

## **CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019**

### **OXFORD – CHURCH WAY, IFFLEY TURN AND WESTBURY CRESCENT - PROPOSED WAITING RESTRICTIONS**

**Report by Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions at Church Way, Iffley Turn and Westbury Crescent, Oxford.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage due to development or when requested by the local member or local councils due to concerns over road safety and the movement of traffic.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce new and amended waiting restrictions at Church Way, Iffley Turn and Westbury Crescent, Oxford. These measures have been requested by the local member and Oxford City Council councillors and, if approved, will be funded from the Councillor Priority Fund and CIL funding held by Oxford City Council.

#### **Background**

4. The above proposal as shown at Annex 1 and Annex 2 has been put forward due to the development of adjacent land.

#### **Consultation**

5. Formal consultation on the proposals was carried out between 21 March and 19 April 2019. 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, Oxford City Council, the local County and City Councillors. Notices were also placed on site and letters sent to approximately 100 properties in the immediate vicinity of the proposals.
6. Twenty responses were received as summarised in the table below:

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<b>Proposal</b>	<b>Support</b>	<b>Object</b>	<b>Concerns</b>	<b>No opinion / Neither</b>	<b>Total</b>
Church Way	9 (64%)	0	3 (21%)	2	14
Westbury Crescent	2 (15%)	4 (31%)	1	6	13

7. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

8. Thames Valley Police did not object to the proposals but commented that enforcement of waiting restrictions would be a low priority for police resources.
9. A City Councillor responded expressing support for both proposals and noting that they had been requested by local residents.

### **Church Way and Iffley Turn**

10. Three expressions of concern were received from local residents together with nine expressions of support and two expressing no opinion. The grounds for concern included the proposed retention of some parking on Church Way by Lucas and Remy Place and also that parking displaced by the proposed restrictions would add to parking pressure elsewhere. Wider concerns were also expressed over the speed of traffic and the need for traffic calming measures, with one respondent also noting that the existing parking did help slow traffic.
11. While noting the above concerns, the nine responses in support of the proposals cited significant current issues caused by parking, with the obstruction of access for emergency vehicles being viewed as of special concern.

### **Westbury Crescent**

12. Four objections and one expression of concern were received from local residents citing concerns that the proposals could lead to traffic turning from A4158 Rose Hill into Westbury Crescent being obstructed by parked vehicles on the north side of the road, leading to congestion and safety problems at this junction. Also more general concerns on the need for these changes, with the view being expressed that existing arrangements were satisfactory. Some respondents also cited concerns that speeds could increase and that the proposals failed to address problems with obstructive parking further to the east on Westbury Crescent.

13. A further seven responses from members of the public included one expression of support and six expressing no view.
14. The objections and concerns are noted but following careful consideration of the current traffic problems in Westbury Crescent by officers and local councillors the proposals are judged to be appropriate and, if approved, their effectiveness will be monitored.

