

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018
OXFORD: VARIOUS STREETS IN BARTON AND RISINGHURST
AREA - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce waiting restrictions on Burchester Avenue, Green Road, London Road Service Road, The Roundway, Northway and Wick Close, within the Barton and Risinghurst area of Oxford.

Background

2. The above proposals have been put forward by local county councillors to address parking problems in this area. Plans showing the proposals are provided at Annexes 1 to 5.

Consultation

3. Formal consultation on the proposal was carried out between 08 February and 09 March 2018. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, local Oxford City and County Councillors. Street notices were also placed in the vicinity of the proposed waiting restrictions and letters sent to approximately 90 adjacent properties.
4. Nine responses were received during the course of the consultation, comprising of the following:

Proposal	Support	Object	Neither/No comment
Burchester Avenue	1	-	8
Green Road	2	2	5
London Road Service Road	4	1	4
The Roundway	3	2	4
Northway	1	-	8

5. The responses are summarised at Annex 6. Copies of the full responses are available for inspection by County Councillors.

Response to objection and other comments

6. Thames Valley Police did not object or submit any other comments in relation to the proposals.
7. County Councillor Glynis Phillips, the member for Barton, Sandhills & Risinghurst supported all the proposals. County Councillor Roz Smith, the member for Headington and Quarry expressed no comment in respect of the proposals for Burchester Avenue, the London Road service road and Northway and no objection to the proposals for Green Road and The Roundway.
8. Six responses were received from members of the public. Two objections to the proposals for Green Road and The Roundway and one in respect of the proposal for the London Road service road. The grounds for the objections included concerns that the measures would simply transfer parking problems elsewhere and also that at The Roundway, the additional restrictions could have a significant adverse impact on local businesses.
9. Specifically in relation to The Roundway, suggestions were made that by widening the road, additional parking could be accommodated by marking parking bays at right angles to the road and also that traffic problems could be mitigated here by introducing a one-way system.
10. More general comments were made that a residents parking scheme would significantly help address parking problems in the area.
11. In respect of The Roundway, the proposed measures are considered necessary to address local difficulties associated with inconsiderate parking in the area. One likely impact of the measures if approved will be to encourage the use of the car park by customers of the McDonalds restaurant and it should be stressed that parking for customers of the other businesses will still be available in the adjacent layby with some places also available on the north west side of the road.
12. The suggested widening of the road at The Roundway to allow parking at right angles - thereby increasing the number of parking places available – is considered to be outside the scope of this project, given that it appears not all of the land required is highway and, even if this latter issue could be addressed, the costs of carrying out the works would be significant. Similarly, the suggestion for a one-way system is also considered outside the scope of this project, would require extensive further consultation and could well prove contentious due to it potentially leading to additional traffic in adjacent residential roads.
13. In respect of the requests for the introduction of a residents parking scheme, a joint project between Oxfordshire County Council and Oxford City Council to extend such schemes to other parts of Oxford is currently being developed, and would provide an appropriate opportunity to review these requests further.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

15. Funding for the proposed waiting restrictions has been provided through budgets available to Oxford City councillors.

