

CABINET MEMBER FOR ENVIRONMENT – 25 APRIL 2019
OXFORD, CONTROLLED PARKING ZONES – OUTCOME OF
INFORMAL CONSULTATION

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve carrying out further scheme development and formal consultation on nine potential Controlled Parking Zones (CPZ) in Oxford.
2. The Cabinet Member for the Environment is also RECOMMENDED to approve the updated programme for remaining CPZ proposals in Oxford.
3. Note the Cabinet Member for Environment is not being asked to make any decisions regarding the implementation of new CPZs, rather this would be subject to a separate decision and following the outcomes of formal consultation.

Executive summary

4. Following approval by the Cabinet Member of Environment in June 2018, to carry out informal consultation on several CPZ schemes in Oxford, this report presents the results of this informal consultation along with outcomes of on-street car parking surveys also undertaken across all Priority 1 and 2 CPZ areas (see Map at Annex 1, note some minor adjustments have been made to the map since informal consultation stage).
5. On the basis of the evidence observed and along with other factors including known future parking pressures (e.g. planning permissions, proximity to another planned CPZ, proximity to employment sites) it is recommended that the following actions are taken:
 - a) **To carry out formal consultation** and further scheme development on:
 - Cowley Centre East
 - Cowley Centre West
 - Cowley Marsh
 - Headington Quarry
 - Hollow Way North
 - Lamarsh Road
 - New Marston
 - Sandhills

- Waterways
 - b) **To progress to formal consultation at a later date** (so carry out no further work at this stage), possibly following the implementation of the above CPZ schemes, and after carrying out further informal consultation as required, and subject to funding being available:
 - Hollow Way South
 - Florence Park
 - Temple Cowley
 - c) **To keep under review** (and so carry out no further work at this stage), but this could change should more funding become available:
 - Barton
 - Blackbird Leys
 - Donnington
 - Greater Leys
 - Iffley
 - Littlemore North
 - Littlemore South
 - Lower Wolvercote
 - Old Marston
 - Risinghurst
 - Rose Hill
 - South Oxford
 - Upper Wolvercote
6. The implementation of all CPZs is subject to approval of a Traffic Regulation Order by the council following formal consultation. The Cabinet Member for Environment is not being asked to make a decision to implement any of the above CPZs at this stage, but to approve further scheme development and the formal consultation on the nine recommended CPZs.

Introduction

7. Controlled Parking Zones (CPZs) are being proposed across Oxford and this paper confirms the outcomes of recent informal consultation and on-street car parking surveys, both of which have informed further prioritisation of proposed schemes, including a recommendation to carry out formal consultation and further work on nine CPZs.

Background

8. In June 2018, the Cabinet Member for the Environment approved a programme of Controlled Parking Zones in Oxford, including informal consultation on all Priority 1 and 2 schemes shown in the Map at Annex 1.
9. The following criteria was used to prioritise the approved programme:
- Current parking pressures;

- Known future parking pressures (e.g. planning permissions, proximity to another planned CPZ, proximity to employment sites); and
 - Deliverability (availability of funding, likely local support, likely cost and complexity of implementation)
10. Much of Oxford is already covered by CPZs, as shown on the map at Annex 1, with the implementation of further CPZs in Oxford required to support several local transport and planning objectives:
- **Transport management** – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes;
 - **Development management** – to support city and county council policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets; and
 - **Protecting residential streets** – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

Informal Consultation

11. Informal consultation was undertaken between 19 November to 31 December 2018. Over 16,000 letters were sent directly to residents and 2,770 completed questionnaires were received during this period, comprising:
- 1,550 via the online portal (56%)
 - 1,215 in paper format (44%)
12. The response rate of those returning a completed questionnaire was approximately 17% (note, a rate of 15%-20% is typical for this type of survey).
13. Additional responses were received in alternative formats including letters and emails these have also been considered, albeit not reported in the above analysis.
14. A petition objecting to a CPZ in Cowley Marsh was also received and signed by 19 residents. This has also been taken into account by officers.
11. The level of support/objection recorded for each proposed CPZ scheme is summarised in Table 1. A more detailed breakdown of results for each proposed CPZ, including response rate and responses to other questions included in the questionnaire, is provided at Annex 2.

Table 1: Level of Support/Objection

CPZ Name/area	Support (%)	Object (%)	Total
Headington Quarry	90 (72%)	35 (28%)	125
Cowley Centre West	52 (59%)	36 (41%)	88
Cowley Marsh	81 (50%)	81 (50%)	162
Waterways	61 (56%)	48 (44%)	109
Hollow Way North	83 (53%)	74 (47%)	157
Lamarsh Road	12 (55%)	10 (45%)	22
Cowley Centre East	71 (51%)	67 (49%)	138
New Marston	127 (49%)	130 (51%)	257
Temple Cowley	97 (47%)	108 (53%)	205
Donnington	67 (47%)	77 (53%)	144
Barton East & West	106 (44%)	136 (56%)	242
Sandhills	55 (44%)	70 (56%)	125
Hollow Way South	49 (36%)	88 (64%)	137
Risinghurst	87 (29%)	208 (71%)	295
Florence Park	83 (30%)	197 (70%)	280
Littlemore North	76 (29%)	189 (71%)	265

12. Table 2 summarises the main issues raised by members of the public who responded to the informal consultation.

Table 2: Concerns raised by those residents who object to a CPZ

Generic concern	Specific issue
Need for, effectiveness and wider impact of CPZ	Queries whether CPZ needed
	Concerns over lack of enforcement
	Concerns over displacement of parking problems to non-highway roads
	Concerns over permit eligibility for residents of roads which are not highway
	Concerns that scheme will not address problems of parking on grassed areas
Cost of permits	Concerns over cost of vehicle permits
Provision for visitors / informal carers	Concerns that restrictions will impact visitors including carers
Provision of double yellow lines in the area	More double yellows needed or feels existing restrictions need to be better enforced

On-Street Car Parking Surveys

13. On-street car parking 'beat' surveys were undertaken in November 2018 and February & March 2019. The surveys assessed the change in parking demand between the evening (01:00-05:00) and daytime (09:30-14:00) to understand whether pressure for parking, particularly by commuters, is observed.
14. Results of the parking surveys are summarised in Table 3. More detailed results are provided at Annex 3.