### **How the Project supports LTP4 Objectives**

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

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

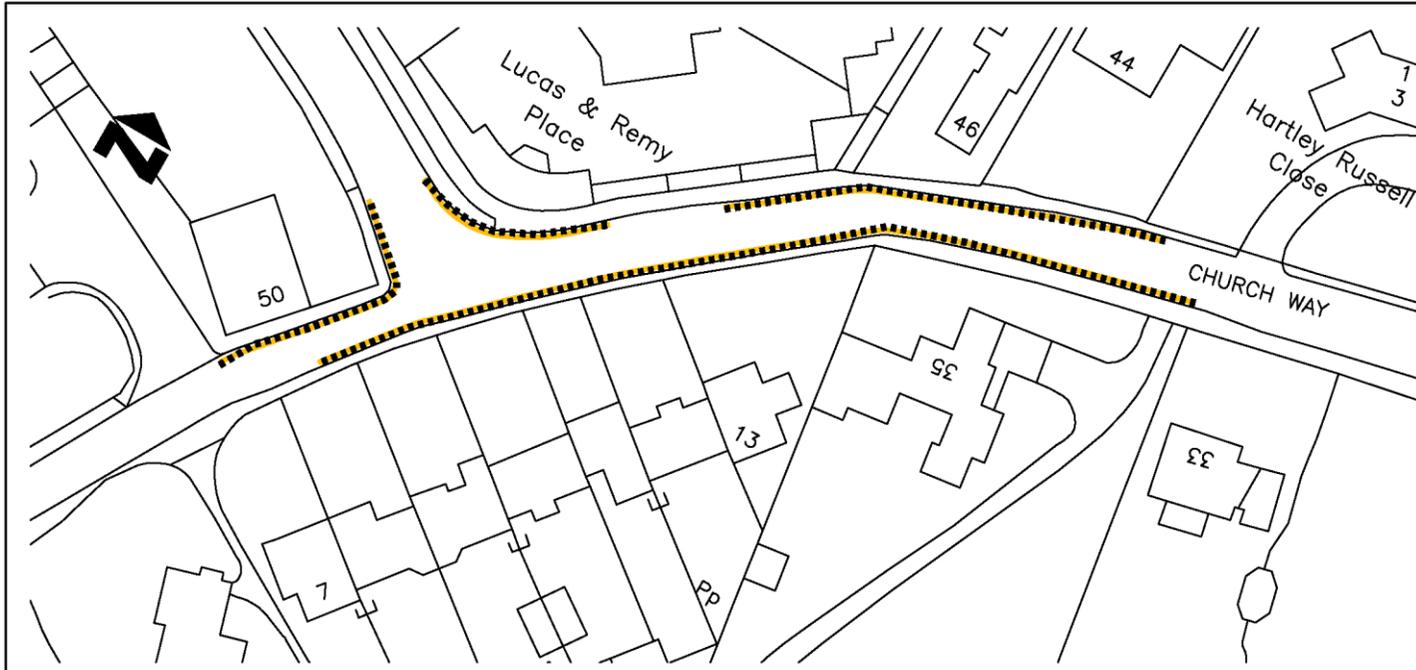
16. Funding for the proposed measures has been provided from the Councillor Priority Fund and CIL funding held by Oxford City Council.

OWEN JENKINS  
Director for Community Operations

Background papers:            Plan of proposed waiting restrictions  
   Consultation responses