RECOMMENDATION

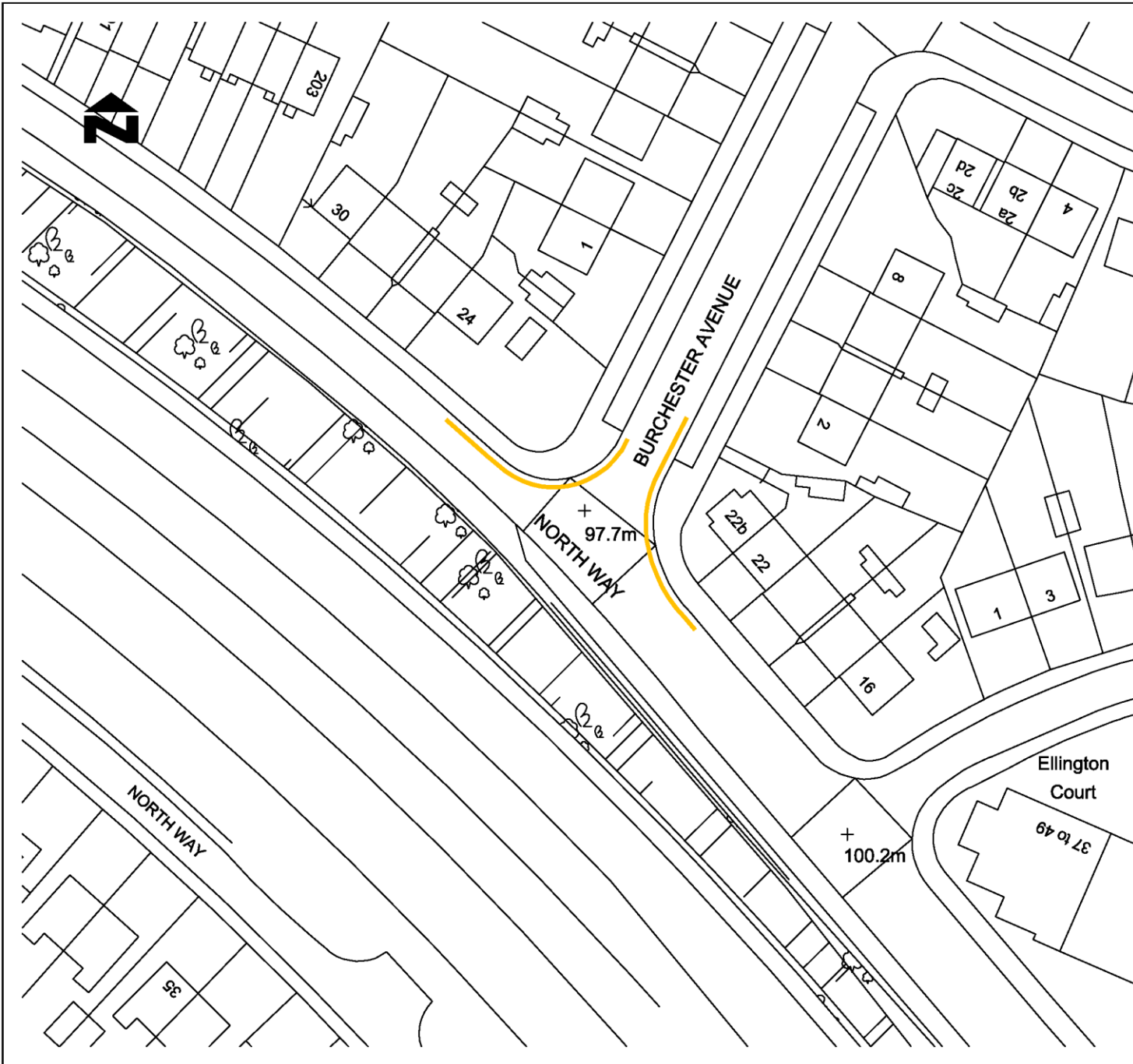
16. **The Cabinet Member for Environment is RECOMMENDED to approve the proposals to introduce waiting restrictions on Burchester Avenue, Green Road, London Road Service Road, The Roundway, Northway and Wick Close, within the Barton and Risinghurst area of Oxford as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018



Notes


Waiting Restrictions

Proposed No Waiting at any time. —

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Owen Jenkins
Oxfordshire County Council
Communities
County Hall
New Road
Oxford
OX1 1ND

