



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 21 July 2016 at 10.00 am
County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 22 July 2016 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads 'PG Clark'.

Peter G. Clark
County Director

July 2016

Contact Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 1 September 2016

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

4. Proposed Traffic Management Measures Oxford Westgate Centre Redevelopment (Pages 1 - 10)

Forward Plan Ref: 2016/010

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE4**).

The report presents objections and comments received in the course of a statutory consultation on proposals to introduce and amend various traffic restrictions, and to provide new and amended pedestrian crossings, in the vicinity of the Westgate Centre in central Oxford as part of the major redevelopment of the Centre. It includes further responses to the consultation that were received too late to be included in the report presented to and deferred by the Cabinet Member for Environment at his meeting on 9 June 2016.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposals as advertised, but with the possible exemption of pedal cyclists from the proposed prohibition of right turns from Old Greyfriars Street being made in the light of further investigation and local consultation.

5. Proposed 20mph Zone & Parking Restrictions (Double Yellow Lines) - Great Western Park, Didcot (Pages 11 - 28)

Forward Plan Ref: 2016/043

Contact: Owen Jenkins, Service Manager – Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE5**).

The report presents objections and comments received in the course of a statutory consultation to (a) introduce no waiting at any time parking restrictions along Sir Frank Williams Avenue (the main spine road through the development) and partly into the adjoining side streets, (b) to implement a 20mph speed limit within the Northern and the District Neighbourhoods, and (c) to introduce a 1 hour with no return for 1 hour provision for loading in the vicinity of the proposed commercial/retail premises along the University Technical College access road, all within the Great Western Park residential development, Didcot.

The Cabinet Member for the Environment is RECOMMENDED to:-

- (a) ***approve implementation of no waiting at any time parking restrictions and 20mph speed limit zone proposals as advertised;***
- (b) ***approve implementation of loading bay restrictions as advertised and amended as described in the report CMDE5***

6. Proposed Parking Restrictions (Double Yellow Lines) - Thames View, Abingdon (Pages 29 - 40)

Forward Plan Ref: 2016/044

Contact: Owen Jenkins, Service Manager – Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE6**).

The report presents objections and comments received in the course of a statutory consultation on a proposal to introduce no waiting at any time parking restrictions along the majority of Thames View in Abingdon in response to residents' concerns, expressed through the local Member, regarding the high levels of inappropriate and dangerous commuter parking.

The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposal as advertised and amended as described in the report CMDE6.

Division(s): Jericho and Osney; Isis

CABINET MEMBER FOR ENVIRONMENT – 21 JULY 2016

PROPOSED TRAFFIC MANAGEMENT MEASURES OXFORD WESTGATE CENTRE REDEVELOPMENT

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposals to introduce and amend various traffic restrictions, and to provide new and amended pedestrian crossings, in the vicinity of the Westgate Centre in central Oxford as part of the major redevelopment of the Centre. It includes further responses to the consultation that were received too late to be included in the report as presented to the Cabinet Member for Environment meeting on 9 June 2016.

Background

2. In 2014 Oxford City Council approved – following very extensive local consultation - a planning application for the redevelopment of the Westgate Centre.
3. The principal effect in respect of traffic movements of the approved plans in the vicinity of the Centre is the construction of a new length of public highway on the west and south sides of the development linking Castle Street and Speedwell Street, and the stopping up of the length of Old Greyfriars between its junction with Castle Street and Turn Again Lane. It is proposed to introduce access restrictions to permit local buses and pedal cycles only to use the new length of highway, together with vehicles requiring access to a loading bay being provided for new residential premises within the development (it is proposed that the latter vehicles will only be permitted to enter the road from its south end, and will be required to exit it at the north end).
4. Access to the retained length of Old Greyfriars Street between its junction with Speedwell Street and Turn Again Lane is proposed to be restricted to pedal cycles, taxis, local buses, and vehicles requiring access to the loading area for the development. Restrictions on turning movements to give effect to the above are also proposed.
5. Additionally new and amended zebra and toucan pedestrian crossings are proposed to be provided on New Road immediately west of Castle Street, on the new extension of Speedwell Street, and on Thames Street; the proposals also include signalled crossing points for pedestrians and cyclists

incorporated within new signalled junctions but which are not the subject of statutory consultation.

6. A plan summarising the above proposals is shown at Annex 1. A large-scale version of the plan will be on display at the meeting.

Consultation

7. Following an informal consultation carried out in February 2016, a formal consultation on the proposals was carried out between 21 April and 20 May 2016. This comprised a public notice being published in the Oxford Times on 21 May, and street notices being provided on the highway in the vicinity of the Centre. In addition information was sent by email to statutory consultees, including Thames Valley Police, the Fire and ambulance services, Oxford City Council, Bus Operators, taxi organisations and the local Members; a dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals.
8. Nine responses were received, comprising five objections, two expressions of support relating to specific proposals, and two making comments and raising queries on specific aspects of the proposals; the responses are summarised at Annex 2 (this also includes the response of COLTA, the City of Oxford Licenced Taxi Association, to the informal consultation, together with their subsequent communication received on 29 June following the decision at the 9 June Cabinet Member Decisions meeting to defer consideration of this matter in response to representations by COLTA at this meeting). Copies of all the consultation responses are available for inspection in the Members' Resource Centre.
9. Thames Valley Police had no objection in principle to the proposals, but asked how the proposed restrictions were to be enforced, with particular reference to the access restrictions on the new road between Speedwell Street and Castle Street, and also the turning restrictions at junctions. The Police also asked for confirmation that the design of the proposed new and amended pedestrian crossings complied with national guidance.
10. COLTA object to the proposed restriction of the new link road between Castle Street and Speedwell Street to buses and pedal cyclists only. They consider the omission of taxis as permitted users of this link would be counterproductive in terms of the service they wish to provide to the general public, noting that the Oxford Hackney Carriage trade – using London style cabs which are clearly identifiable as taxis - has been using the bus gates within the city centre since their inception and that this allows them to move passengers around the city quickly and efficiently; their passengers include disabled passengers and those with children or shopping waiting at bus stops who wish to be helped in to taxis and then require equal assistance at their point of destination, which is a service buses cannot provide. COLTA also note that similar exemptions are provided in other major cities.

11. COLTA also point out that the development includes a mixture of shops, bars and restaurants etc. some of which will be open till late, and that not allowing taxis to be able to use this restricted route will cause unnecessary difficulties for those passengers (especially those who are infirm or disabled) trying to get a taxi late in the evening or early hours of morning to get home safely, and that customers may well be unaware of, or not find convenient the proposed taxi rank in Old Greyfriars Street.
12. COLTA also express concerns that the restrictions would be a source of potential dispute with customers travelling to and from points near the restricted area on the grounds that the longer journey distance and travel times imposed by not being permitted to use the link road would increase fares; additionally the longer travel distance would increase vehicle emissions by taxis.
13. In view of the above, and taking account of the wider pressures on the taxi trade, COLTA request that taxis are given unrestricted access through the link road, and also that taxi ranks for 3 cabs be provided in both Norfolk Street and Castle Street (6 places in all) adjacent to the planned bus stops.
14. An objection was received from the local representative of Cycling UK and the Oxfordshire Cycling Network relating to the inclusion of cyclists in the proposed prohibition of the right turn from Old Greyfriars Street into Speedwell Street; the provision of the zebra crossing (in relation to both its siting, and the use of a zebra rather than a 'Tiger' crossing which is similar to a zebra crossing but provides for cyclists to legally cross) at the western end of the extended Speedwell Street, and the absence of a link for cyclists between Paradise Square and the new link road. In addition to these objections, clarification was sought on a number of detailed matters including the proposed change to the existing zebra crossing on New Road, the use of double yellow line markings within the new road layout (with a request that these be avoided by designating the area a Restricted Zone, and the scope offered by the works in the area to help deliver the proposed 'Cycle super route' along Thames Street / Oxpens Road as included in the Local Transport Plan.
15. Arriva (a bus operator) strongly supported the proposed restrictions for the new length of highway linking Castle Street with Speedwell Street limiting its use to local buses and pedal cycles, and excluding taxis and private hire vehicles on the grounds that use by the latter would impede buses and could lead to enforcement issues given that some such vehicles were hard to distinguish from private cars.
16. One objection was received from a member of the public in respect of the proposed amendment to the existing zebra crossing on New Road immediately west of its junction with Castle Street, on the grounds that the existing zebra crossing led to significant delays to buses and that a signalled crossing would be preferable especially with the anticipated larger number of pedestrians that will be crossing here when the enlarged Westgate Centre is open.

17. One objection from a member of the public was received in relation to the planned loading bay for the residential premises on the grounds that buses passing loading vehicles waiting on the carriageway would be in potential conflict with oncoming buses; this objection also cited concerns that the proposed new zebra crossing was poorly sited would result in further delays to buses based on experience of the existing zebra crossing on New Road (as referred to in the above objection).
18. A further objection from two members of the public concerned the removal of the traffic lights at the Thames Street junction with Blackfriars Road on the grounds that safety would be impaired in particular due to limited visibility to the east for vehicles turning right onto Thames Street from Blackfriars Road and such traffic would also experience delays waiting to turn onto Thames Street. The objection also raised strong concerns over the safety of pedestrians and cyclists crossing Thames Street and Speedwell Street with the removal of the pedestrian phases provided in the former signalled junctions.
19. One response in support of the proposed pedestrian crossing provision was received from a member of the public, in particular in respect of the proposed new and amended zebra crossings; it was requested that all the new crossings should be constructed on road humps to help reduce speeds, and that they should be well lit.
20. A local residents association (SENDRA – St Ebbe's New Development Residents' Association) requested further information primarily relating to the proposed crossing provision for pedestrians and cyclists, in particular seeking assurances that this includes signalled crossings across Thames Street and Speedwell Street near the Old Greyfriars Street junction, and across Thames Street near the site of the pelican crossing which it is proposed to remove as part of the construction of a new signalled junction with the access to the new car park. Additionally SENDRA recommended that the traffic flows in the vicinity of the Blackfriars Road junction are monitored closely following the removal of the signals to confirm that the junction operated acceptably (especially in respect of traffic turning to and from Blackfriars Road), with the option of re-introducing signals being retained should monitoring indicate a need.

Response to objections and concerns

21. Thames Valley Police's comments are noted; the enforcement of the proposed access restrictions will be carried out by cameras (as is the case with the current restrictions), with violations being subject to civil enforcement procedures. The proposed crossings will comply with national regulations.
22. In respect of COLTA's objection, the proposals provide for a taxi rank (for approximately 8 taxis) on Old Greyfriars Street, which is very well sited in the centre of the new Westgate development, and is also well connected to surrounding areas (including Castle Street) by pedestrian walkways. The

rank will be especially convenient for customers of the planned restaurants and cinema, as some of these will be directly accessed from Old Greyfriars Street. While careful consideration has been given to COLTA's request for access to the link road, including the option of access only within the evening / early morning period, it is considered that ensuring that the traffic arrangements on the link road operate at all times as efficiently as possible for buses is critical, given the very much higher numbers of passengers conveyed by buses as opposed to taxis, and this would inevitably be compromised were taxis permitted access (even if just in the evening period), also noting that given the space constraints, it is not considered viable to provide the taxi ranks requested on Norfolk Street or Castle Street.