Contact Officers:                Hugh Potter 07766 998704

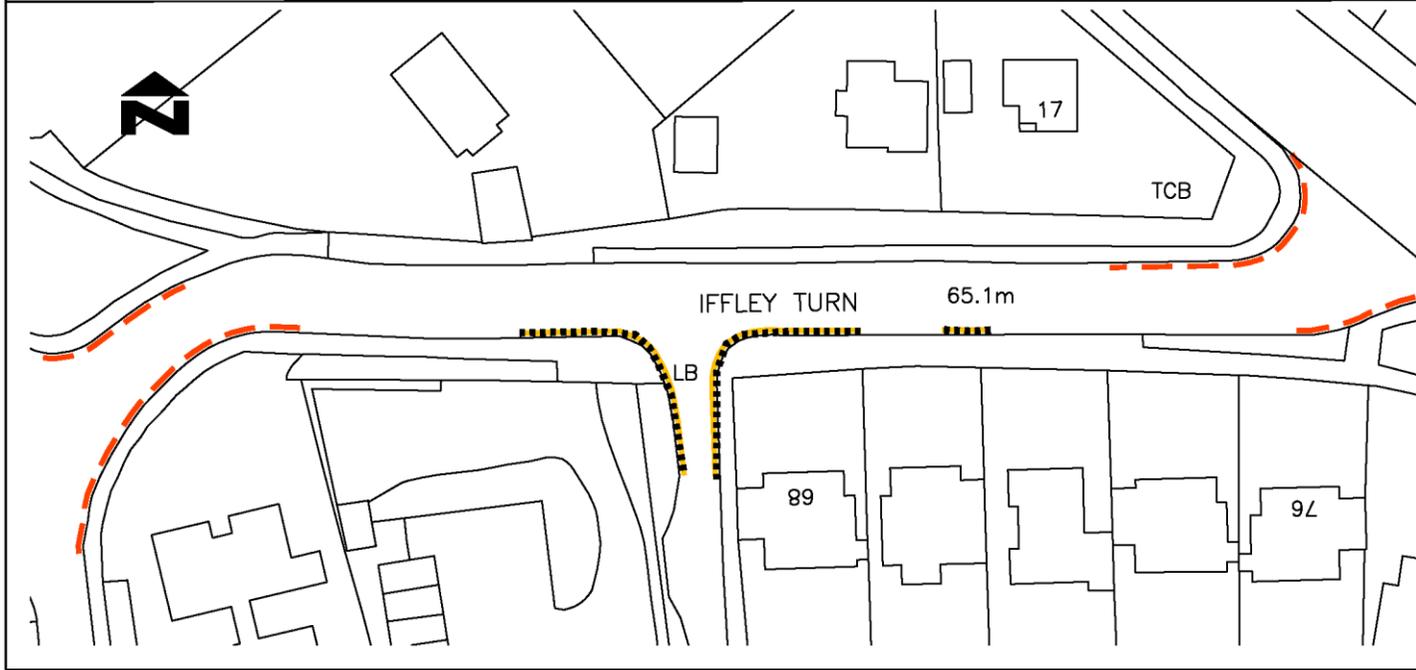
May 2019



Notes

- Existing No Waiting at any time.
- Proposed additional no waiting at any time.

Do not scale this drawing



A Minor amendments to extent of controls				
Rev	Description	By	Date	Chk'd Auth

**Oxford Direct Services**  
 Marsh Road, Oxford OX4 2HH  
 T: 01865 335400  
 E: oxforddirectservices@oxfordds.co.uk



Client

Project

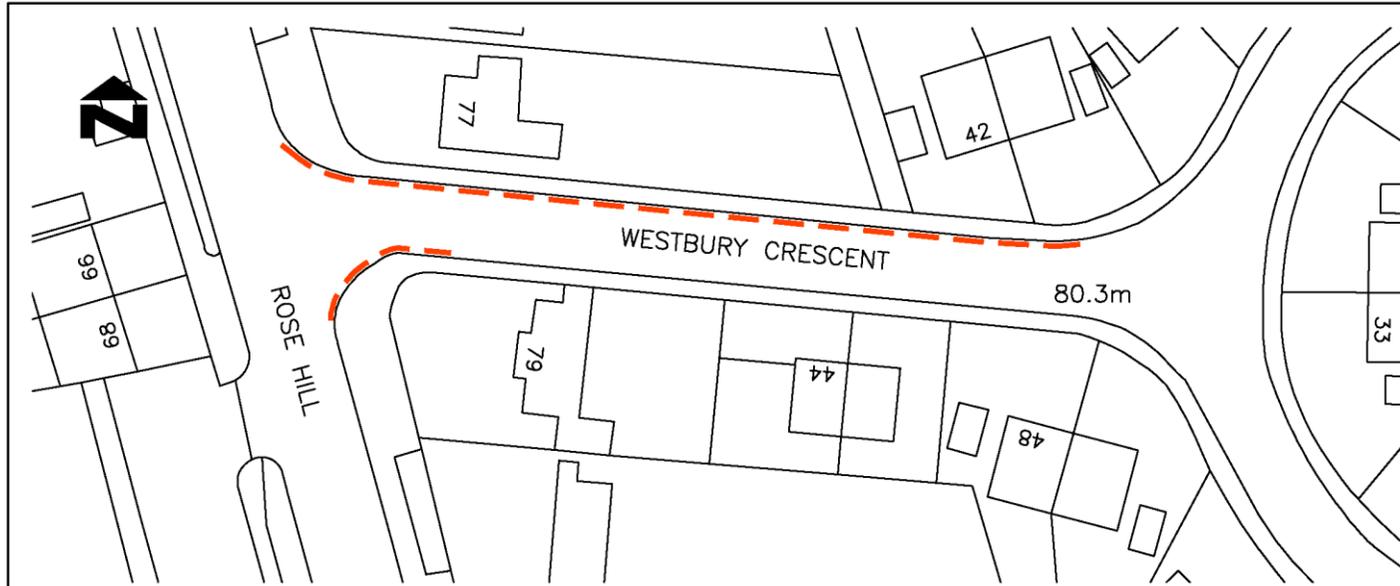
**Oxford:  
 Various Streets  
 Miscellaneous  
 Waiting Prohibitions 2018**