Project

**Oxford Various Streets
Amendments to Waiting
& Loading Restrictions
2018**

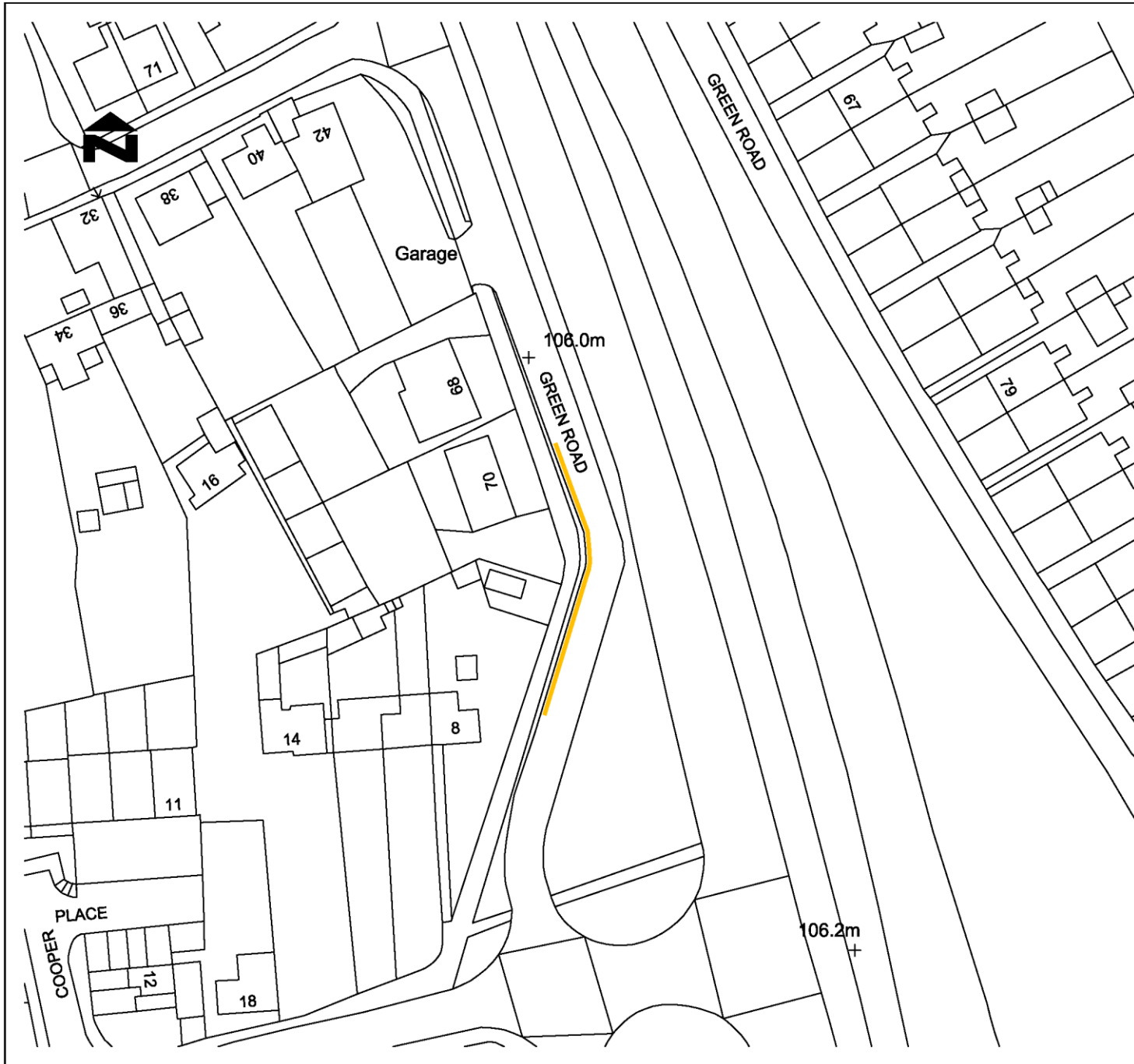
Title

**Location of Proposed
No Waiting at Any Time
Controls
Burchester Avenue/North Way Junction**

Scale 1:500	Drawn By SMA	Checked By	Approved By
Date 19.01.18	Date	Date	Date

