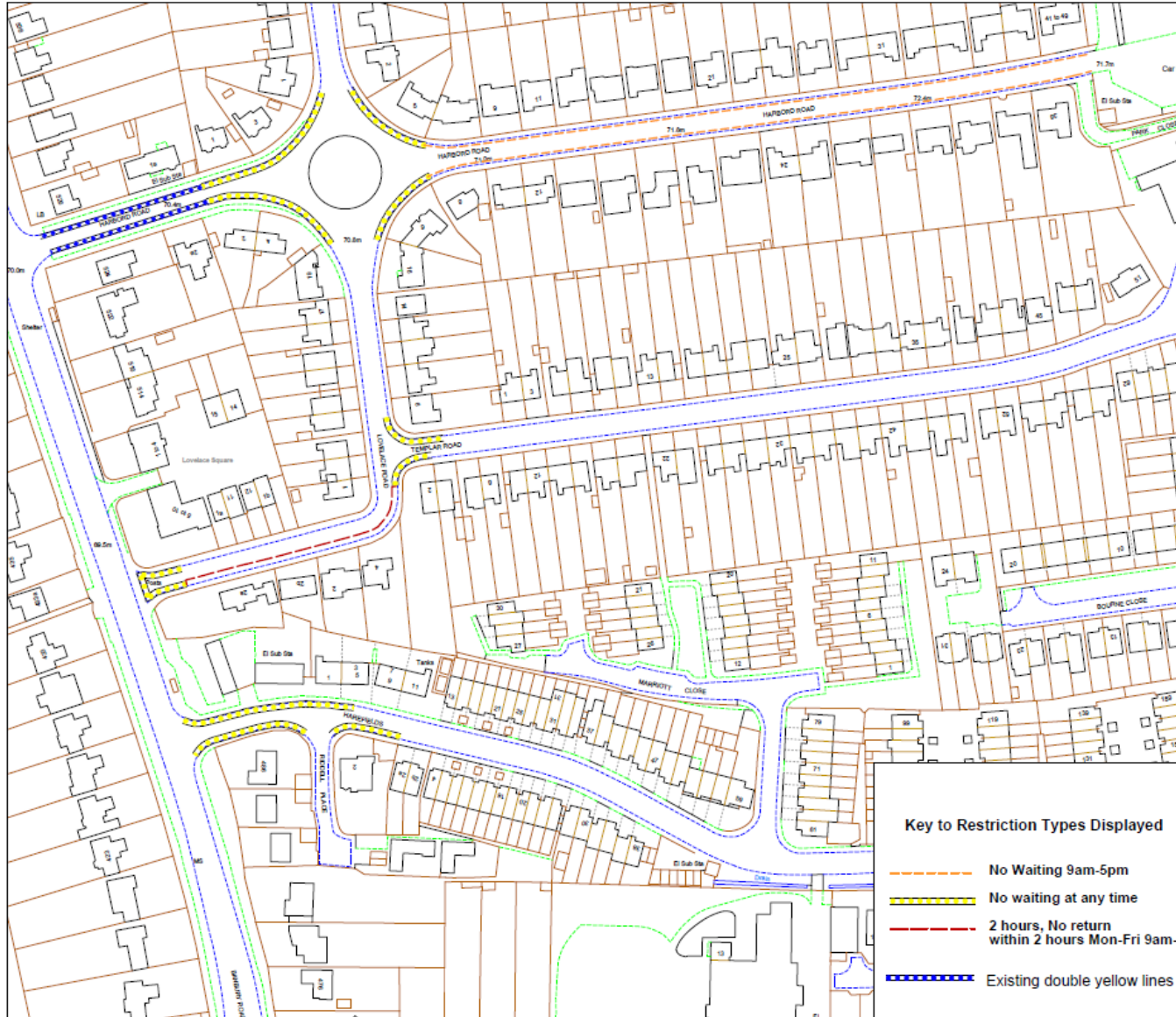
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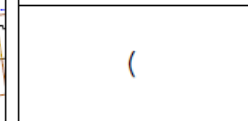
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DATE	Jan 2013
DRAWING NO.	Rev 1
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**Proposed parking restrictions  
 Cutteslowe area**