Title

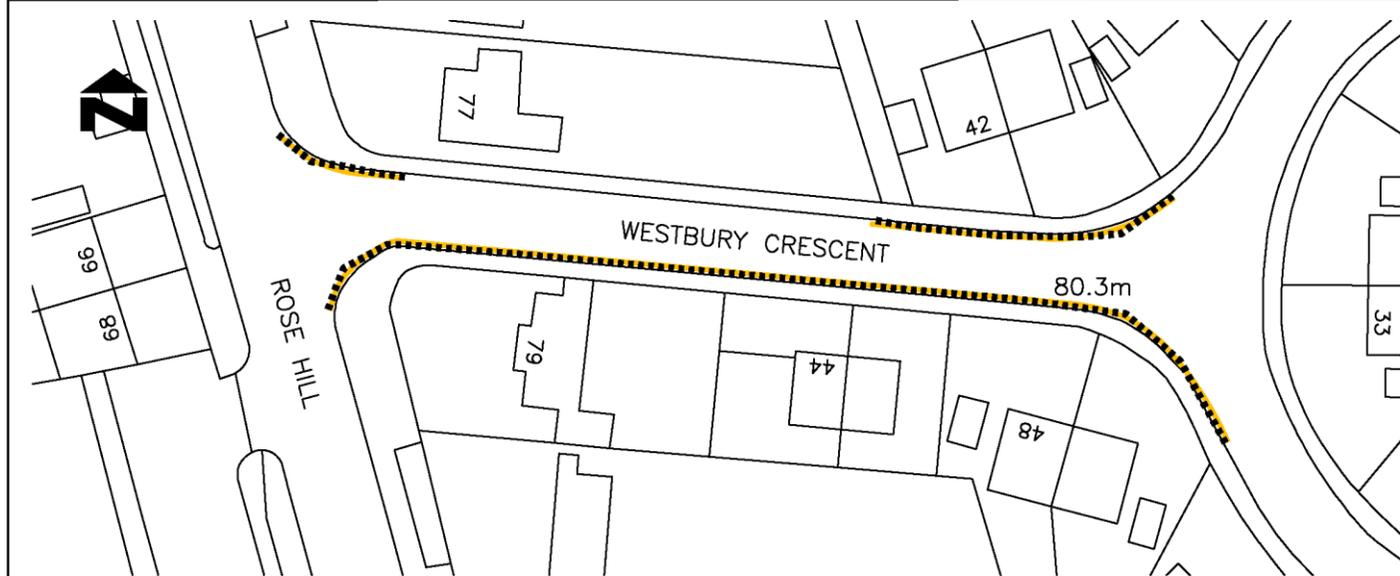
**Layout of  
 Waiting Prohibitions – Iffley Village**

Scale	1:500	Drawn By	SMA	Checked By	Approved By
Drawing Number	0004/A3/00111			Date	07.11.18
Rev	A				

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Existing Layout of No Waiting at Any Time



Proposed Layout of No Waiting at Any Time

- Notes
- - - Existing No Waiting at any time.
  - - - Proposed new location of no waiting at any time.

Do not scale this drawing

A Description in Key amended					
Rev	Description	By	Date	Chk'd	Auth

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Client:

Project:  
**Oxford:  
 Various Streets  
 Miscellaneous  
 Waiting Prohibitions 2018**

Title:  
**Layout of Waiting Prohibitions  
 Westbury Crescent**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 14.11.18	Date	Date
Drawing Number 0004/A3/00115			Rev A