23. While COLTA's concerns over passengers disputing with taxi drivers over longer journeys and higher fares due to not being permitted access to the link road are noted, in practice for the great majority of journeys the additional distance resulting from complying with the proposed restriction will be minimal in relation to the overall journey length (and will also have minimal environmental impact in terms of vehicle emissions).
24. The objection from Cycling UK and the Oxfordshire Cycling Network relating to the inclusion of cyclists in the proposed prohibition of the right turn from Old Greyfriars Street into Speedwell Street is noted, and this matter will be investigated to establish if it is possible for cyclists to be safely exempted from the proposal. If so, it is planned to carry out a further local consultation specifically on this matter, and - subject to a consideration of the responses – to amend the proposal accordingly.
25. The provision of the zebra crossing (rather than a 'Tiger' crossing) at the western end of the extended Speedwell Street, reflects the fact it is not proposed to have a shared use footway / cycletrack on the north east side of the crossing, and therefore a Tiger crossing – which is intended to provide a crossing point between cycle tracks on each side of the road – would not be appropriate.. Dismounted cyclists may of course use the proposed zebra crossing. The siting of the crossing is on the desire line for pedestrian and cyclists entering the centre from the adjacent crossing facilities incorporated in the new signalled junction at the junction of Thames Street / Oxpens Road with the new car park access.
26. The provision for cyclists between Paradise Square and the new link road will be reviewed as requested with the developers consultants; as this is a new footway area, no formal consultation will be required should it be considered that the requested link can be provided safely.
27. It is intended to designate the new road layout as a Restricted Zone to avoid the need for the provision of double yellow lines. Clarification of the proposals relating to the existing zebra crossing at New Road, and the scope offered by the works in the area to help deliver the proposed 'Cycle super route' along Thames Street / Oxpens Road as included in the Local Transport Plan will be explored, including consultation with the appropriate stakeholders including cycle groups.

28. The objections relating to the provision of the amended zebra crossing at New Road and the proposed new zebra crossing are noted. While it is accepted that buses can occasionally spend quite extended times waiting to give way to pedestrians at the existing zebra crossing, these delays are not judged to be excessive and no objections were received from the bus operators to these proposals. While signalled crossings at these locations should be technically feasible and could be considered should there prove to be a need in the future (subject to funding), a zebra crossing will typically provide a better level of service for pedestrians. The siting of the new zebra crossing links to the proposed signalled pedestrian crossing within the new traffic signal junction on Thames Street at the junction with the car park.
29. The objection relating to the proposed loading bay appear to be based on a misunderstanding of the detailed proposal, which is for an off- carriageway bay so that loading vehicles would not be impeding buses.
30. The objection relating to the removal of the signals at the Thames Street / Blackfriars Road junction is noted but the proposed redesign of this junction will improve visibility to the right to address the safety concerns. It is accepted that at times traffic turning from Blackfriars Road may have slightly longer delays than with the present signal control, but overall the traffic movements in the area will be better served by the proposed change to give way control for this junction, which will for example also benefit vehicles travelling into Blackfriars Road. The proposed new signalled crossing immediately east of the Blackfriars Road junction will – in conjunction with a signalled pedestrian phase being provided within the new junction of Speedwell Street and Old Greyfriars Street – maintain a safe route for pedestrians and cyclists crossing to and from the south side of Thames Street to the city centre.
31. The response by SENDRA is noted; the consultants acting on behalf of the developers will respond to their requests for information on aspects of the detailed design. Signalled crossing points across Thames Street (and Speedwell Street in the vicinity of the Old Greyfriars Street junction) will be provided, and the operation of the new highway provision including the revised junction with Blackfriars Road will – if approved - be monitored very closely.
32. The response in support of the proposed crossings is noted; it is however only proposed to construct the new zebra crossing on a road hump. The street lighting provided at the crossings will meet the appropriate standards. Similarly the response in support of the proposed access restrictions is noted.

How the Project supports LTP4 Objectives

33. The proposals would help facilitate the safe and efficient movement of pedestrians, pedal cyclists, local buses and other general traffic in the vicinity of the redeveloped centre.

Financial and Staff Implications (including Revenue)

34. Funding for the proposal is being delivered by the developers of the Westgate Centre; the appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

35. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposals as advertised, but with the possible exemption of pedal cyclists from the proposed prohibition of right turns from Old Greyfriars Street being made in the light of further investigation and local consultation.**

MARK KEMP

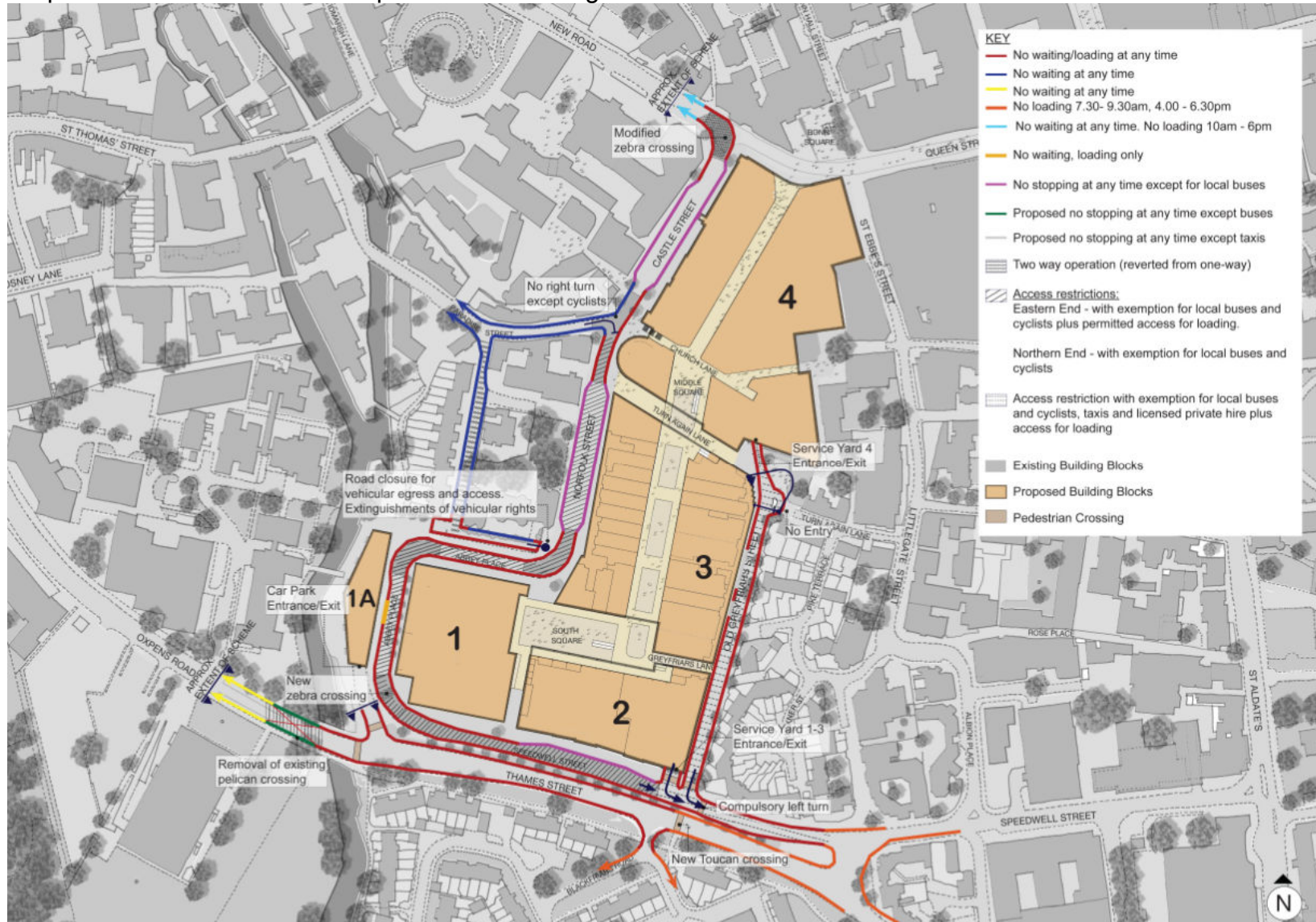
Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation responses

Contact Officers: Owen Jenkins 01865 323304

July 2016

Proposed traffic restrictions and pedestrian crossings



Summary of consultation responses

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection but asked for information on the enforcement of the proposed restrictions, and assurance that the proposed pedestrian crossings are in accordance with national standards.
COLTA (City of Oxford Licenced Taxi Association)	Objects to the proposed exclusion of taxis on the new link road on the grounds of inconvenience to taxi passengers, higher fares (which could also be a source of dispute with passengers) and vehicle emissions due to taxis being required to take a longer route in this area, and the consequent wider impact on the taxi business. In addition to requesting access through the new link road, COLTA requested consideration of new taxi ranks (each accommodating three taxis) in Castle Street and in Norfolk Street (forming part of the new link road).
Cycling UK, and Oxfordshire Cycling Network	Objects to the inclusion of cyclists in the proposed prohibition of the right from Old Greyfriars Street into Speedwell Street; to the provision of the zebra crossing (in relation to its siting, and also the provision of a zebra crossing rather than a 'Tiger' crossing which is similar to a zebra crossing but provides for cyclists to legally cross) at the western end of the extended Speedwell Street, and the absence of a link for cyclists between Paradise Square and the new link road. Additionally, clarification is sought on a number of detailed matters including the proposed change to the existing zebra crossing on New Road, the use of double yellow line markings within the new road layout (with a request that these be avoided by designating the area a Restricted Zone, and the scope offered by the works in the area to help deliver the proposed 'Cycle super route' along Thames Street / Oxpens Road as included in the Local Transport Plan.
SENDRA (St Ebbe's New Development)	No objection but requested further information on aspects of the detailed design of the proposed pedestrian and cyclist crossings and junctions, including clarification of crossing

Residents' Association)	<p>facilities being provided at the new signalled junctions.</p> <p>Concerned that the proposed removal of the signals at the Thames Street / Blackfriars Road junction could lead to difficulties for traffic turning right to Blackfriars Road, and for traffic exiting Blackfriars Road and requested that this be monitored closely following implementation with a view to re-instating the signals if required.</p>
Arriva Bus	<p>Strongly supported the proposals in respect of the access restrictions on the link road between Castle Street and Speedwell Street (limiting the use of this road to local buses, pedal cycles and loading vehicles for plot 1A, and excluding taxis and private hire vehicles).</p>
Online response	<p>Objects to the proposed amended zebra crossing on New Road, on the grounds that the current zebra leads to queues of buses waiting for the crossing to be clear of pedestrians, leading to delays for bus passengers (and in particular drew attention to the bus services continuing to the rail station, and therefore the potential wider impact of such delays on public transport users) and considered that the delays will only increase with increased pedestrian activity resulting from the enlarged Westgate Centre. A signalled crossing was suggested as a means of more fairly balancing the needs of pedestrians and bus passengers.</p>
Online response	<p>Objects to the proposed loading bay adjacent to plot 1 A on the grounds that this would impede buses and requested that the loading bay was moved completely off road. Objected to the proposed new zebra crossing as considered this was poorly located and would lead to congestion for buses.</p>
Local resident (letter signed by two parties)	<p>Objects to the proposed removal of the traffic signals at the Thames Street / Blackfriars Road junction on the grounds that visibility for traffic to the right from Blackfriars Road is limited, and also that the consequent removal of the pedestrian phase at the signals would lead to significant danger and delays to the pedestrians and cyclists crossing here to and from the city centre, and requested the provision of a signalled crossing (both across Thames Street and Speedwell Street)</p>
Online response	<p>Supports the proposed crossings and in particular the zebra crossings, and requests that they are humped to reduce traffic speeds, and are well lit.</p>

CABINET MEMBER FOR ENVIRONMENT - 21 JULY 2016

PROPOSED PARKING RESTRICTIONS, 20MPH SPEED LIMIT & LOADING RESTRICTIONS GREAT WESTERN PARK, DIDCOT

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to (a) introduce no waiting at any time parking restrictions along Sir Frank Williams Avenue (the main spine road through the development) and partly into the adjoining side streets, (b) to implement a 20mph speed limit within the Northern and the District Neighbourhoods, and (c) to introduce a 1 hour with no return for 1 hour provision for loading in the vicinity of the proposed commercial/retail premises along the University Technical College access road, all within the Great Western Park residential development, Didcot.

Background

2. The various proposals are being put forward in response to the ongoing works within the Northern and District Neighbourhoods of the GWP development, in preparation for the adoption of the roads. The location and detail of these proposals are shown as follows:
 - (a) **Annex 1 to 6:** Proposed parking restrictions (plans from North to South),
 - (b) **Annex 7:** Proposed 20mph speed limit,
 - (c) **Annex 8:** Proposed loading bay restrictions.