Drawing Number Sketch 1 **Rev** —

CMDE4



Notes


Waiting Restrictions

Proposed No Waiting at any time. ———

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2018**

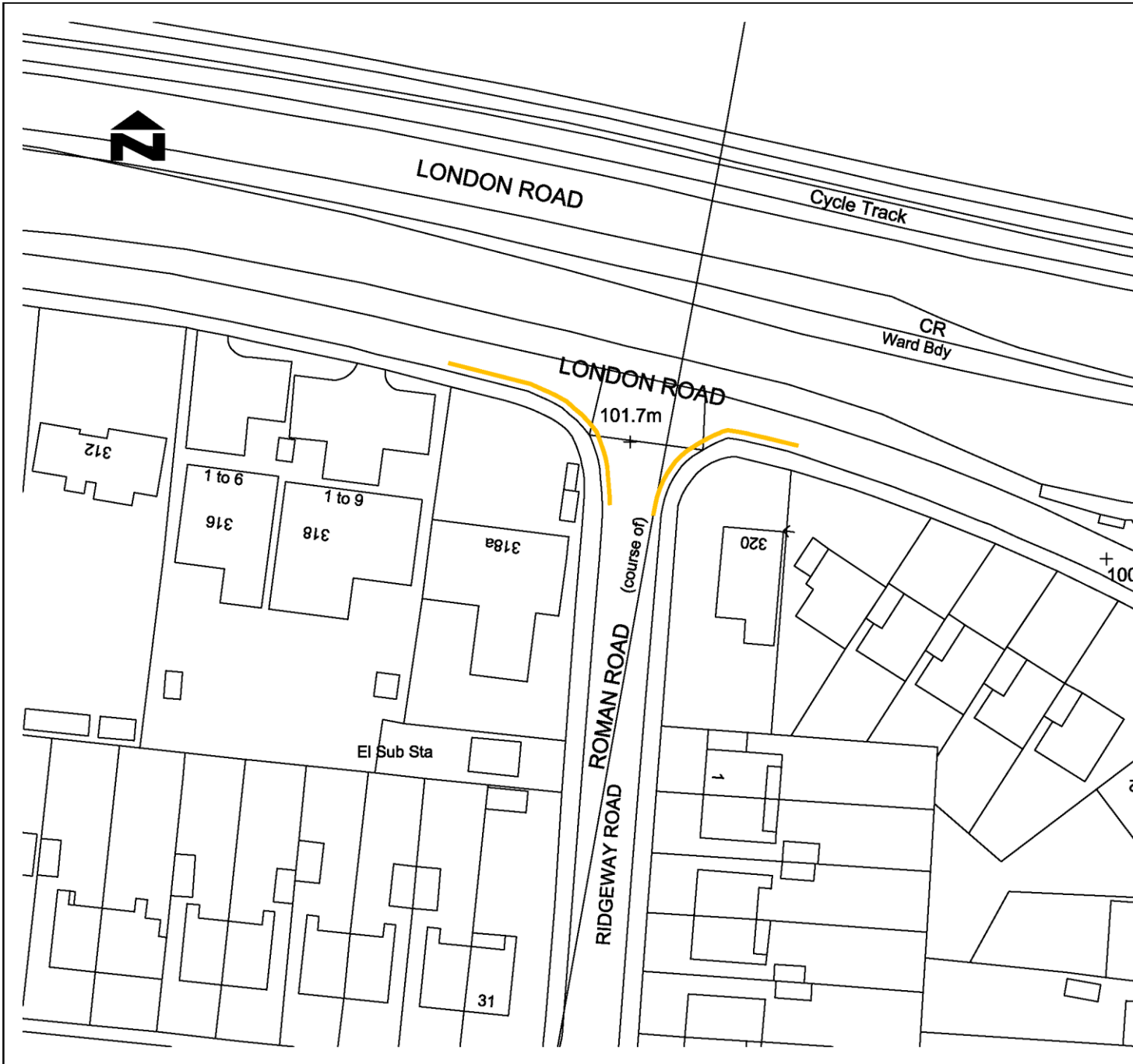
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**Location of Proposed
No Waiting at Any Time
Controls – Green Road**