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Oxford City Councillor	<b>Support</b> - have consulted informally about the restrictions in Iffley Village and Westbury Crescent and there is widespread support – indeed, the schemes came from local requests.
<b>Church Way</b>	
(3) Local Resident, (Oxford)	<p><b>Concerns</b> – I am very much in favour of the installation of parking restriction on Church Way. However, I have reservations that the current proposals will resolve issue of cars parking which restrict drivers view on the blind bend as the lines aren't to be continuous in front of Lucas and Remy Place. The attached photograph shows a car parked on the area where there will be no restrictions and is restricting the view at the blind bend.</p> <p>The matter is significant as:</p> <ul style="list-style-type: none"> <li>- Drivers recognise the issue and regular sound their horns creating a nuisance to residents at all hours of the day</li> <li>- The majority of the time there are cars parked in this spot are using it for overnight parking</li> <li>- Cars tend to park the 'wrong' way around this doesn't help to create a safe environment</li> <li>- Undoubtedly there are occupants of Lucas and Remy Place who need to park. However, there is on-site parking and space down Meadow Lane.</li> <li>- The creation of a disable parking bay on Meadow Lane could be considered as users of the Lucas and Remy Place often have Blue badges which I believe entitles them to parking on double yellow lines under certain circumstances which will exacerbate the situation.</li> </ul>
(4) Local Resident, (Oxford)	<p><b>Concerns</b> – As a regular user of Church Way and Iffley Turn, my comments are as follows:</p> <p>a) Church Way. This issue is one of Road Safety. Traffic speed through this bend, effectively blind from both directions, has increased and while parking along the pavement in front of Lucas and Remy Place can and does</p>

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	<p>cause congestion, this makes most drivers slow down round the bend. The introduction of the parking restrictions on this side of the road as shown in your letter, will give better visibility in each direction and traffic speeds around the bend are likely to increase making a dangerous corner more so. For this reason, while in favour of the proposal to restrict parking on the south side of the road, I am not in favour of the proposed parking restrictions on the Lucas and Remy Place side of the road.</p> <p>A lack of visibility around the bend from 35 Church Way to mid-way opposite Lucas and Remy Place and exacerbated by inconsiderate, but currently legal, parking. One way to solve this problem would be to construct a solid traffic calming obstruction on the inside of the bend backed up by parking restrictions as per your letter. This would cause traffic coming into the village to slow and pull out to the right to see if the road was clear and allow traffic coming the other way to see them. Regrettably, I suspect that this option would be too expensive and unlikely to be agreed by the local residents.</p> <p>b) Iffley Turn. The proposed parking restrictions on the north side of Iffley Turn should be increased to cover the area from the Mini roundabout into Iffley Turn to the garage of No 15. This would give better visibility and road room to traffic coming from and to the roundabout. Parking on both sides of this bend close to the mini-roundabout has increased in recent months causing dangerous congestion around a tight bend onto the roundabout.</p> <p>The proposed parking restrictions opposite No 76 Iffley Turn should be continued to the west end of No 74 to free up the entry into Iffley Turn which can become congested if more than a couple of vehicles are trying to get out into Henley Avenue.</p>
<p>(5) Local Resident, (Oxford)</p>	<p><b>Concerns</b> – So may I say as a resident of Lucas &amp; Remy Place retirement flats in Meadow Lane that although extended yellow lines would be helpful for Iffley Villagers driving past the congested corner in Church Way, they could lead to severe crowding problems in Meadow Lane itself. We need unrestricted road access to our building for emergency vehicles, contractors' and staff vans and cars, and of course, legitimate residents' friends and family. Already we have general Iffley visitors parking in Meadow Lane - and further restriction on Church Way itself will force more traffic outside our building, making essential parking difficult.</p> <p>(One elderly disabled tenant with mobility issues has no option but to park her car outside her flat in Church Way and has already been in touch with City Officers to highlight the problem. Restricting access will mean that when she is out for e.g. shopping purposes, her space could be taken by anybody and she would be unable to park).</p> <p>What is needed are two disabled parking slots at the top of Meadow Lane to allow those tenants in Lucas &amp; Remy</p>