Consultation

3. The Formal consultation on the proposed parking restrictions and speed limit was carried out between 14 April and 13 May 2016. Letters were sent to 218 residential properties immediately affected by the proposed parking restrictions, whilst street notices were also put up at intervals along the street. A public notice was advertised in the Oxford Times on 14th April and in the Oxfordshire Herald on 20 April. Finally, an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town and Harwell Parish councils and to the local County Councillors.
4. The consultation on the loading bay proposals was carried out between 28 April and 27 May 2016. Street notices were put up in the immediate vicinity,

and public notices were advertised in the Oxford Times on 28 April and in the Oxfordshire Herald on 4 May. An email was again sent directly to the statutory consultees, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service and the local County Councillors.

5. A total of 12 responses were received during the entire consultation period, accounting for approx. 5% of people directly contacted. Objections to parts of the proposals were received from approximately half of those who responded, and these – along with those supporting the proposals and other comments received as part of the consultation - are summarised in Annex 9. Copies of all the responses received are available for inspection in the Members' Resource Centre.
6. Thames Valley Police (TVP) had no objection to the proposed parking restrictions or 20mph speed limit, although they were keen to stress that further engineering measures (rather than additional enforcement) could well be needed in the future should levels of residential complaints increase. They did however object to the loading bay restrictions, citing the considerable burden it would place upon Officers who would be required to observe vehicles over the proposed length of the restriction in order to establish if an offence had occurred. TVP would rather see the loading restriction limit reduced to 30 minutes (or less), however they stressed that should this occur, enforcement would still feature low down on the list of priorities.
7. Councillor Hards (local member for the Didcot West division) indicated support for the proposed 20 mph restrictions, considering them to be essential. He also supports the waiting restrictions, particularly on the spine road, although has some concerns about the level of restrictions on the side roads.
8. Didcot Town Council welcomed the proposed speed limit changes and stressed that the proposed loading bay restrictions was a necessary step forward for servicing businesses. They also supported the proposed parking restrictions as advertised.
9. No objections to the proposed 20mph speed limit zone were received, however the potential level and nature of enforcement likely to be carried out was queried.

Objections and concerns

10. The primary objection from those who responded centred on the loss of parking facilities for residents and their visitors. Objectors feared that without additional parking facilities being provided as part of the proposals, not only would residents suffer, but could lead to disputes between residents over inappropriate/inconsiderate parking (i.e. blocking of drives).
11. Residents were also concerned about their ability to occasionally park outside/near to their properties, especially for loading/picking up, as well as the requirements for delivery vehicles needing somewhere to stop. There were also concerns raised that even with parking restrictions in place some

residents would still park within a few metres of the junctions, which could be dangerous and creates a safety concern, due to the lack of visibility.

12. Some felt that the current restrictions (in terms of enforcement & lack of physical lines) were successful, and that there was no need to change what is already working.

Response to objections and concerns

13. It is acknowledged that the introduction of the proposed restrictions will reduce the amount of on-street parking space available but it is considered necessary to do so in order to allow safe passage of vehicles through the development.
14. In terms of provision for loading/unloading and waiting for passengers to board or alight, these activities are permitted where there are double yellow lines in place, providing that the highway is not obstructed.
15. For those that favoured the current parking restrictions and saw no reason to change the provision, it should be explained that the developer has already installed much of the proposed restrictions as part of the construction works (the roads are yet to be formally adopted) but in order for this to be legally enforceable once the roads have been adopted a Traffic Regulation Order is required.
16. In terms of the concerns expressed by TVP regarding the operational times of the loading bay, it is suggested that their request to reduce the maximum stay to 30 minutes be accepted. This can be reviewed in light of operational experience once there is some certainty about which retailers will need to make use of the facility.

How the Project supports LTP4 Objectives

17. The proposals would help facilitate the easier flow of motor traffic in the area, whilst also helping to reduce the risk of road traffic accidents and provide adequate space for safe loading/unloading in the commercial area.

Financial and Staff Implications (including Revenue)

18. Full funding for the proposal has been secured from the developer of the Great Western Park residential development. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

19. **The Cabinet Member for the Environment is RECOMMENDED to:-**
 - (a) **approve implementation of no waiting at any time parking restrictions and 20mph speed limit zone proposals as advertised;**

- (b) **approve implementation of loading bay restrictions as advertised and amended as described in the report CMDE5**

MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Plans of proposed restrictions
 Consultation responses

Contact Officers: Owen Jenkins 01865 323304

July 2016

WHITE + YELLOW LINING SPECIFICATION:-

REFER TO BARNARD & ASSOCIATES LTD DOCUMENT 13192/REPORT RW001

WHITE LINING / YELLOW LINING ON BLOCK PAVING:-

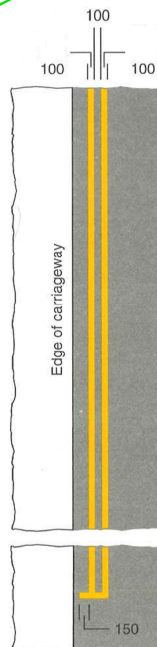
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD (COLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

SEE WEATHERLINE HOT APPLIED THERMOPLASTIC SKEED BY WJ PRODUCTS LTD

YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-

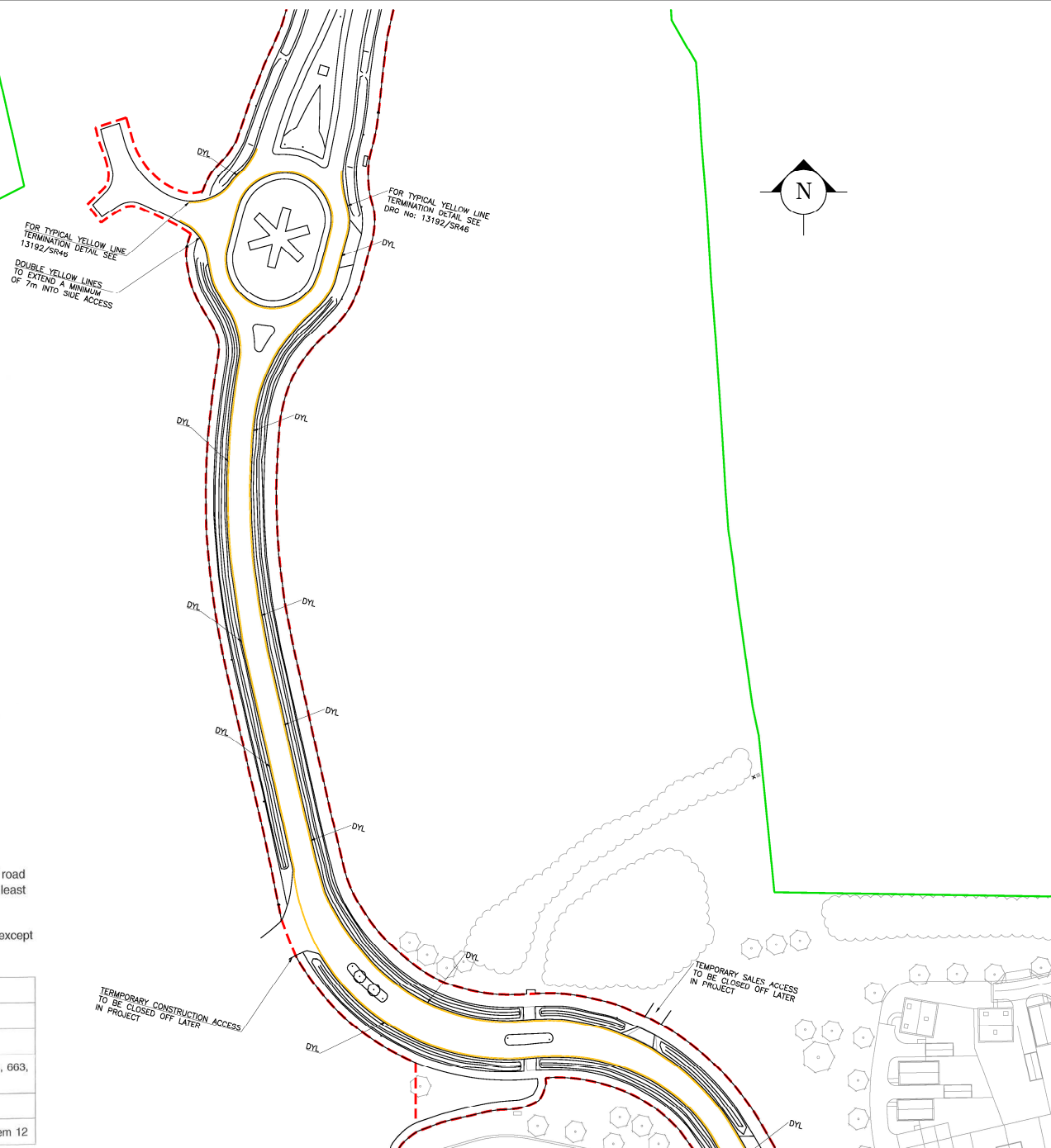
SEE AMBERLINE HOT APPLIED THERMOPLASTIC SKEED BY WJ PRODUCTS LTD



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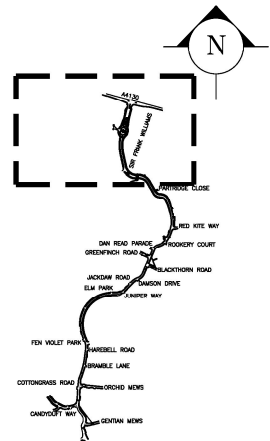
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
- (b) Stopping of vehicles in a lay-by prohibited except in emergency

Item	
1	Regulations: 4
2	Directions: 7, 18(1), 22, 24(1), 24(4)
3	Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062
4	Permitted variants: None
5	Illumination requirements: Schedule 17, item 12



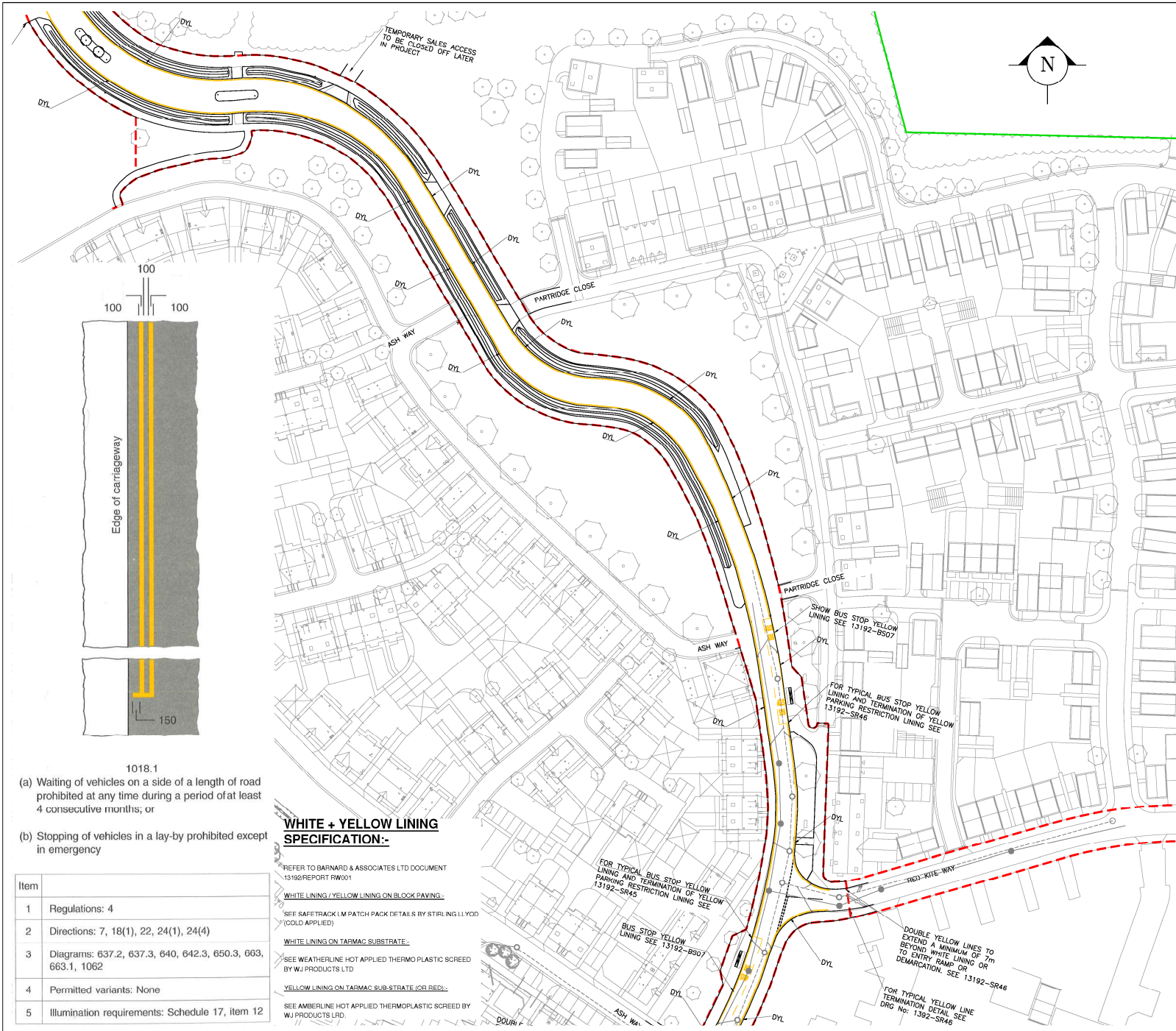
NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT OTHER DRAWINGS, DETAILS AND SPECIFICATIONS.
- NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING WITHOUT THE PRIOR PERMISSION OF THE ENGINEER.
- ALL LEVELS AND SETTING OUT GIVEN ON THIS DRAWING ARE TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF THE WORKS AND ANY DISCREPANCIES FORWARDED TO THE ENGINEER AS A MATTER OF URGENCY.
- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