Table 3: Change in on-street car parking demand

CPZ Name/area	Night time demand – number of vehicles parked (01:00-05:00)	Day time demand – number of vehicles parked (09:30-14:00)	Change between evening and daytime parking demand (% change)
Headington Quarry	195	221	+26 (+13%)
Cowley Centre West	219	238	+19 (+9%)
Cowley Marsh	491	454	-37 (-8%)
Waterways	159	191	+32 (+20%)
Hollow Way North	253	264	+11 (+4%)
Lamarsh Road	12	12	+/-0 (+/-0%)
Cowley Centre East	454	412	-42 (-9%)
New Marston	370	421	+51 (+14%)
Temple Cowley	477	413	-64 (-13%)
Donnington	427	341	-86 (-20%)
Barton East & West	696	568	-128 (-18%)
Sandhills	67	50	-17 (-25%)
Hollow Way South	382	301	-81 (-21%)
Risinghurst	370	310	-60 (-16%)
Florence Park	538	540	+2 (+0.4%)
Littlemore North	603	392	-211 (-35%)

Officer Recommendation

15. Table 4 sets out the officer recommendation including reason for this.

Table 4: Reason for recommendation

CPZ Name/area	Recommendation	Reason for recommendation
Headington Quarry	Carry out further scheme development and formal consultation	<ul style="list-style-type: none"> ▪ More positively supported ▪ In most cases demand for on-street car parking increases during the daytime (suggesting streets are used by commuters) ▪ To reduce overspill parking given location is next to an existing or proposed CPZ ▪ Located in or adjacent to an area where low car/car-free development has already been granted planning permission (and in the case of New Marston the Swan School) ▪ Sandhills – this has been included because of pressure for displaced long-stay parking from Thornhill Park & Ride, which was not captured in the parking survey due to time of year undertaken
Cowley Centre West		
Cowley Marsh		
Waterways		
Hollow Way North		
Lamarsh Road		
Cowley Centre East		
New Marston		
Sandhills	Proceed to formal consultation at a later date (so no further work to be carried out at this stage)	<ul style="list-style-type: none"> ▪ Low or poor support for CPZ ▪ However, displaced car parking could be a problem in the future linked to being located adjacent to a proposed CPZ
Hollow Way South		
Florence Park		
Temple Cowley	Keep under review* (so no further work to be carried out at this stage)	<ul style="list-style-type: none"> ▪ Low or poor support for CPZ ▪ In all cases demand for on-street car parking reduces during the daytime (suggesting streets are not used by commuters or is not an issue currently)
Donnington		
Barton East & West		
Risinghurst		
Littlemore North		

*includes CPZ proposals that weren't included in the informal consultation: Blackbird Leys, Greater Leys, Iffley, Lower Wolvercote, Old Marston, Rose Hill, South Oxford & Upper Wolvercote

Scheme Development

16. Further scheme development will involve local members and stakeholders, and this process may lead to changes to the zone boundary as consulted at informal stage.

17. Members have also requested that some road space be reallocated for cycle parking and so this will also be considered and discussed with the local

member and stakeholders during scheme development on a case by case basis.

How the Project supports LTP4 Objectives

18. Controlled parking zones help reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits support a number of sustainability and corporate objectives, including the aims of the Local Transport Plan.

Indicative Programme for Consultation and Implementation

19. Formal consultation on the nine CPZs, if approved, would be phased over a period of time, and so would the period of time assumed for set-up and implementation. Below provides some indicative dates which will need to be refined once further scheme design has been carried out and formal consultation undertaken. Firmer dates will be reported at future Cabinet Member Decision meetings.

- **Scheme design and formal consultation** – May 2019 to March 2020
- **Account set-up and scheme implementation** – Winter 2019 to summer 2021

Financial and Staff Implications (including Revenue)

20. The total cost to implement all nine CPZs is currently estimated to be £433,700. This includes revenue costs associated with scheme development and set-up/implementation as below:
- Scheme development = £22,500
 - Initial account set up/permit allocations = £75,000
 - Scheme implementation i.e. signs and lines = £336,200
21. Ongoing revenue implications including administration and enforcement of CPZs, once implemented, are recovered through parking permit charges.
22. As each scheme is further developed implementation costs will be refined and reported to the Cabinet Member for Environment along with results of the formal consultation.
23. The amount of funding currently held or secured to implement the new CPZs is £412,192. This is either from held or secured planning (S106) or highways (S278) agreements linked to developments. It also includes £200,000 provisionally earmarked by the City Council from their Community Infrastructure Levy (CIL). A further £92,000 has been requested from a development at Templars Square which received planning permission in 2017 but we are still waiting for the Section 106 to be completed.

24. Further funding is expected from developments across the city over the next few years, through S106/S278 agreements and/or CIL, to help fund CPZs not recommended to be progressed at this stage.

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Background papers: Map of existing and proposed CPZ areas
 Further breakdown of informal consultation results
 Further breakdown of on-street car parking surveys

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