

Division: Jericho and Osney

CABINET MEMBER FOR ENVIRONMENT– 15 JANUARY 2015

PROPOSED CHANGES TO PARKING PLACES – ST JOHN STREET AREA, OXFORD

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce some changes to parking restrictions in the St John Street areas in Oxford City Centre.

Background

2. As a result of long-term construction work at St Cross College which requires the suspension of some residents parking places in Pusey Street, discussions have taken place with the St John Street Area Residents' Association to find alternative temporary on-street parking places. The proposals which were finally agreed are shown on the plan at Annex 1.
3. Whilst the suspension of parking bays can be done through a Temporary Traffic Regulation Order, introducing new parking bays, even if only for a temporary period, requires a Permanent Traffic Regulation Order and associated consultation.

Formal Consultation

4. In October 2014 formal consultation took place on the proposals, with copies of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice deposited for public inspection at County Hall, and Central Library. At the same time, the Council wrote to local residents and businesses affected by the proposed changes and public notices were displayed at each site and in the Oxford Times.
5. Four responses have been received from local residents objecting to or commenting on the proposals; the responses are summarised at Annex 2 along with officer comments. Copies of all the consultation responses are available for inspection in the Members' Resource Centre.
6. All the responses concern the proposal to introduce space for two vehicles to park in Beaumont Place. The proposed additional spaces in St John Street have not been objected to and it is suggested that in the circumstances these should be adequate to meet residents' needs during

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the works. Consequently it is recommended that only the proposals for St John Street should proceed.

Financial and Staff Implications (including Revenue)

7. The cost of the proposed work described in this report will be met by the developer.

RECOMMENDATION

8. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for the St John Street area as advertised and amended as described in this report.**

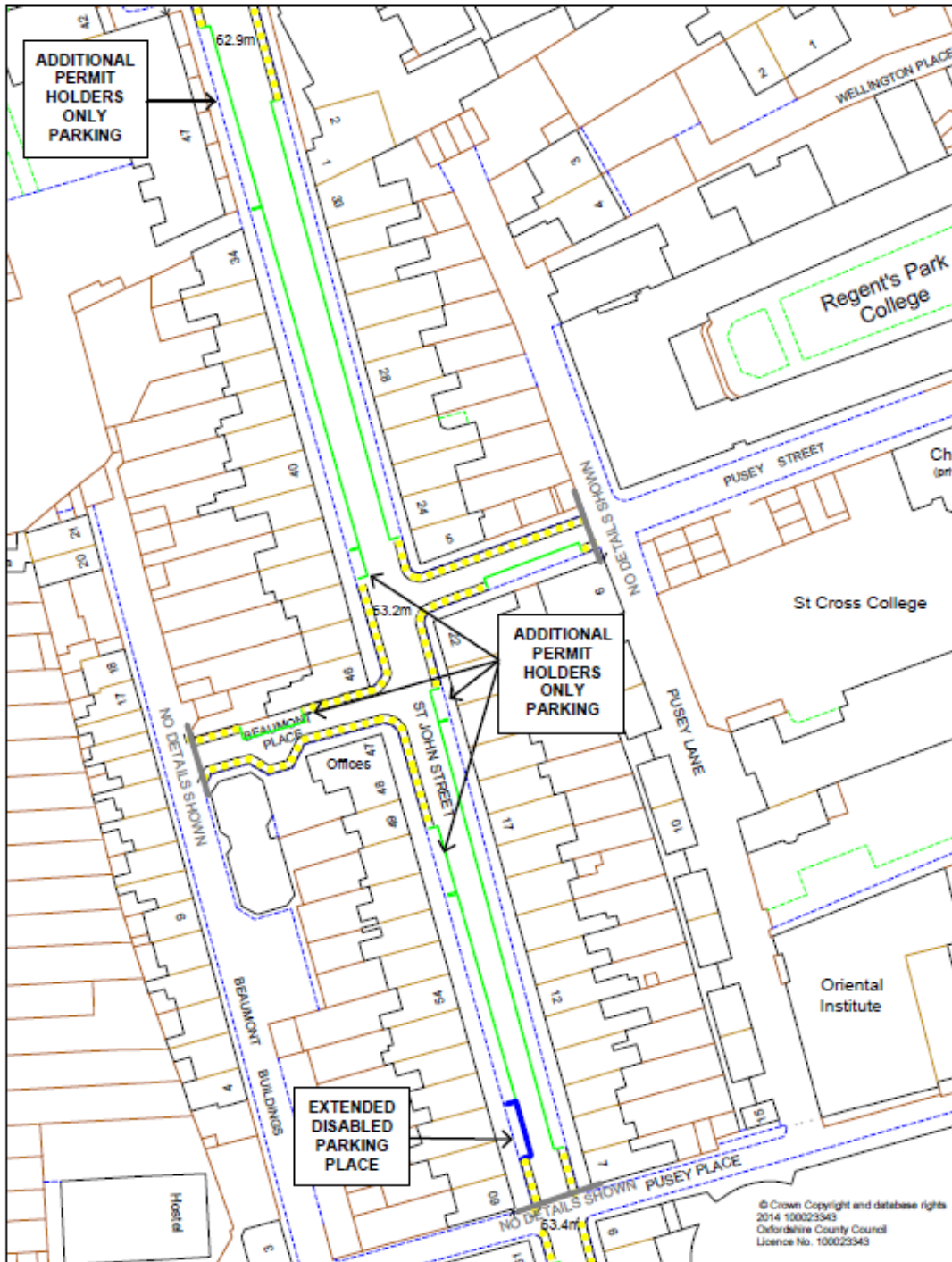
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

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**PROPOSED PARKING CHANGES
ST JOHN STREET AREA**

SCALE	1 : 800
DATE	10/2014
DRAWING No.	Final
DRAWN BY	

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT
Resident, Beaumont Buildings	This plan for new parking should not go ahead because the pavement on the North Side of Beaumont Place is too narrow for the blind and disabled and there would be more traffic in Beaumont Buildings which is unsuitable for that because the pavement, there is not suitable either.
Resident, St John St	Concerned about the additional permit holders only parking proposed for Beaumont Place. Presumably double yellow lines were deemed necessary at same point in the past (on both sides of the road and for the whole length of the road)? If the parking place was introduced then large vehicles would find it difficult to exit from Beaumont Building via Beaumont Place if a car was placed at the point indicated on the plan.
Resident, Beaumont Buildings	Since traffic uses Beaumont Place in both directions this corner is often hazardous. Additionally, the footpath down Beaumont Place is uneven and very narrow, too narrow for prams and push-chairs to use easily. I have even found it difficult to pull my shopping trolley along it on the occasions when there have been builders' skips positioned there. This means that everyone walks in the road. This will happen even more so when the extensive works, which are about to begin on the corner house in St John Street mean that there will be builders and their equipment using the side entrance of the house, which adjoins the footpath in Beaumont Place, for some considerable time. If you now allow a car to be parked there pedestrians will have to walk round it, in the middle of the street and will, therefore, be in greater danger of being knocked down by cars and vans speeding round the blind corner.
Two residents, Beaumont Buildings	Beaumont Place is not suited to an increase in traffic. The pavements are not currently maintained for use. Children, elderly residents and others have no choice but to walk in the street. If parking places were put against the existing north side pavement such users would have to use the street, again with additional danger. We do not feel the existing pavement, with cars parked alongside, would be wide enough for an individual with a bag in each hand.