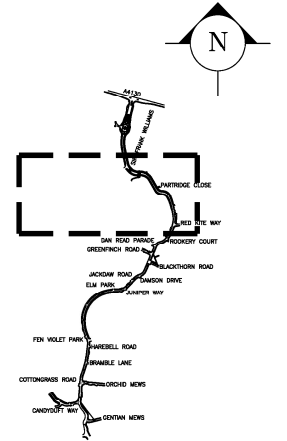
KEY PLAN

P5	16.02.16	OCC HIGHWAYS COMMENTS ADDED	BB	DP
P4	03.02.16	OCC FINAL COMMENTS 04.02.16 ADDED	BB	DP
P3	15.12.15	OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT	dp	DP
P2	11.11.15	ISSUED FOR COMMENTS	AF	DP
Revision	Date	Description	Signed	Checked
Client TAYLOR WIMPEY				
Job GWP DIDCOT SOUTH OXFORDSHIRE				
Title SPINE ROAD YELLOW LINING SECTION 1				
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<div><div>BARNARD & ASSOCIATES Ltd</div><div>Consulting Engineers</div><div>18 Northfields Road, Northfields, London, SW19 1PC Tel No. 0208 874 9005 Fax No. 0208 870 7386 Email: barnard@btinternet.co.uk</div></div>			<div><div>BA</div><div>13192-SR150</div></div>	
Scale	1/500 (A1) 1/1000 (A3)	Drq No.	13192-SR150	Revision
Drawn	BB	30.10.15		P5
Checked	TB			
F188 Issue 02 17.05.09				



NOTES

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- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



KEY PLAN

- 1018.1
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
- (b) Stopping of vehicles in a lay-by prohibited except in emergency

WHITE + YELLOW LINING SPECIFICATION:-

REFER TO BARNARD & ASSOCIATES LTD DOCUMENT 13192/REPORT RW001

WHITE LINING / YELLOW LINING ON BLOCK PAVING:-

SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD (GOLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

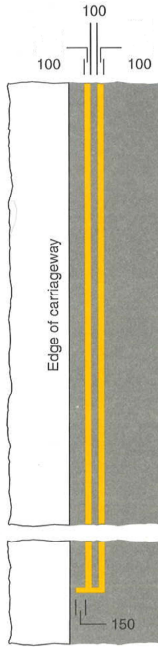
SEE WEATHERLINE HOT APPLIED THERMOPLASTIC SCREENED BY WJ PRODUCTS LTD

YELLOW LINING ON TARMAC SUB-STRATE (OIL RED):-

SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREENED BY WJ PRODUCTS LTD

Item	
1	Regulations: 4
2	Directions: 7, 18(1), 22, 24(1), 24(4)
3	Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062
4	Permitted variants: None
5	Illumination requirements: Schedule 17, item 12

P5	16.02.16	OCC HIGHWAYS COMMENTS ADDED	BB	DP
P4	03.02.16	OCC FINAL COMMENTS 04.02.16 ADDED	BB	DP
P3	15.12.16	OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT	dp	DP
P2	11.11.15	ISSUED FOR COMMENTS	AF	DP
Revision	Date	Description	Signed	Checked
Client TAYLOR WIMPEY				
Job GWP DIDCOT SOUTH OXFORDSHIRE				
Title SPINE ROAD YELLOW LINING SECTION 2				
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Scale 1/500 (A1) 1/1000 (A3)	Drw No. 30.10.15	13192-SR151		Revision P5
Drawn BB	Checked TB	F188 Issue02 17.05.09		



WHITE + YELLOW LINING SPECIFICATION:-

REFER TO BARNARD & ASSOCIATES LTD DOCUMENT
13192/REPORT RW001

WHITE LINING /YELLOW LINING ON BLOCK PAVING:-

SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD
(COLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

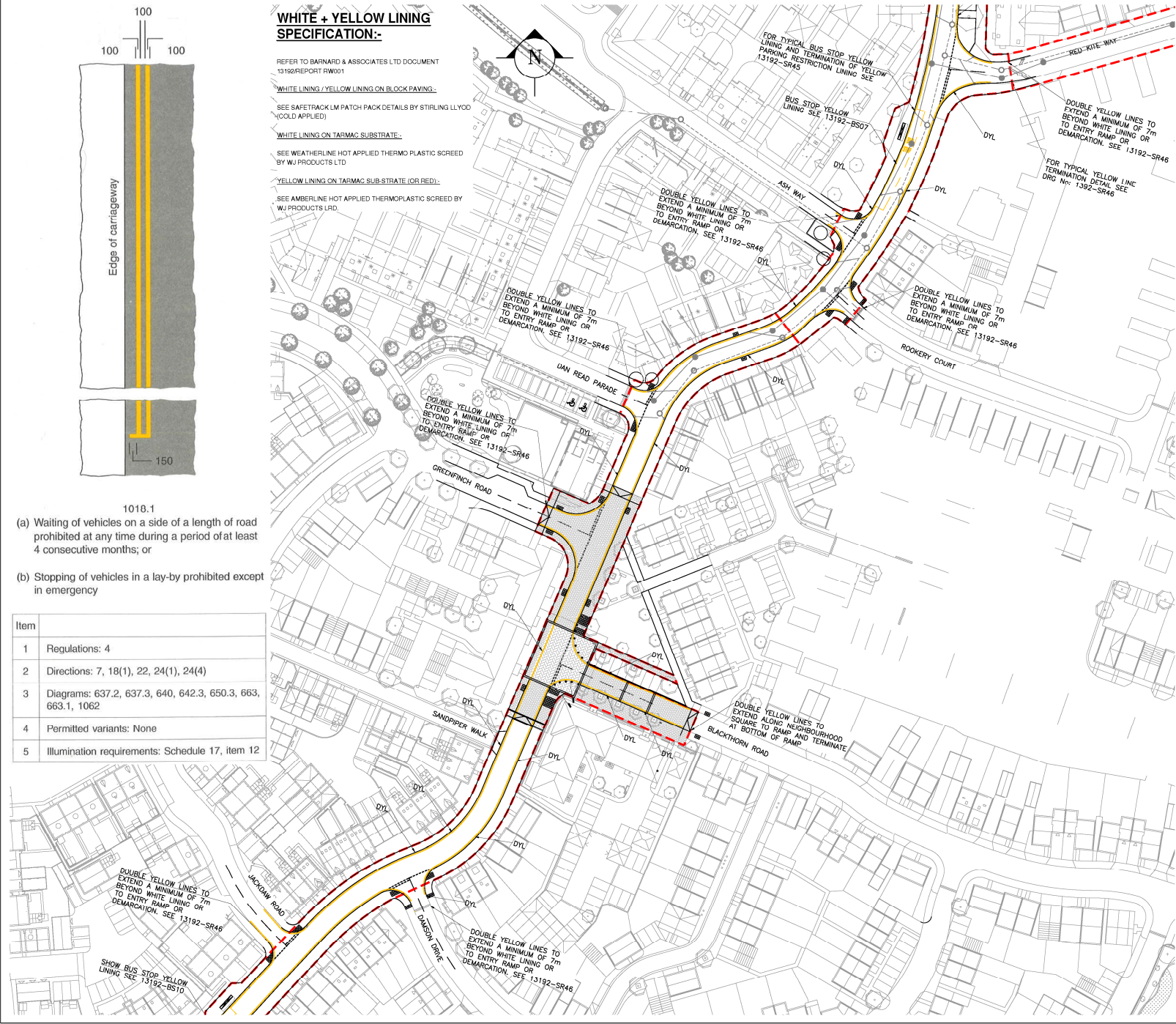
SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED
BY WJ PRODUCTS LTD

YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-

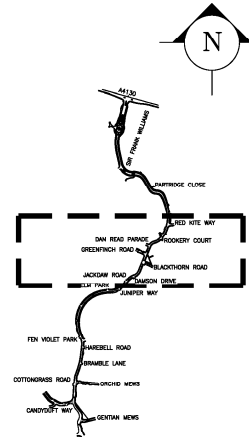
SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY
WJ PRODUCTS LTD

- 1018.1
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
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Item	
1	Regulations: 4
2	Directions: 7, 18(1), 22, 24(1), 24(4)
3	Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062
4	Permitted variants: None
5	Illumination requirements: Schedule 17, item 12



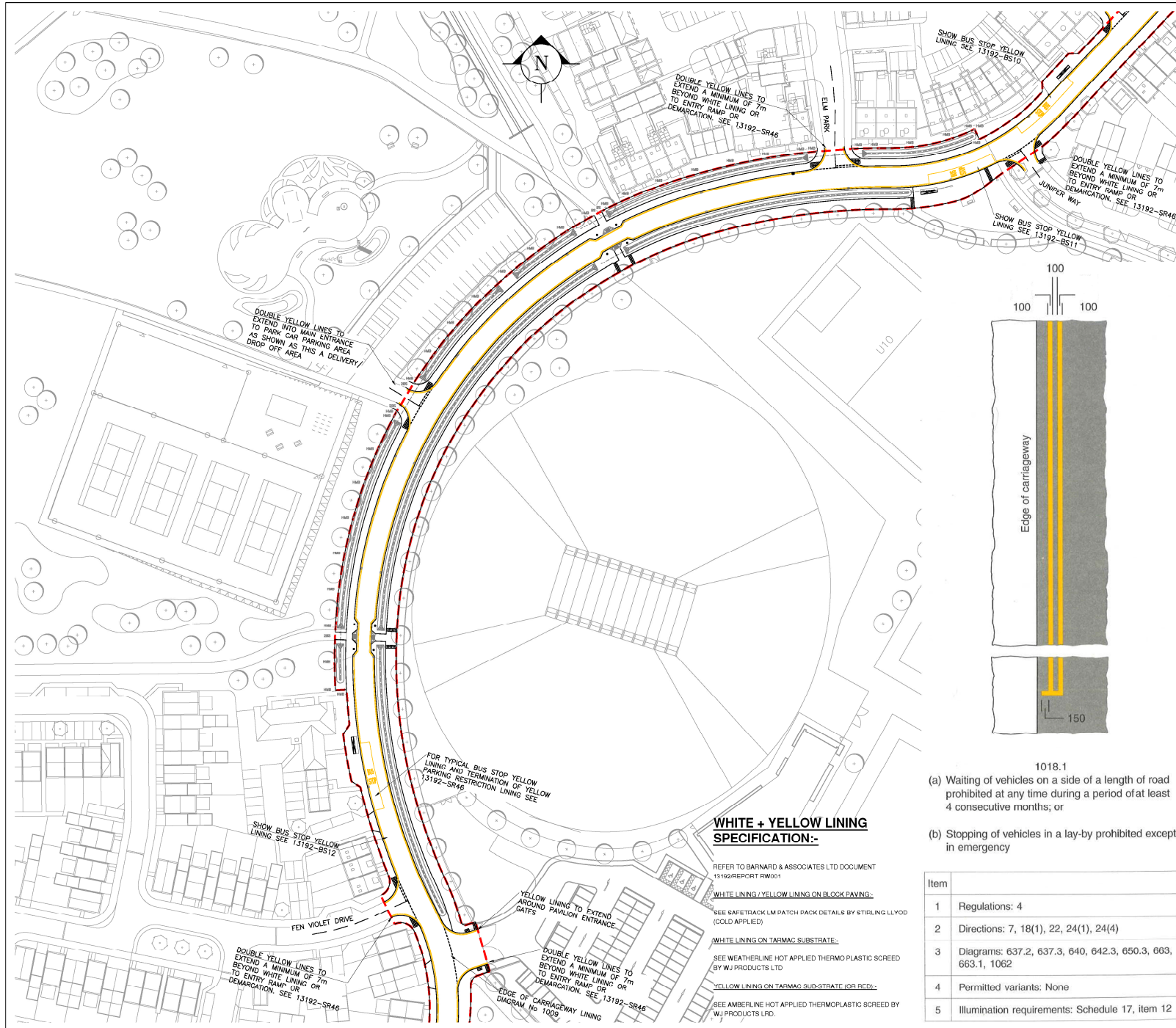
- NOTES**
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 - RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