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	<p>Place with severe mobility issues (who currently park in the disputed area in Church Way) a safe and easy parking zone - then yellow lines around the dangerous blind bend would not be a problem. But, a long stretch of yellow lines from Hartley Russell House on Church Way to Meadow Lane would force visitors to local hotels, Oxford city etc. to park in Meadow Lane thereby compromising access for necessary vehicles. Unless of course we could have residents only parking in Meadow Lane...</p> <p>What is possibly needed around the area in question is a speed camera, as the 20mph limit is frequently abused by impatient motorists</p>
<p>(6) Local Resident, (Oxford)</p>	<p><b>Support</b> – We're happy to support them. Several years ago, the residents of Mill Lane were in close touch with your office about selective spots of double yellow lines. The issue is that the emergency services can't get through on too frequent a basis. The fire service, ambulance service and your office all agreed that lines are necessary. Is there any update on whether that will go ahead?</p>
<p>(7) Local Resident, (Oxford)</p>	<p><b>Support</b> – As a resident in one of the two houses in Eastchurch (No 1) could i urge you to also consider including parking restrictions at the junction of Eastchurch with Church Way (something like a box junction possibly?). When there are services in the church, and on warm weekend days irresponsible parking at this junction can prevent access/egress to Eastchurch. Apart from the inconvenience to us residents (which also includes the University at Court place Gardens) there is also the potentially very serious issue of access for emergency vehicles.</p>
<p>(8) Local Resident, (Oxford)</p>	<p><b>Support</b> – wholly approve of your proposed yellow lines outside of our house as you show. We trust that they will be executed in the discreet 'City of London' version, i.e., each band no wider than 3/4 inches. I believe this is what the Friends of Iffley Village also expect.</p> <p>This is a good move and we hope you will not linger in executing it.</p>
<p>(9) Local Resident, (Oxford)</p>	<p><b>Support</b> - we are writing in general support of the proposed additional No Waiting restrictions in the two roads mentioned above.</p> <p>Our main concern is that the proposals do not address the danger currently existing due to parking immediately east of the button roundabout in Iffley Turn. (This mini roundabout is not shown in the map you have circulated.) Currently</p>

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	<p>traffic proceeding east out of Iffley Village towards Cowley tends to drive across instead of round this roundabout, behaviour which is encouraged by cars parked close to the roundabout in the bend outside No 13 Iffley Turn. A short extension of only 25 metres to the existing double yellow lines would obviate this problem. The matter is exacerbated due to the frequent parking of visiting coaches in the road.</p>
<p><b>Westbury Crescent</b></p>	
<p>(10) Local Resident, (Oxford)</p>	<p><b>Object</b> – I am unable to see what can be achieved by moving the double yellow lines from one side to the other. The obstruction simply moves from one side to the other, but I think causes a bigger concern. My concern is that traffic could struggle to turn into Westbury Crescent from Rose Hill if they have to wait for traffic on the southern side to clear first. This potentially causes a back log and could stop traffic coming up Rose hill which is a much busier road with major bus links. Currently the backing up of traffic occurs in Westbury Crescent which is mildly annoying for some I suppose but doesn't cause any major problem that I can see.</p> <p>Please let me know if there is something I have not seen in your proposal as I would like to know the thinking behind it as I can't see it for myself at the moment.</p> <p>Secondly, I am concerned as to the cost of this proposal. In these times of budget cut backs is it wise to be spending money on this kind of things? Obviously if there is some great importance I have missed then you will let me know but so far, I cannot see any justification on allocating precious resources to this proposal.</p> <p>There are people in the local area that use Westbury Crescent to park their cars for work and personally don't have a problem with it. Changing this area to a residence only parking would help with the obstruction, but I don't really see the need in that especially either as the traffic does seem to flow without any real problem as far as I can see.</p> <p>Westbury crescent is also used as a rat run from Church Cowley road to cut through to Rose hill but again this proposal does not help with this either. May be some speed humps could be justified to slow traffic down a bit as people can tend to whizz around through rat runs.</p> <p>I think money should only be spent if significant improvement is achieved to the local residence in the way of safety or wellbeing. As I can see this does not appear to achieve this in my opinion.</p>