Scale	1:500	Drawn By	SMA	Checked By		Approved By	
Date	19.01.18	Date		Date		Date	

Drawing Number Sketch 5 **Rev** —

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Notes


Waiting Restrictions

Proposed No Waiting at any time. ———

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Title

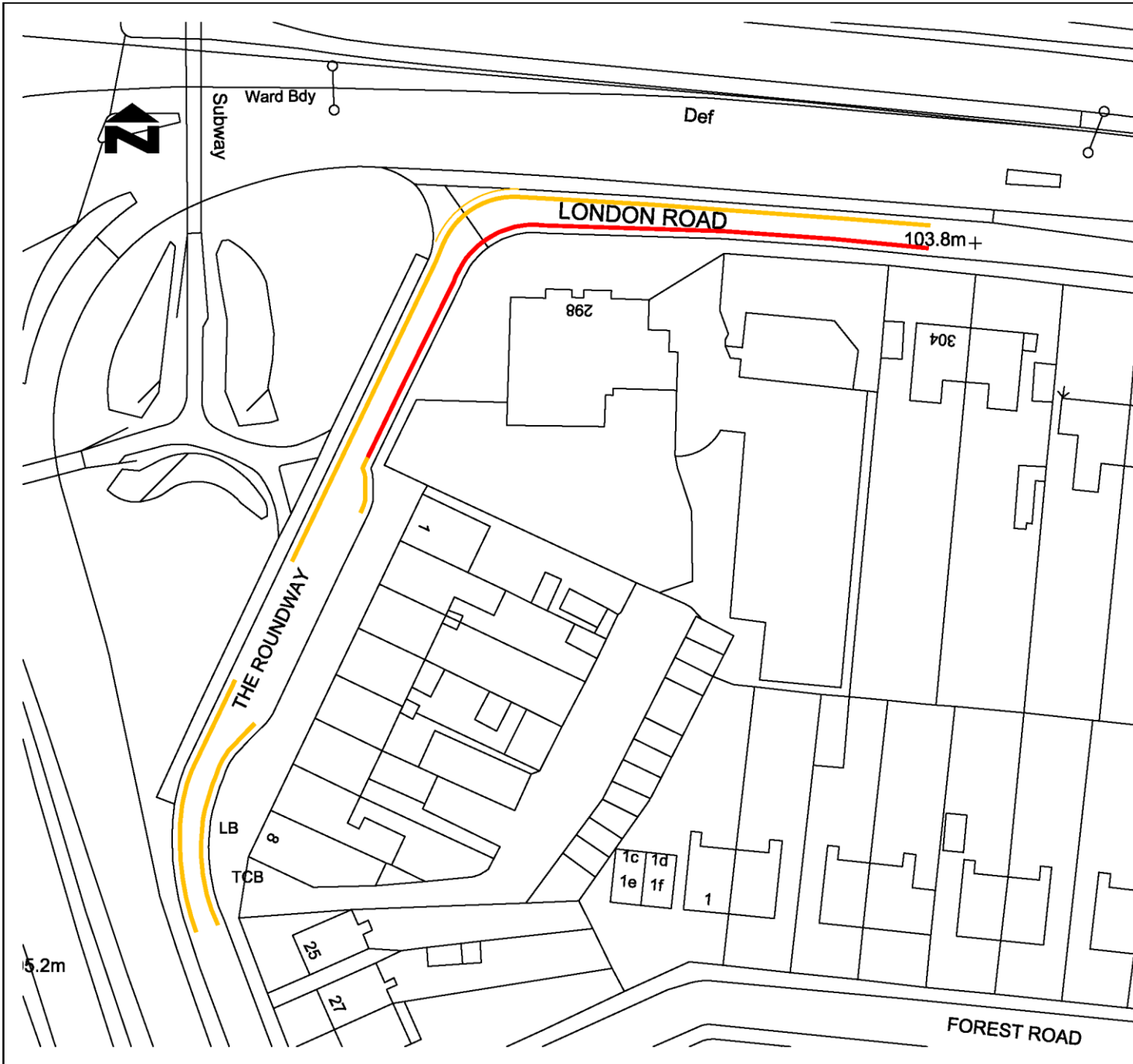
**Location of Proposed
No Waiting at Any Time
Controls
Ridgeway Road/London Road Junction**