KEY PLAN

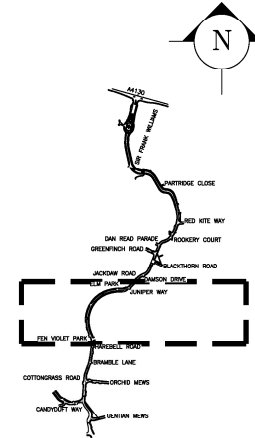
Revision	Date	Description	Signed	Checked
P5	16.02.16	OCC HIGHWAYS COMMENTS ADDED	BB	DP
P4	03.02.16	OCC FINAL COMMENTS 04.02.16 ADDED	BB	DP
P3	15.12.15	OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT	dp	DP
P2	11.11.15	ISSUED FOR COMMENTS	AF	DP

Client	TAYLOR WIMPEY
Job	GWP DIDCOT SOUTH OXFORDSHIRE
Title	SPINE ROAD YELLOW LINING SECTION 3
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Scale	1/500 (A1) 1/1000 (A3)
Drawn	BB
Checked	TB
Dwg No.	13192-SR152
Revision	P5
Date	17.05.09



NOTES

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4. --- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



KEY PLAN

Revision	Date	Description	Signed	Checked
P5	16.02.16	OCC HIGHWAYS COMMENTS ADDED	BB	DP
P4	03.02.16	OCC FINAL COMMENTS 04.02.16 ADDED	BB	DP
P3	15.12.16	OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT	dp	DP
P2	11.11.15	ISSUED FOR COMMENTS	AF	DP

Client
TAYLOR WIMPEY

Job
GWP DIDCOT SOUTH OXFORDSHIRE

Title
SPINE ROAD YELLOW LINING SECTION 4

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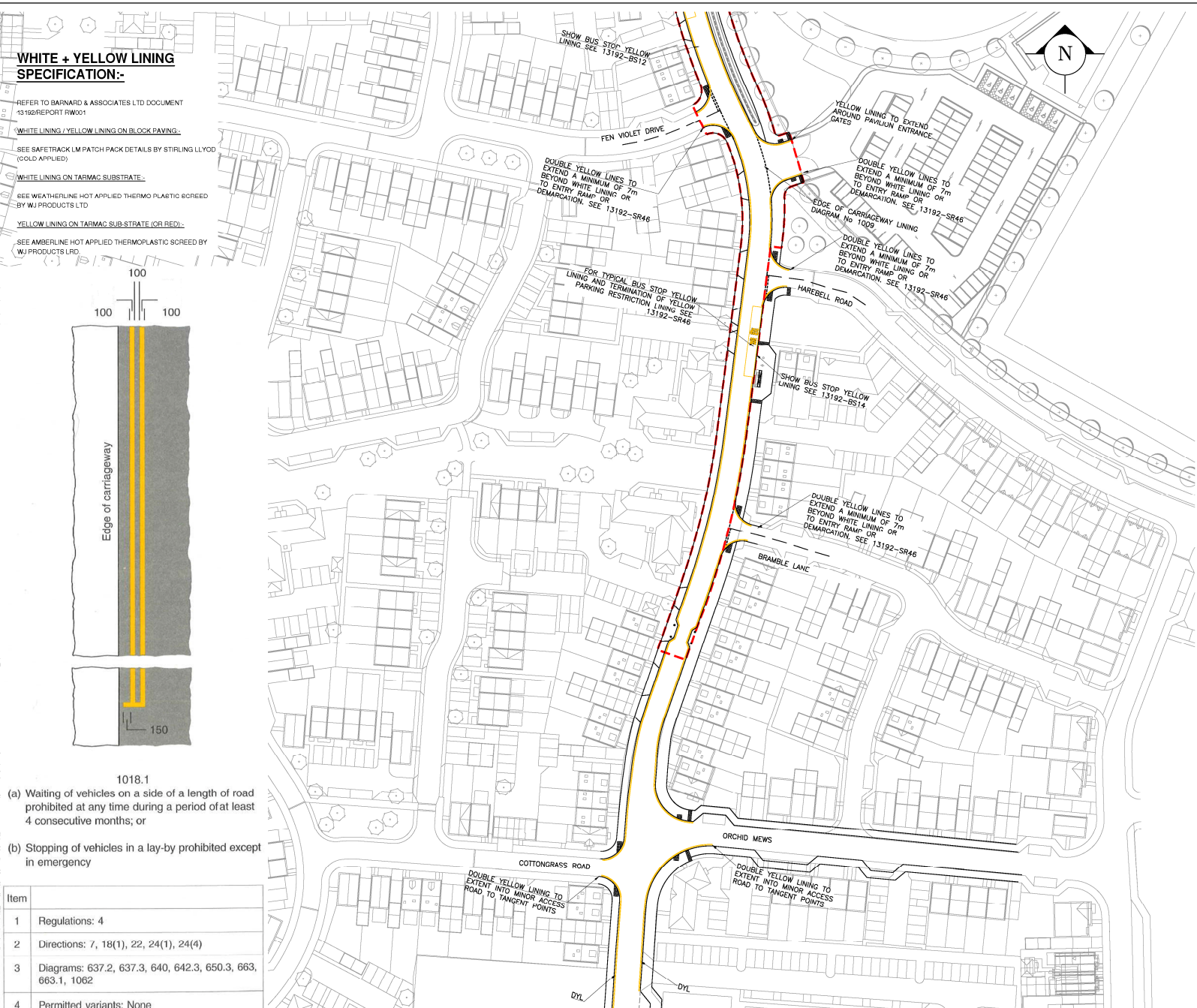
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Scale	1/500 (A1) 1/1000 (A3)	Dwg No.	13192-SR153	Revision	P5
Drawn	BB	30.10.15			
Checked	BB				
TB					

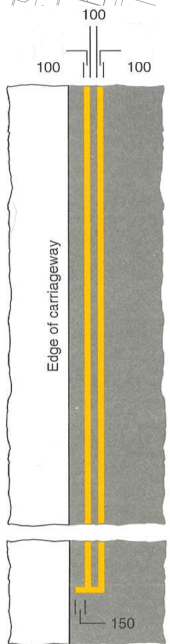
- 1018.1
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Item	
1	Regulations: 4
2	Directions: 7, 18(1), 22, 24(1), 24(4)
3	Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062
4	Permitted variants: None
5	Illumination requirements: Schedule 17, item 12



WHITE + YELLOW LINING SPECIFICATION:-

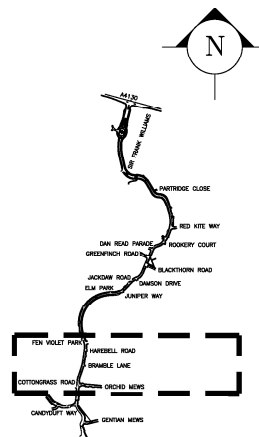
- REFER TO BARNARD & ASSOCIATES LTD DOCUMENT 43192/REPORT RW001
- WHITE LINING / YELLOW LINING ON BLOCK PAVING:-
 - SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD (COLD APPLIED)
- WHITE LINING ON TARMAC SUBSTRATE:-
 - SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED BY WJ PRODUCTS LTD
- YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-
 - SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY WJ PRODUCTS LTD



- 1018.1
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
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Item	
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2	Directions: 7, 18(1), 22, 24(1), 24(4)
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4	Permitted variants: None

- NOTES**
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KEY PLAN

Revision	Date	Description	Signed	Checked
P5	16.02.16	OCC HIGHWAYS COMMENTS ADDED	BB	DP
P4	03.02.16	OCC FINAL COMMENTS 04.02.16 ADDED	BB	DP
P3	15.12.15	OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT	dp	DP
P2	11.11.15	ISSUED FOR COMMENTS	AF	DP

Client
TAYLOR WIMPEY

Job
GWP DIDCOT SOUTH OXFORDSHIRE

Title
SPINE ROAD YELLOW LINING SECTION 5

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Scale 1/500 (A1)
1/1000 (A3)

Dwg No.

Revision

WHITE + YELLOW LINING SPECIFICATION:-

REFER TO BARNARD & ASSOCIATES LTD DOCUMENT
13192/REPORT RW001

WHITE LINING / YELLOW LINING ON BLOCK PAVING:-

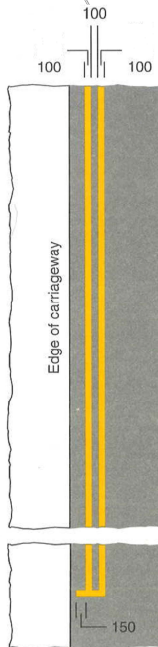
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD
(COLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED
BY WJ PRODUCTS LTD

YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-

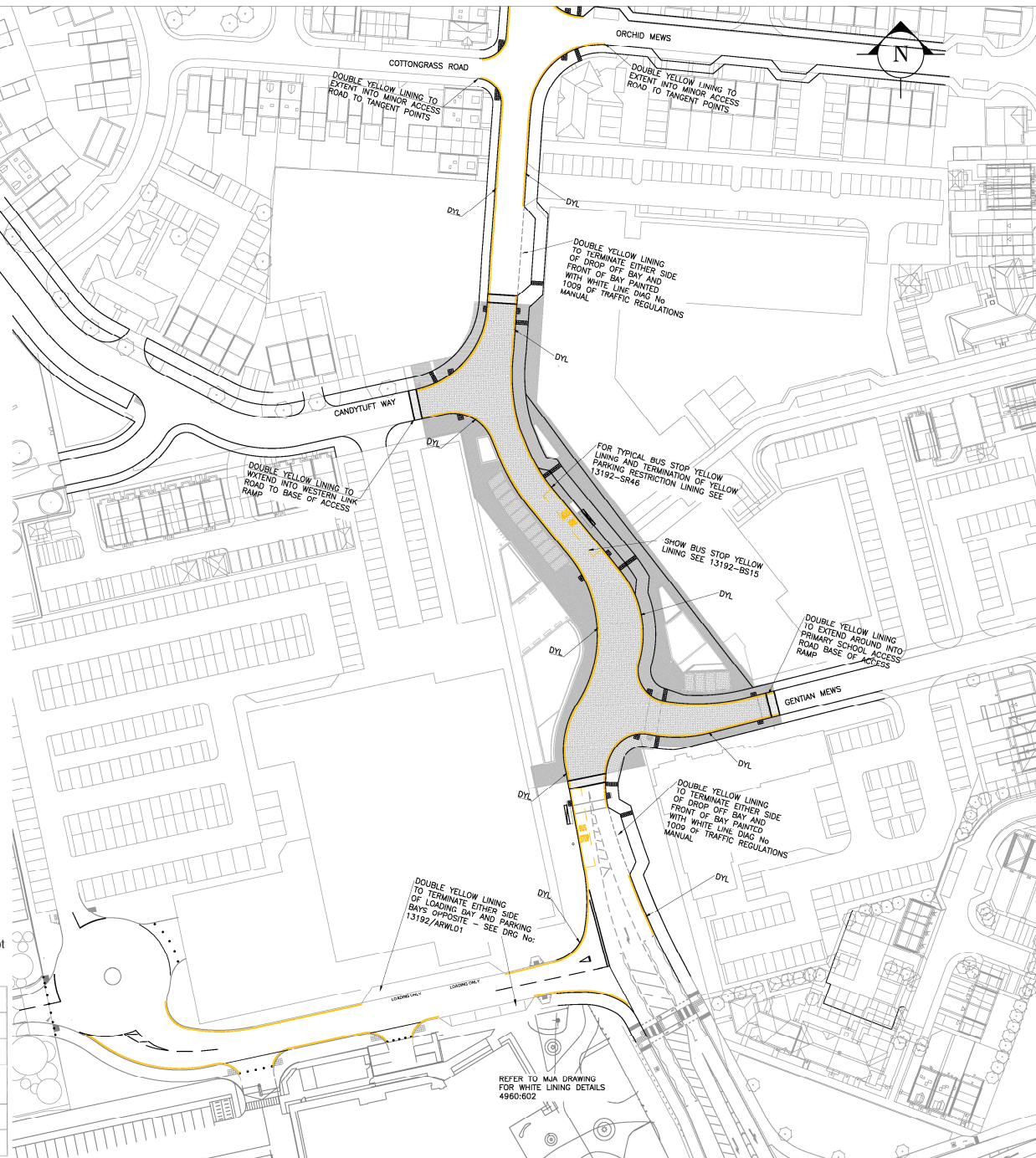
SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY
WJ PRODUCTS LTD.



1018.1

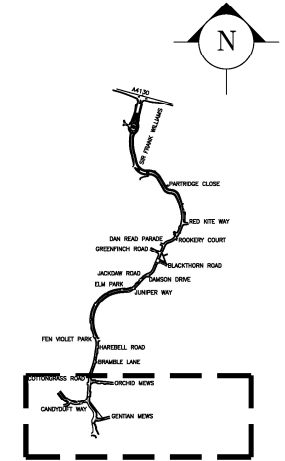
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Item	
1	Regulations: 4
2	Directions: 7, 18(1), 22, 24(1), 24(4)
3	Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062
4	Permitted variants: None
5	Illumination requirements: Schedule 17, item 12



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- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



KEY PLAN

Revision	Date	Description	Signed	Checked
P5	16.02.16	OCC HIGHWAYS COMMENTS ADDED	BB	DP
P4	03.02.16	OCC FINAL COMMENTS 04.02.16 ADDED	BB	DP
P3	13.12.15	OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT	dp	DP
P2	11.11.15	ISSUED FOR COMMENTS	AF	DP

Client
TAYLOR WIMPEY

Job
**GWP DIDCOT
SOUTH OXFORDSHIRE**

Title
**SPINE ROAD YELLOW LINING
SECTION 6**

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Scale	1/500 (A1) 1/1000 (A3)	Dwg No.	13192-SR155	Revision	P5
Drawn	BB	30.10.15			
Checked	TB				
			F188 Issue02 17.05.09		

NOTES

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TRAFFIC CALMING FEATURES KEY

B	DENOTES BEND.
RT	DENOTES RAISED TABLES.
RN	DENOTES ROAD NARROWING.
J	DENOTES JUNCTION.
RF	DENOTES RAISED FOOTPATH
TI	DENOTES TRAFFIC ISLAND

SIGNAGE KEY

ALL SIGNS TO BE TRAFFIC SIGN DIAGRAMS OF THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.

ALL SIGNS TO HAVE VERTICAL HEIGHT CLEARANCE OF 2.4m.

ALL SIGNS TO BE CLASS 1 REFLECTIVE.

	Nq 670 OF TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS: (60/00) (REPEATER SIGNS 300mm INSIDE ZONES)
	Nq 543 (EXISTING)
	Nq 515 (EXISTING)
	Nq 606 (EXISTING)
	Nq 674, ENTERING A 20MPH SPEED LIMIT ZONE
	Nq 675, END OF A 20MPH SPEED LIMIT ZONE

P1	06.03.16	INITIAL ISSUE	TZ	TB
Revision	Date	Description	Signed	Checked
Client TAYLOR WIMPEY				
Job GWP DIDCOT SOUTH OXFORDSHIRE				
Title 20mph ZONE GA SIGNAGE AND TRAFFIC CALMING				
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BARNARD & ASSOCIATES Ltd Consulting Engineers 18 Northfields Prospect Northfields, London, SW18 1PE Tel No. 0208 874 9005 Fax No. 0208 870 7386 Email barnard@btinternet.co.uk				
Scale 1:2500 @ A1 1:5000 @ A3		Orig No. 13192-SRZ01		Revision P1
Drawn TZ 16.02.16		Checked TB		F138 Issue02 17.05.09

WHITE + YELLOW LINING SPECIFICATION:-

REFER TO BARNARD & ASSOCIATES LTD DOCUMENT
13192/REPORT RW001

WHITE LINING / YELLOW LINING ON BLOCK PAVING:-

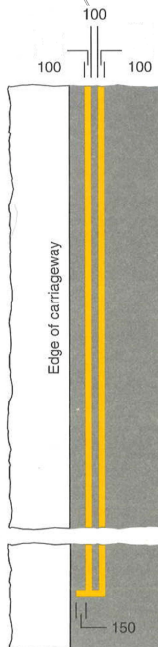
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD
(GOLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED
BY WJ PRODUCTS LTD

YELLOW LINING ON TARMAC SUB-STRATE (OR RED):-

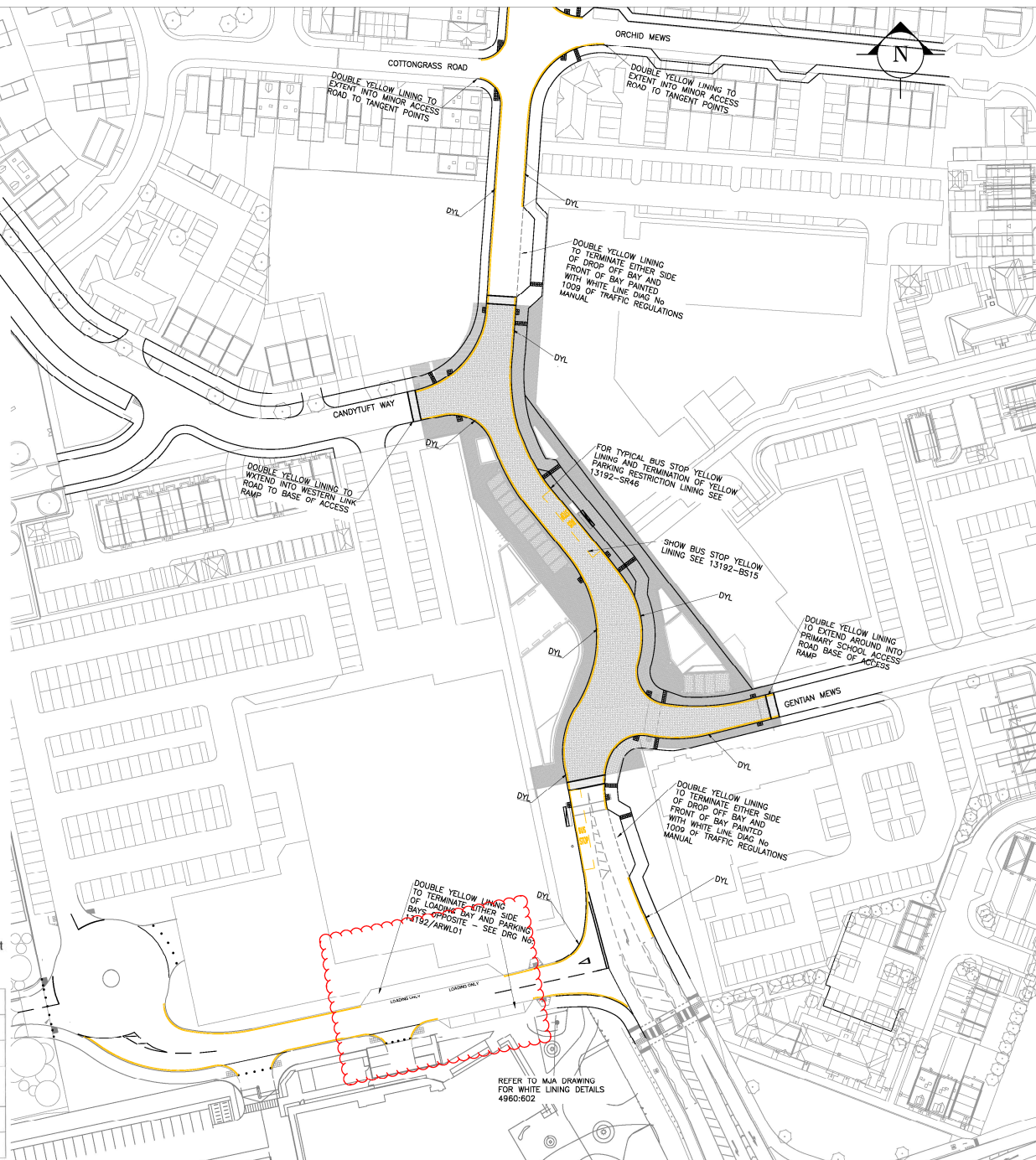
SEE AMBERLINE HOT APPLIED THERMO PLASTIC SCREED BY
WJ PRODUCTS LTD



1018.1

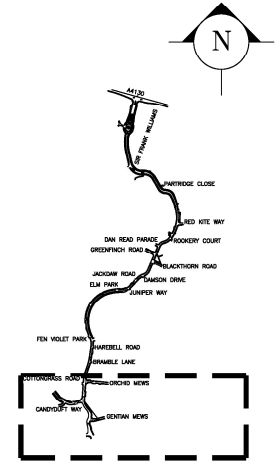
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Item	
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4	Permitted variants: None
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KEY PLAN

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P4	03.02.16	OCC FINAL COMMENTS 04.02.16 ADDED	BB	DP
P3	13.12.15	OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT	dp	DP
P2	11.11.15	ISSUED FOR COMMENTS	AF	DP

Client
TAYLOR WIMPEY

Job
GWP DIDCOT SOUTH OXFORDSHIRE

Title
SPINE ROAD YELLOW LINING SECTION 6

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Scale	1/500 (A1) 1/1000 (A3)	Drw No.	13192-SR155	Revision	P5
Drawn	BB	30.10.15			
Checked	TB				
			F188 Issue02 17.05.09		

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>No objection to speed limit – but has the following comments:</p> <ul style="list-style-type: none"> ▪ TVP policy is that 20mph speed limits should be self-enforcing, ▪ Further engineering measures should be considered in the future if residential complaints regarding speeding increase – in order to restrict burden on Police. <p>No objection to parking restrictions – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Feels parked vehicles can act as a deterrent and control to speeding vehicles (i.e. artificial calming), ▪ Future Police enforcement is determined by a number of factors, and TVP's operational priorities mean that issues affecting public safety and those that have an impact on traffic flow on main routes will always be given priority. <p>Objects to the loading bay restriction – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Places a considerable burden upon Officers who have to observe/monitor vehicles throughout this time period in order for an offence to be 'complete', ▪ Would strongly recommend that waiting is restricted to 30 minutes or less, in line with the majority of other such restrictions, ▪ This form of restriction will feature extremely low in terms of TVP enforcement priorities,
(2) Local County Councillor (Didcot West)	<p>Supports all the proposals – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels that the 20mph speed restriction is an essential component, ▪ Particularly supports the parking restrictions on the spine road,