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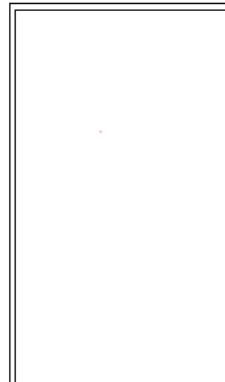
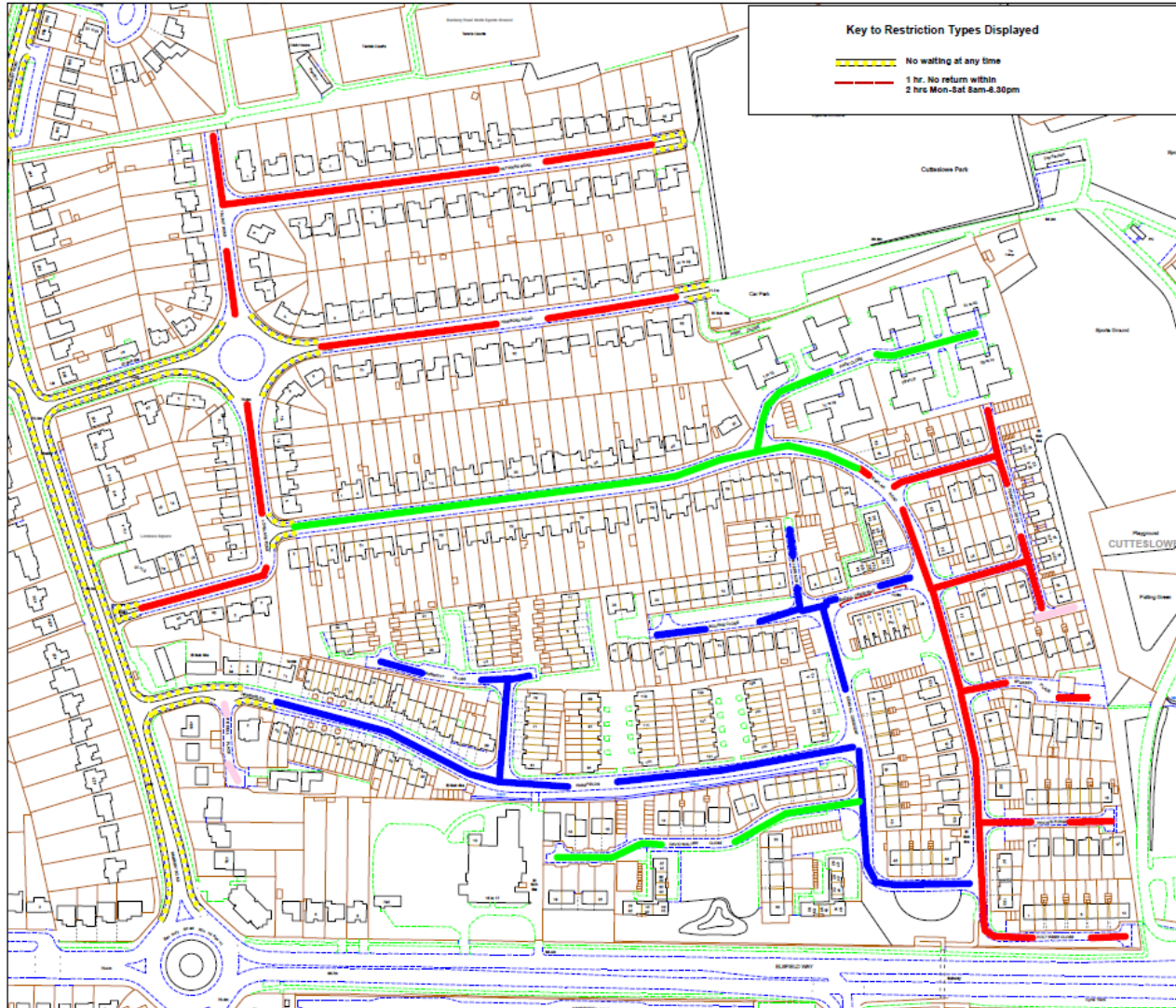
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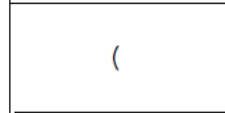
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**Key to Restriction Types Displayed**

- - - - - No Waiting 9am-5pm
- - - - - No waiting at any time
- - - - - 2 hours, No return within 2 hours Mon-Fri 9am-5pm
- . . . . . Existing double yellow lines



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DRAWING TITLE  
**OPTION C**

SCALE: 1 : 2000

DATE: 22/02/2013

DRAWING NO:

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- KEY**
- Red line: Permit holders only (10.00am and 4.00pm every day)
  - Blue line: 2-hour parking (permit holders exempt) (10.00am and 4.00pm every day)
  - Green line: No restrictions
  - Pink line: Private road – not included