Scale	1:500	Drawn By	SMA	Checked By		Approved By	
Date	19.01.18	Date		Date		Date	

Drawing Number **Sketch 4**

Rev	—
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Notes

Waiting Restrictions


Proposed No Waiting at any time. ———

Existing No Waiting at any time. ———

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**Oxford Various Streets
Amendments to Waiting
& Loading Restrictions
2018**

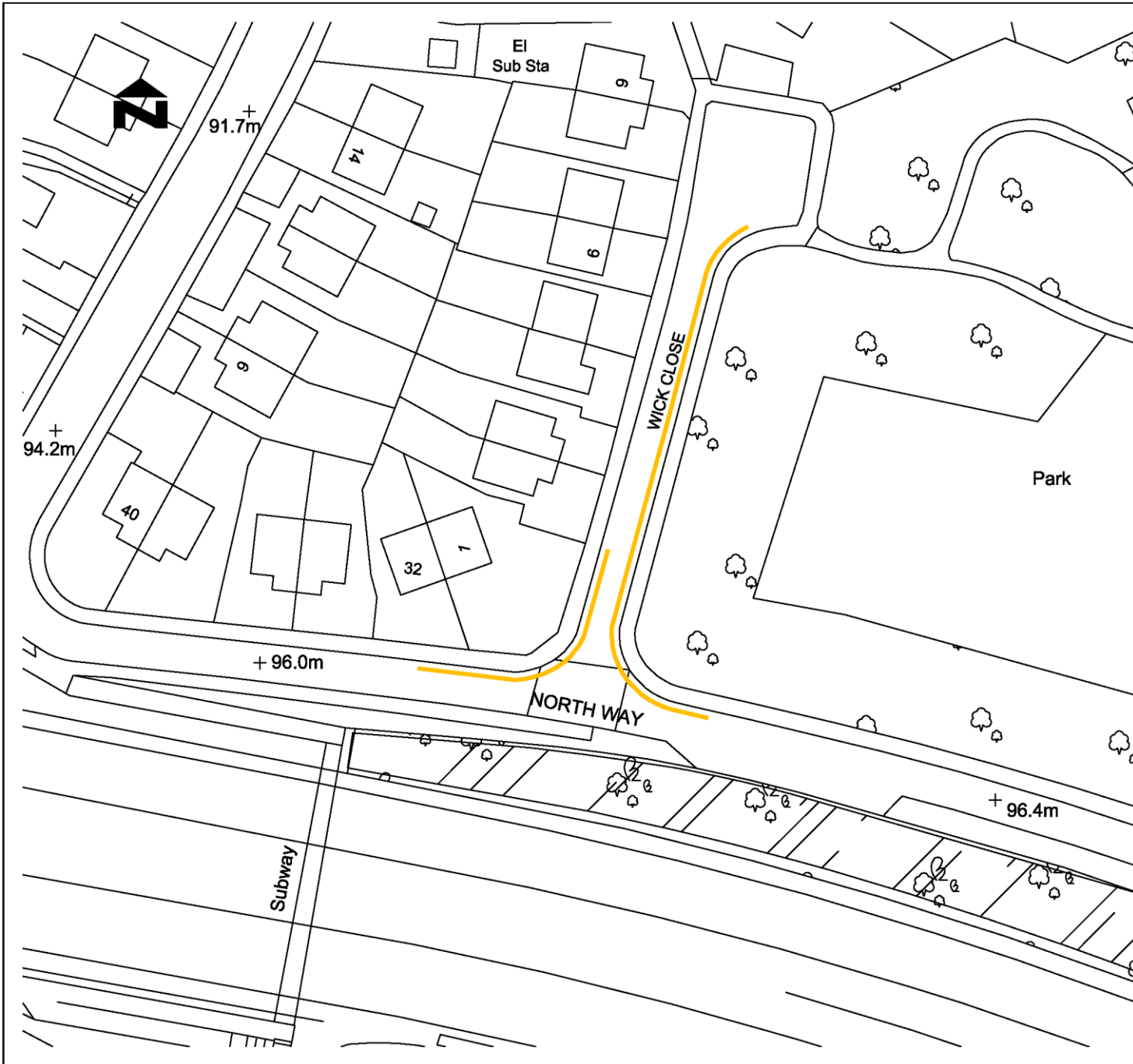
Title

**Location of Proposed
No Waiting at Any Time
Controls
The Roundway**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 19.01.18	Date	Date

Drawing Number **Sketch 3**

Rev	—
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Notes


Waiting Restrictions

Proposed No Waiting at any time. ———

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Project

**Oxford Various Streets
Amendments to Waiting
& Loading Restrictions
2018**

Title

**Location of Proposed
No Waiting at Any Time
Controls
Wick Close/North Way Junction**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 19.01.18	Date	Date

Drawing Number Sketch 2 **Rev** —

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – no additional comments.
(2) Cllr Glynis Phillips Councillor, (Barton, Sandhills & Risinghurst Division)	<p><u>Burchester Avenue</u> – Support – It is important that these junctions are kept clear so that emergency vehicles can access residents quickly. Visibility is also a key issue in this area.</p> <p><u>Green Road</u> – Support – Important that visibility is improved in this area.</p> <p><u>London Road Service Road</u> – Support – Important to keep this junction clear as visibility exiting from Ridgeway Road is often impaired with vans and cars. Residents have advised of the danger in exiting this junction.