	<ul style="list-style-type: none"> ▪ However has some concerns about the extent of the restrictions on the adjoining side-roads, feeling that they should only be the absolute minimum in terms of visibility requirements, ▪ Concerned that the lack of parking provision for residents & their visitors will cause vehicles to park on the restrictions with little concern for road markings.
(3) Didcot Town Council	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Welcomes the proposed 20mph speed limit, ▪ Welcomes the propose loading bay restrictions, as it is viewed as a ‘good step’ forward in providing the necessary servicing for local business’.
(4) Harwell Parish Council	No comment in relation to the proposals.
(5) Online Response, (unknown)	<p>No objection to the speed limit.</p> <p>Objects to the parking restrictions – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ There is limited parking available, especially for visitors, many residents fail to use their allotted space and park on the street, ▪ Restrictions will mean people are more likely to block drives and access’, which could lead to disputes between residents, ▪ Feels that the main spine road will become a ‘rat run’ if vehicles are no longer parked on the side of the carriageway, ▪ Does however feel that restrictions are required at the junctions with the adjoining side roads.
(6) Resident, (Whitebeam Court)	<p>Supports the speed limit.</p> <p>Objects to the parking restrictions – due to the following reasons</p>

	<ul style="list-style-type: none"> ▪ Although supports the restrictions along main spine road, objects to the restrictions in Blackthron Road, ▪ Property is a one without designated driveway, and as such delivery vehicles and taxis need somewhere to drop off/wait, ▪ Would rather see waiting restrictions, along the lines of “10 minutes, no return with 30 minutes”.
(7) Online Response, (unknown)	<p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels that the current speed limit is unsafe and that restricting the speeds is sensible, making the neighbourhood ‘less hostile’ for pedestrians. <p>Supports the parking restrictions.</p>
(8) Resident, (Barrow Lane)	<p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ Strongly supports the use of 20mph speed limits in residential areas, ▪ Would like to see their use increased in the surrounding areas, such as Harwell. <p>Supports the parking restrictions.</p>
(9) Resident, (unknown)	<p>No objection to the parking restrictions – with the following comments:</p> <ul style="list-style-type: none"> ▪ Concerned that the residents will be unhappy with the proposed restrictions in the side roads. <p>No objection to the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ Questions how the speed limit will be enforced, feels that signs won’t be enough.

(10) Resident, (Sir Frank Williams)	<p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ Happy to see the lower speed limit, especially with the large number of children within the estate, although concerned about level of compliance. <p>Objects to the parking restrictions – due to the following reasons</p> <ul style="list-style-type: none"> ▪ Feels that poor planning has led to the main spine road being too narrow, and should have been built wide enough to adequately accommodate parked vehicles, ▪ Doesn't believe the road is busy enough to warrant the restrictions, ▪ The current restrictions have been successful and as such don't feel there is a need for double yellow lines to be installed.
(11) Chair, (GWP Residents Association)	<p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> ▪ But queries how the limit would be enforced. <p>Objects to the parking restrictions – due to the following reasons</p> <ul style="list-style-type: none"> ▪ Feels that some level of parking should be permitted: <ul style="list-style-type: none"> ○ To allow those living on Sir Frank Williams Avenue easy & direct access to their vehicles, i.e. where only a footway is between the carriageway and property, ○ To also allow those residents working unsocial hours to park as close to their property as possible for safety reasons, especially in hours of darkness. ▪ However does acknowledge that some level of restriction is necessary, especially around the junctions – in order to ensure maximum visibility of pedestrians and oncoming traffic.
(12) Resident, (unknown)	<p>No objection to the proposals – with the following comments:</p>

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	<ul style="list-style-type: none">▪ Measures are already in place to deter long-stay parking on the main road and believe that this works well,▪ Queries the availability/provision of alternative parking facilities, currently not enough 'sensible' visitor parking and bus service isn't available all the time.
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CABINET MEMBER FOR ENVIRONMENT - 21 JULY 2016

PROPOSED PARKING RESTRICTIONS (DYL's) – THAMES VIEW, ABINGDON

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of a statutory consultation on a proposal to introduce no waiting at any time parking restrictions along the majority of Thames View in Abingdon.

Background

2. The parking restrictions are being proposed in response to residents' concerns, expressed through the local Member, regarding the high levels of inappropriate and dangerous commuter parking. The location and detail of these proposals is shown at Annex 1, with an amended version – following proposed changes made due to comments received during the consultation process – shown at Annex 2.

Consultation

3. The Formal consultation on the proposals was carried out between 14 April and 13 May 2016. Letters were sent to 220 residential & business properties in the immediate area, whilst street notices were also put up at intervals along the street. A public notice was advertised in the Oxford Times on 14 April and in the Abingdon Herald on 20 April. Finally, an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Town Council and the Abingdon local County Councillors (including those representing the other divisions).
4. A total of 19 responses were received during the consultation period, accounting for less than 10% of people directly contacted. Objections were received from approximately half of those who responded, and these – along with those supporting the proposals and other comments received as part of the consultation – are summarised at Annex 3. Copies of all the responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection, but were keen to stress that they were well aware of the issues affecting Thames View and that the current parking by commuters placed a considerable burden upon the local policing team in response to the residential complaints.

6. Councillor Rooke (local Member for the area including Thames View) has indicated her support for the proposals.
7. Following an Abingdon Town Council meeting to discuss planning matters, the proposed parking restrictions were noted by the Planning Committee, and were supported.

Objections and concerns

8. The primary objection from the local residents who responded centred on the loss of parking facilities for residents & their visitors. Objectors feared that without additional parking facilities being provided as part of the proposals, not only would residents suffer, but also that the problem would only be pushed onto surrounding areas.
9. It was highlighted that although the majority of properties within the estate have one allocated parking space, many of the households have more than one vehicle. By removing the unrestricted parking along Thames View this will put pressure on the remaining spaces. This was coupled with the view amongst residents that the problems are largely caused by non-residents parking for work/shopping in town, exasperating the lack of spaces.
10. Similarly, a local business was concerned that the industrial area car park (at the north-eastern end of Thames View) which already suffers from non-customer parking, will be used as an alternative by those that currently park in Thames View (including non-residents), as they seek the next suitable facility.
11. There was a concern that no suitable alternative provision for residents had been put forward, especially as 'commuter' parking has added to the problem. Preferred solutions suggested were in the form of 'marked bays' or parking permit restrictions for residents only, which would ensure that the unregulated sections of parking would be available to residents only.
12. For those residents who supported the proposals, road safety was cited as an issue, with possible increase in speeds due to the removal of unofficial traffic calming provided by parked cars, and the danger this posed to vulnerable users of the road (e.g. elderly pedestrians and school children).
13. Supporters of the proposals felt that the current unregulated parking causes visibility issues for drivers and vulnerable pedestrians, whilst also 'artificially' narrowing the carriageway which causes further issues, especially with larger service and emergency response vehicles.
14. The ability of large vehicles to safely enter the western end of the estate was highlighted as a consequence of the current high levels of unregulated parking. Among the side effects mentioned, were large service vehicles damaging both the footway and adjacent properties, it was suggested that some additional restrictions were required to combat the inappropriate parking here, which would ensure that the larger vehicles could access the entire extent of the road.

Response to objections and concerns

15. It is acknowledged that the introduction of the proposed restrictions will reduce the amount of on-street parking space available for all but it is considered necessary to do so in order to allow safe passage of vehicles along the carriageway and pedestrians along the footways. Alternative parking is available in the nearby car park operated by Vale of White Horse District – here free parking is allowed overnight, all day Sunday and for up to 2 hours at other times and in addition residents may purchase permits for use at any time.
16. With regard to the potential abuse of the private parking area at the industrial area at the eastern end of Thames View, this is a matter for the owners and occupiers of the site to control.
17. In response to the road safety concerns there have been no reported injury accidents along Thames View or in the immediate vicinity since 2011 and there is no reason to believe that the proposed increase in parking restrictions would necessarily lead to a potential increase in reported injury accidents, either within Thames View itself or in the surrounding residential streets.
18. Following concerns regarding the ability of large delivery, emergency response and refuse collection vehicles being able to access the western end of Thames View without endangering pedestrians or damaging footways officers are proposing a minor extension to the restrictions on the southern side of the carriageway, at the south-western end adjacent to the access to Thames Water land (shown at Annex 2). This would allow for unhindered, safe passage for the larger vehicles that require access to it and to make the right-angled bend.
19. Furthermore, following representations from the residential care home at the end of Thames View, officers consider it appropriate to alter the proposals outside the property (also shown at Annex 2) to remove 40 metres of the proposed restriction which would in turn allow the care home to continue to operate effectively, whilst also catering for occasions when excess numbers of visitors are expected.

How the Project supports LTP4 Objectives

20. The proposals would help facilitate the easier flow of motor traffic in the area, reduce the risk of road traffic accidents, especially those involving vulnerable pedestrians, and also minimise the damage to highway infrastructure (i.e. footways and kerbing).

Financial and Staff Implications (including Revenue)

21. Full funding for the proposal has been secured from the developer. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

22. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposal as advertised and amended as described in this report.**