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<p>(11) Local Resident, (Oxford)</p>	<p><b>Object</b> – my house overlooks the parking along Westbury Crescent and at no time have I seen a problem with this or even miss use of parking in front of 44-48 access ways (surely a few white lines would suffice) Changing sides of this road would only cause the same issues to 42.</p> <p>On a more serious note though, Higher traffic volumes currently congest into Westbury Crescent before filtering onto the main Rose Hill road and your proposal will cause these tail backs to run out to Rose Hill road which in effect would endanger traffic, pedestrians and Cyclists. especially as traffic leaving Rose Hill Road will be confronted with parked cars.</p> <p>This road is a busy Rat Run between Rose Hill and Cowley Shopping Centre, and finances should be spent on shutting it off rather than simply moving the parking restrictions.</p> <p>Also, we have car transporters that use this road to turn their vehicles and the lamp post has been damaged by this due to it being blind to the truck driver.... imagine the damage they could do to cars .</p>
<p>(12) Local Resident, (Oxford)</p>	<p><b>Object</b> – Having seen your proposals to move parking restrictions from one side of the Road to the other leaves me confused as to what you gain apart from wasting time and money doing the job .The main parking problem in Westbury crescent is the parking on both sides of the road when you turn left a the junction and parking on the paths at certain times of day forcing people with prams and wheel chairs into the road any restrictions you put on the entrance to Westbury crescent just forces people to park further down the road</p>
<p>(13) Local Resident, (Oxford)</p>	<p><b>Object</b> – The proposed changes create a danger to vehicles travelling along Rose Hill.</p> <p>Vehicles travelling south and turning left and more particularly vehicles travelling north turning right into Westbury Crescent will find cars parked in their direction of travel after they commence turning the corner. If there are at the same time vehicles exiting Westbury Crescent they will be obliged to stop suddenly across the traffic in Rose Hill. This creates the potential for an accident.</p> <p>It would be better to have parking restriction further past 77 Rose Hill and not in front of 42 Westbury.</p>

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<p>(14) Local Resident, (Oxford)</p>	<p><b>Concerns</b> – I would be very grateful if you and your colleagues were able to help the residents of Westbury Crescent.</p> <p>I fully understand that Nos 42 to 50 Westbury Crescent need protection for their accessways but then so too do the residents who live on the bends of the road. There is parking congestion there as well, particularly on the northern bend of the Crescent where there are three HMO's adjacent to or near the bend. Cars and delivery vehicles regularly mount the pavement to park. Residents in this particular area and indeed the whole road need protection from excessive and inappropriate parking. I feel that the proposed CPZ would be much more effective if it has strong restrictions on non-residential parking. Also, I am concerned that unless the inner bend on the north side gets double yellow line protection, there will be chaotic parking; (I mean the curving portion of road with no driveways adjacent to Nos 29 to 31). However, I am also worried that traffic will speed up in the westerly direction as a result of double yellow line proposals. I believe that any use of long double yellow lines in Westbury Crescent also requires traffic calming measures to be introduced as has been done in other parts of the City. As it was the City Council who licenced the HMO's I believe it is up to them, and indeed yourselves, to ensure safe parking areas of reasonable lengths of the road which would be protected from through traffic. Making Westbury Crescent an 'Access Only' road would be the best solution. I would be grateful if you could respond to these points and I'm wondering also if you are in a position to say how the CPZ might in future interact with the proposed reconfiguration of the double yellow lines.</p>
<p>(15) Local Resident, (Oxford)</p>	<p><b>Neither</b> – I live on Rose Hill, opposite the junction with Westbury Crescent. Your proposal seems a good way in which to improve the flow of traffic from Westbury Crescent onto Rose Hill, towards Little more. However, I am concerned that continuing to allow unrestricted parking on that section of Westbury Crescent and will cause further congestion on Rosehill itself, especially as the double yellow lines will only extend a very short distance into Westbury Crescent from Rosehill on the Northern side. At peak times this will result in traffic queueing back onto Rose Hill in both directions as they wait for vehicles to clear ahead of them. We already see examples of dangerous overtaking every day whilst people are waiting to turn right into Westbury Crescent and I am sure that this would also result in people having to wait to turn left into the same road.</p> <p>For your information very few local residents park on that section of Westbury Crescent. Three main categories of people use it:</p> <ol style="list-style-type: none"> <li>1) people using it in order to catch the Number three bus into town, rather than using the park-and-ride service provided;</li> <li>2) workers at Braleys Kia garage on Rosehill using it rather than their own premises or the car park behind the Co-op;</li> </ol>