</p> <p><u>The Roundway</u> – Support – The road outside McDonalds is often full of cars parked outside because people are rushing in to buy food or parking to eat their food in their cars. McDonalds have increased the number of parking spaces to encourage customers to park off the road. Its also a dangerous bend and needs to kept clear of parked vehicles. The area outside the shops needs to have unrestricted parking so as not to deter customers. There is a balance to be struck between keeping the bends clear of traffic while not discouraging customers into the area.</p> <p><u>Northway</u> – Support – Important to keep this area clear of cars so that visibility on the junction is not impaired.</p>
(3) Cllr Roz Smith Councillor, (Headington & Quarry Division)	<p><u>Burchester Avenue</u> – no comment</p> <p><u>Green Road</u> – Neither – From outside number 70 towards Beaumont Road. I would support the introduction of double yellow lines on the stretch of Green Road. The road is narrow at this point and bends, restricting parking would allow vehicles to pass and give better clearance/view for resident's driveways. This stretch of road sees a high volume of traffic movement as a rat run to avoid the Green Road roundabout and has a busy garage business too.</p> <p><u>London Road Service Road</u> – no comment</p> <p><u>The Roundway</u> – Neither – The consultation drawings show quite a long length of double yellow lines. There is a popular McDonalds which does attract a high volume of cars and observations show that some drivers park inconsiderately although there is more off-road parking than in previous years.</p> <p><u>Northway</u> – no comment</p>
(4) Local Resident, (unknown)	<p><u>Burchester Avenue</u> – Neither – no comment</p> <p><u>Green Road</u> – Neither – no comment</p> <p><u>London Road Service Road</u> – Support – 100% support the proposal. Currently the traffic is terrible and these changes are much required.</p> <p><u>The Roundway</u> – Support – as above</p>