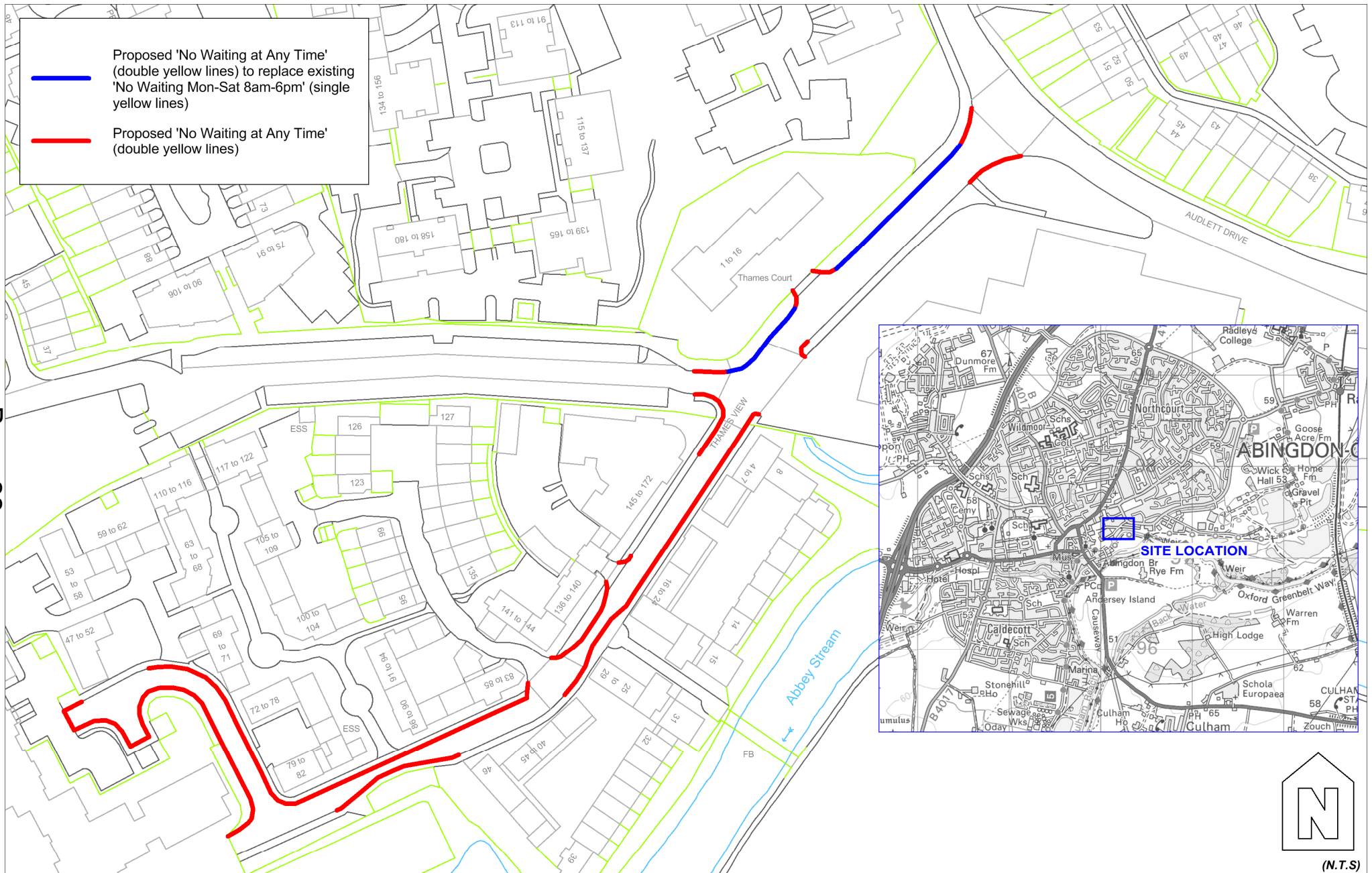
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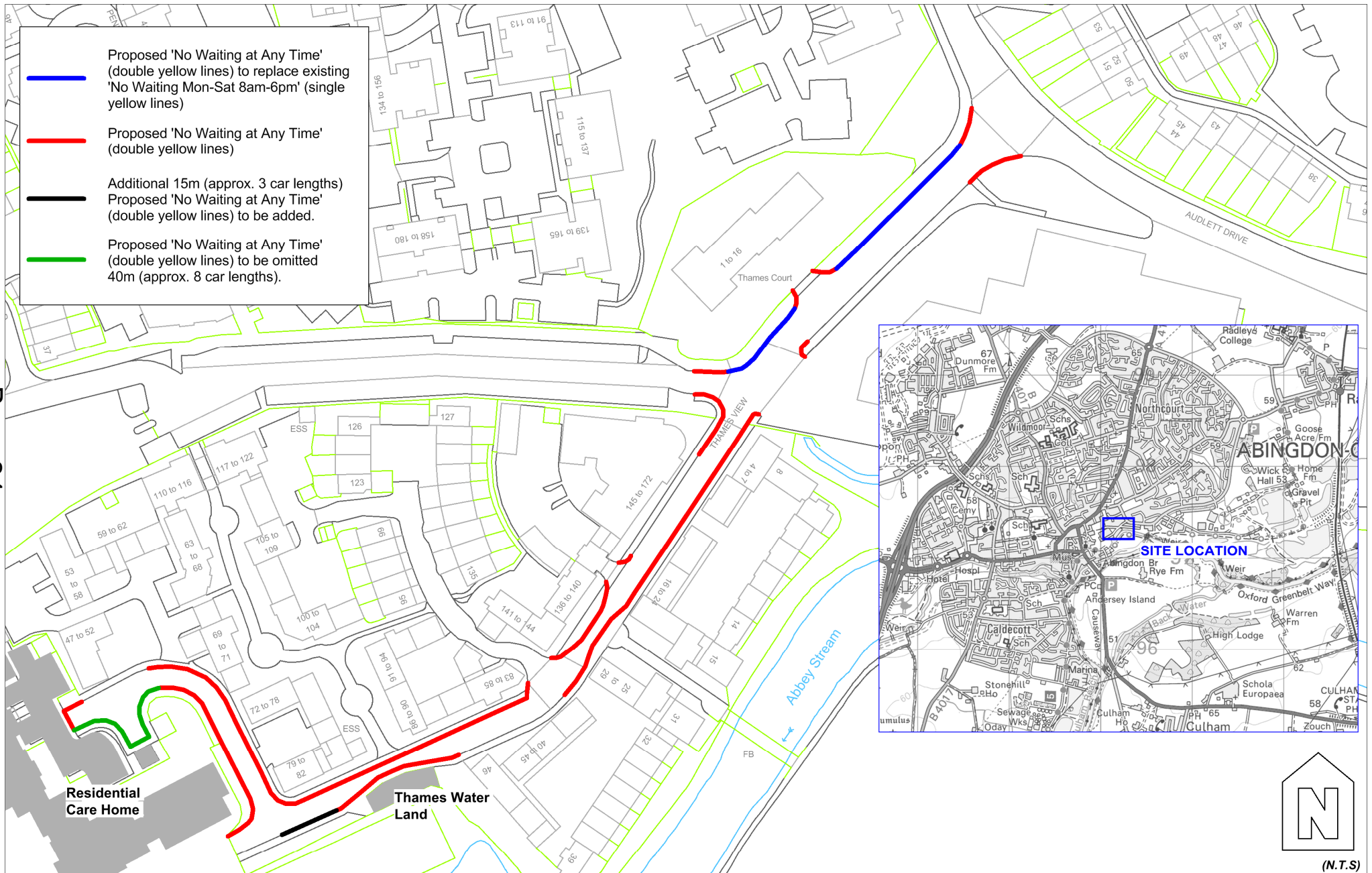
Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Owen Jenkins 01865 323304

July 2016





ANNEX 3

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> Aware that the current parking by commuters is placing considerable burden upon the local policing team in response to resident complaints.
(2) Abingdon Town Council	Supports the proposals.
(3) Resident, (Thames View)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> Irresponsible parking causes inconvenience and risks to both residents and visitors, Cars are parked on both sides of the road, leaving barely the width of one car between them, Visibility can be severely restricted by cars parked on corners and pedestrian cross walks, Exiting any of the side roads is difficult, because lines of sight are blocked by parked vehicles, Walking on the footways can be impossible, vulnerable pedestrians can often be seen having to walk in the middle of the road.
(4) Resident, (Thames View)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> Concerned about restricting parking as it is already currently very difficult to park at particular times in the day as non-residents park down Thames View for town or to visit the bridge house care home, To deter non-residents could the available parking be reserved for permit holders only or “2hrs only, no return”?

(5) Business, (Audlett Drive)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Already has a problem with vehicles not attending business's using the car park, this has been an ongoing problem for many years, ▪ Seems incredibly foolish to add further restrictions without offering any solution to where cars will be parked alternatively.
(6) Resident, (Thames View)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Ever since the care home was built large vehicles have been forced to make tight turns across the footways; damaging the pavement, buildings & vegetation, ▪ Could pose a danger to pedestrians and increases the potential of vehicles colliding with nearby buildings, ▪ Potentially to affect health, with significant amounts of noise disturbance and physical movement of buildings, ▪ Large number of people parking in Thames View are not residents, these are people walking into central Abingdon to work or shop, ▪ The turning access at the western end could be made into two parking bays as this area would not impact turning vehicles.
(7) Resident, (Thames View)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ The situation on Thames View is unsustainable and unsafe, current parking means that service vehicles cannot get up the road, particularly concerned about fire and ambulance access, ▪ Safety issue is also particularly noticeable; parking on the corners significantly obstructs the view of drivers.

(8) Resident, (Thames View)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ The current situation is appalling, extremely difficult for delivery lorries to get through the cars parked either side of the road, ▪ The situation is made worse for pedestrians due to some drivers parking on the footway, causing an obstruction for vulnerable pedestrians.
(9) Resident, (Thames View)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Don't feel the proposed parking restriction facilitates adequate parking opportunities for residents, as residents have to resort to parking on the road as most households have only one parking space, yet generally have two cars, ▪ Unrealistic to assume that households will not have visitors that will drive cars, they too will have nowhere to park, ▪ Most cars parked where the parking restrictions are proposed are those working/shopping in Abingdon and using Thames view as a free place to park, ▪ Making the area 'Residents only' parking or 'Permit holders only' parking could solve this issue.
(10) Resident, (Thames View)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ The plans do not seem to include alternative parking arrangements for residents in Thames View who own two cars, there is no alternative provision to make up for the shortage of spaces, ▪ Would welcome restricting parking to residents only.
(11) Resident, (Thames View)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Daily problem of trying to exit the complex and not being able to see clearly because of parked cars on the footway,

	<ul style="list-style-type: none"> ▪ Many parked cars are owned by people who work/shop in Abingdon and either do not wish to pay for parking or want 'convenient' parking close to town centre, ▪ There have been many examples when refuse collection has been missed or postponed because they could not gain access, ▪ There have been cases where vehicles have been damaged by passing delivery lorries misjudging the narrow gap between parked cars.
(12) Resident, (Thames View)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Very happy that at last something is going to be done as the car parking is getting worse by the day, ▪ Worry for those that have two cars as most only have a parking space for one car, where are they going to be able to park the other, ▪ Concerned that people who don't live in the vicinity will take some of available parking, leaving not enough for residents.
(13) Resident, (Thames View)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Thrilled that this severe problem is finally being addressed, ▪ Main problem is danger, can't see around the parked vehicles (particularly large vans), impossible to see vulnerable pedestrians (particularly children), ▪ Difficult for emergency & refuse vehicles to get down the street, fire engines would find it particularly problematic, ▪ Most residents have 2 cars, could there be a permit system for other members of families and visitors? (E.g. similar to Helen Road in Oxford).
(14) Resident, (Thames View)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Is going to cause a huge problem for residents who have more than one car, as most in the development only have one assigned parking space,

	<ul style="list-style-type: none"> ▪ There is no suitable alternative being put forward, ▪ “Residents only” parking would alleviate some of the congestion, as it currently is sometimes used as alternative parking for Abbey Meadows, ▪ The plans have not taken into account the needs of local residents, who have not been consulted with, the council should have been aware of these issues when the development was proposed/constructed and should not now affect the developments' residents.
(15) Resident, (Thames View)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Proposed restriction would make it impossible for residents to continue living there, most residents have two cars but as with most (if not all) Thames View, only have one allocated space, ▪ During the day most of the cars parked along Thames View are not residents and are in fact people parking there for work/shopping in the area (It is these that cause the obstruction), ▪ Would propose that if the restriction has to go ahead, that resident's permits be implemented.
(16) Resident, (Thames View)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Dangerous & anti-social car parking are prevalent at all times of the day, and on all days of the week, ▪ Road not designed to accommodate parking on both sides of the road, however as vehicles are parked on both sides the remaining width of carriageway is reduced ▪ Access along the footways for vulnerable pedestrians is often impossible and/or hazardous, ▪ Vehicles that are parked up on the footway on Thames View are continually parked so close to the accesses of the development, sight lines can be completely blocked.
(17) Business, (Thames View)	<p>Objects/Supports – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Feels that the introduction of parking restrictions in the area outside of the Care Home will prejudice and restrict the effective operation of the business, especially when functions are held at the site (on average once a week) with the increase in visitor numbers,

	<ul style="list-style-type: none"> ▪ As such, would like to see an area of the proposed restriction removed from the proposals, ensuring the smooth running of the business, ▪ However, outside of this immediate area, the proposed restrictions are welcomed, as vehicles parked along Thames View often hinder and/or prevent delivery vehicles from accessing and exiting the area.
(18) Resident, (Thames View)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Main concern is whether or not residents will be able to park their vehicles; this will increase if you go ahead and implement the restriction, ▪ Don't think it is the residents of Thames View that are causing the issues that have led to this proposal, yet it is they who will suffer the most, ▪ Ambulances get down here on many an occasion without issue and also the refuse vehicles (similar size to Fire Engine) manage each week to gain access, ▪ Feel that the proposals are reducing parking for residents with no suitable alternatives suggested or additional parking made available E.g. marked bays for parking or “residents only” parking.
(19) Resident, (Thames View)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Parking is extremely restricted already throughout the estate, particularly with the large number of flats here. The majority of residents only have 1 parking space. Most households have 3 bedrooms and have more than one vehicle, ▪ The car park at Waitrose as an alternative is far from ideal given the limited 2 hour allowance for free parking, ▪ Biggest concern is potential damage from the continued thru-flow of traffic into the town centre, as many commuters use it as a cut-thru to avoid the congestion from the Oxford Road area. ▪ Vehicles go through here at relatively high speed and do their best to avoid the speed humps, ▪ Have never seen any access issues or the main road being blocked even when there are cars heavily parked down the road it still doesn't cause problems. Most new estates are congested and Thames View is no exception. The refuse lorries regularly visit and do not suffer from any problems.