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	<p>3) people who leave vehicles in a semi-abandoned state for weeks on end whilst they work on other vehicles and then fetch them when it's convenient for them or local residents complain!</p> <p>Therefore, I propose that it would be simpler, safer and more effective to leave the existing double yellow lines in place and to limit waiting on the southern side of Westbury Crescent. I would suggest limiting it to permit holders and/or a maximum of two hours within the hours of 0700 and 1900 Monday to Friday.</p>
<p><b>Both Locations</b></p>	
<p>(16) Local Resident, (Oxford)</p>	<p><u>Iffley Turn / Church Way</u> - <b>No opinion</b> - No Comment</p> <p><u>Westbury Crescent</u> - <b>Neither</b> - This proposal by itself does not go far enough. DYs should be accompanied by traffic calming in Westbury Crescent. Excessive through traffic is a problem. Excessive and inappropriate parking is a problem. There should be strong restrictions on non-residential parking. Protected parking areas should be created. Making Westbury Crescent an 'Access Only' road would be the best solution.</p>
<p>(17) Local Resident, (Oxford)</p>	<p><u>Iffley Turn/ Church Way</u> - <b>Support</b> - I would strongly suggest that the proposed "No Waiting at Any Time" restrictions on the southern side of Iffley Turn be extended, so that they also cover the road between the end of the existing double-yellow lines (outside no. 76) and the driveway/crossover of no. 74.</p> <p>It is often the case that traffic entering Iffley Turn (southern side) from Henley Avenue has to queue up, because there are a number of cars exiting Iffley Turn (northern side) on to Henley Avenue. In these circumstances, the traffic is reduced to one lane because of cars parked outside nos. 76 and 74 Iffley Turn. This creates queues back towards Henley Avenue and makes it difficult to turn off Henley Avenue safely.</p> <p>Extending the double-yellow lines a little further would make this entrance to Iffley safer and less prone to queuing back towards Henley Avenue.</p> <p><u>Westbury Crescent</u> - <b>No opinion</b> - No Comment</p>

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<p>(18) Local Resident, (Oxford)</p>	<p><u>Iffley Turn/ Church Way</u> - <b>Support</b> - Whilst I support this proposal per se, I do think residents in Iffley, especially those further down Church Way need to hear detailed information on how OCC plan (if the proposed parking restrictions are implemented), to do a detailed analysis to determine successfulness of the parking restrictions. We must, as part of the proposal have a study to determine any knock-on impacts &amp; risks, if restrictions are rolled out. At present without residents understanding when a study will be conducted thereafter, there's a risk that by these restrictions going live OCC are in effect pushing the parking issues further down Church Way. That simply can't happen as visibility due to narrowness and layout of road would in effect create safety issues &amp; hazardous conditions elsewhere in the village.</p> <p>We quite often find outside no 78 that vehicles are parked in a hazardous manner - there is a slight bend &amp; narrowing of the road and people very often park vehicles between the gates (where dropped kerbs are in operation), and on several occasions lately we've had people knocking on our doors asking If the parked vehicles were ours, as they were preventing traffic freely flowing due to nature of the parking, and size of vehicles that were entering/exiting the village.</p> <p>There has even be cause to contact the Police due to the fact dropped kerbs have been blocked by parked vehicles. In short the proposals are a great idea, if and ONLY if Oxford City Council can prove that by having these parking restrictions in place, residents further down Church Way won't encounter issues as vehicles owners just look to park after the double yellow lines end. Hence the need for a detailed study &amp; analysis should the proposals be accepted.</p> <p><u>Westbury Crescent</u> - <b>No opinion</b> - No Comment</p>
<p>(19) Local Resident, (Oxford)</p>	<p><u>Iffley Turn/ Church Way</u> - <b>Support</b> - The addition of double yellow lines to church way is essential and in fact the area to be covered should be lengthened as the narrow part of Church Way continues past the Tree Hotel and the bottom of Tree Lane. Please consider making the road safer by stopping people parking on Church Way outside the Tree Hotel</p> <p><u>Westbury Crescent</u> - <b>Support</b> - No Comment</p>
<p>(20) Local Resident, (Oxford)</p>	<p><u>Iffley Turn/ Church Way</u> - <b>Support</b> - Important for safety reasons</p> <p><u>Westbury Crescent</u> - <b>No opinion</b> - No Comment</p>

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