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	<p><u>Northway</u> – Neither – no comment</p>
<p>(5) Local Resident, (Green Road, Headington)</p>	<p><u>Burchester Avenue</u> – Neither – no comment <u>Green Road</u> – Neither – no comment <u>London Road Service Road</u> – Support – no comment <u>The Roundway</u> – Object – I live on Green Road. The proposals will simply push vehicle parking towards and past my house and down Forest Road. This area is already used daily by commuters and others which frequently prevents me parking outside my own home and occasionally blocks my driveway preventing my access or egress. It will cause similar problems for other residents in Green Road and Forest Road. I am also extremely concerned that the businesses on The Roundway will suffer significantly and may close. Any potential new businesses will be put off by the lack of parking. Suggests that the current parking bay is extended width-wise so that vehicles could park at right angles to the pavement. The number of vehicles able to park outside the shops would therefore be roughly doubled. While the current arrangement can sometimes be a little chaotic it is not dangerous. Your proposals will make the general situation here much, much worse. <u>Northway</u> – Neither – no comment</p>
<p>(6) Local Resident, (Ridgeway Road, Headington)</p>	<p><u>Burchester Avenue</u> – Neither – no comment <u>Green Road</u> – Support – no comment <u>London Road Service Road</u> – Support – I strongly support this proposal as at present people are parking dangerously on this particular road. In addition, people park on the pavement and in areas that are already currently restricted. Therefore, I would advocate stronger enforcement of parking regulations, as well as proposed new parking restrictions. <u>The Roundway</u> – Support – no comment <u>Northway</u> – Neither – no comment</p>
<p>(7) Local Resident, (Green Road, Headington)</p>	<p><u>Burchester Avenue</u> – Neither – no comment <u>Green Road</u> – Object – the parking restriction will be right by my house. I feel that all you are doing is pushing the parking problems on to other areas. The houses around the corner will have nowhere to park so will park outside my house and the neighbouring business. On a Monday - Friday Green Road is full of commuters cars who are forced to park on Green road and surrounding streets due to local parking restrictions. This means we have very little parking in this area and the double yellow lines will make it far worse. I have two young daughters who drive and I am concerned that there will be no parking for them at night forcing them to park their cars far away from our house in areas that are not very well lit at night, making me worried for their safety. <u>London Road Service Road</u> – Object – I feel this will affect the businesses on The Roundway as there will be no parking for customers. I think we should support local business making it easier for people to access them. <u>The Roundway</u> – Object – I feel that parking restrictions like this will ruin local business which are having a hard enough time to survive.</p>

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	<p><u>Northway</u> – Neither – no comment</p>
<p>(8) Local Resident, (Green Road, Headington)</p>	<p><u>Burchester Avenue</u> – Neither – no comment <u>Green Road</u> – Object – I feel these restrictions are unnecessary as the corner has wooden bollards on the corner mean you can't park on the corner anyway. Also we get a lot of commuters parking in this area and I feel the restrictions are just forcing the issue on other places. I run the business quarry motoring centre and these restrictions will have an effect on my business making it impossible for my customers to park. The corner you are proposing the lines on is not dangerous and we do not have accidents there. By removing more parking I feel people will block the other corners making them dangerous. <u>London Road Service Road</u> – Neither – no comment <u>The Roundway</u> – Neither – no comment <u>Northway</u> – Neither – no comment</p>
<p>(9) Local Resident, (unknown)</p>	<p><u>Burchester Avenue</u> – no comment <u>Green Road</u> – no comment <u>London Road Service Road</u> – no comment <u>The Roundway</u> – Neither – With regard to The Roundway prohibition except for outside the shops, as a shop tennant I do feel the road outside the shops would benefit from being a one way system, parking is a main issue, especially from cars not even using the shops which does cause the road to be at a grid lock most of the time, with parking restrictions each side of the Roundway surely this will get worse, at least with one way traffic, cars, delivery vans etc will be able to get through safely, also i feel the parking outside the shops should be for shop use only, possibly with a minimum waiting time. <u>Northway</u> – no comment</p>