

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;**

CMDE5

- (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

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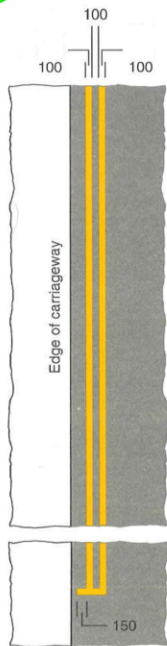
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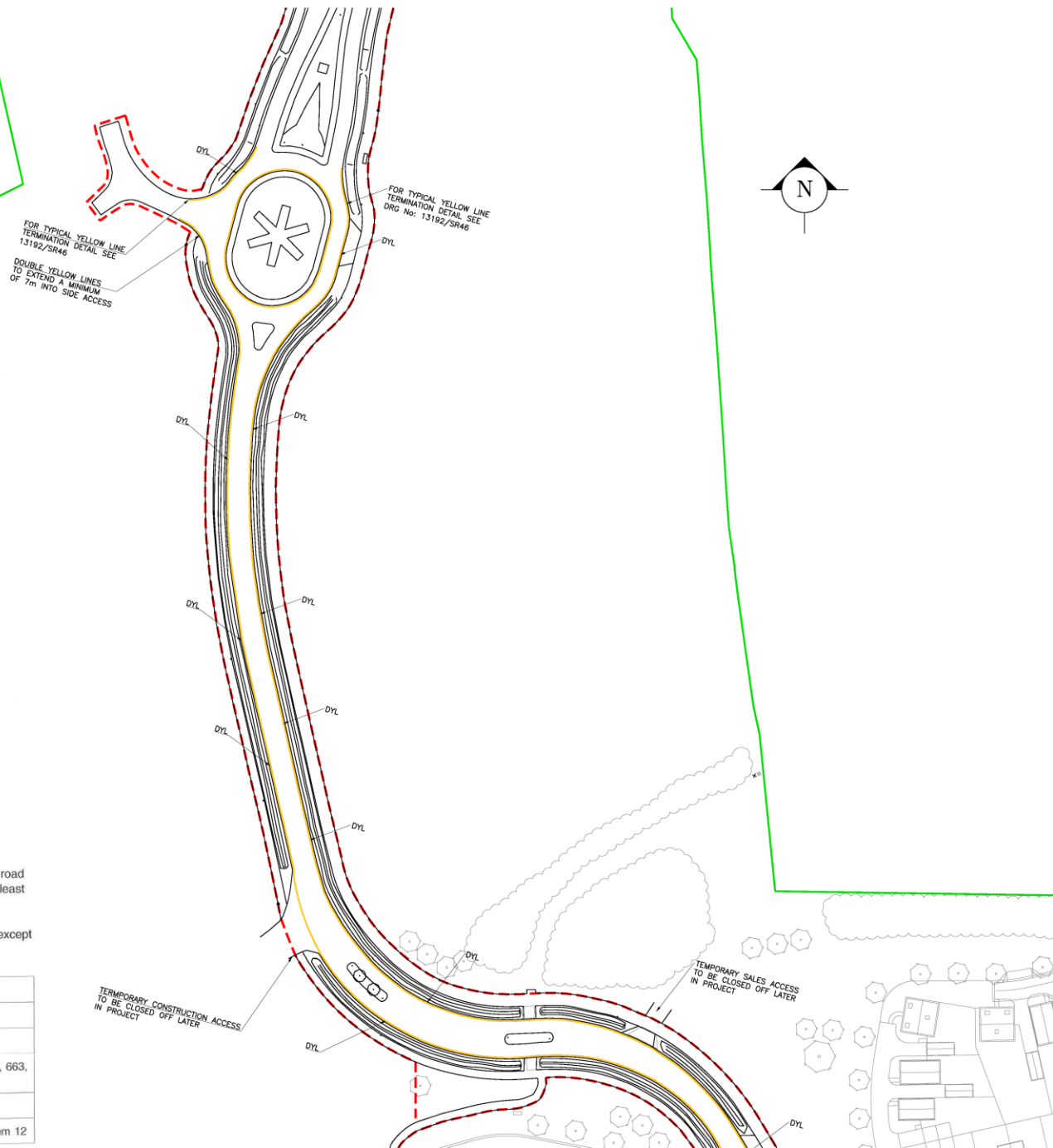
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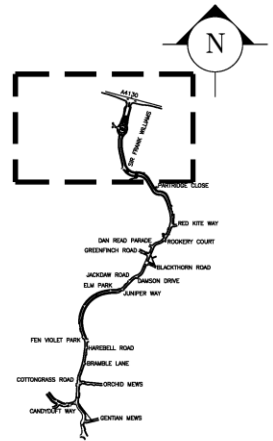
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
- (b) Stopping of vehicles in a lay-by prohibited except in emergency

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



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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

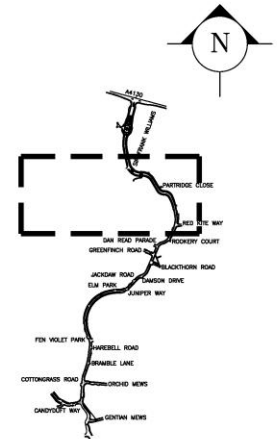
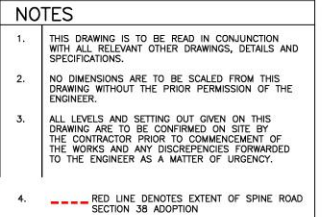
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Scale	1/500 (A1) 1/1000 (A3)	Dwg No.	13192-SR150	Revision	P5
Drawn	BB	30.10.15			
Checked	TB				
		F180 Issue02 17.05.09			



KEY PLAN

P5	16.02.16	OCC HIGHWAYS COMMENTS ADDED	BB	DP
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P3	15.12.15	OCC HIGHWAYS COMMENTS ADDED FROM SPINE ROAD TECHNICAL AUDIT	dp	DP
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Client	TAYLOR WIMPEY
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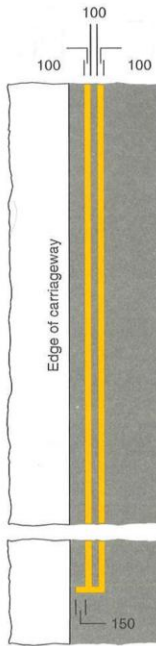
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SPINE ROAD YELLOW LINING
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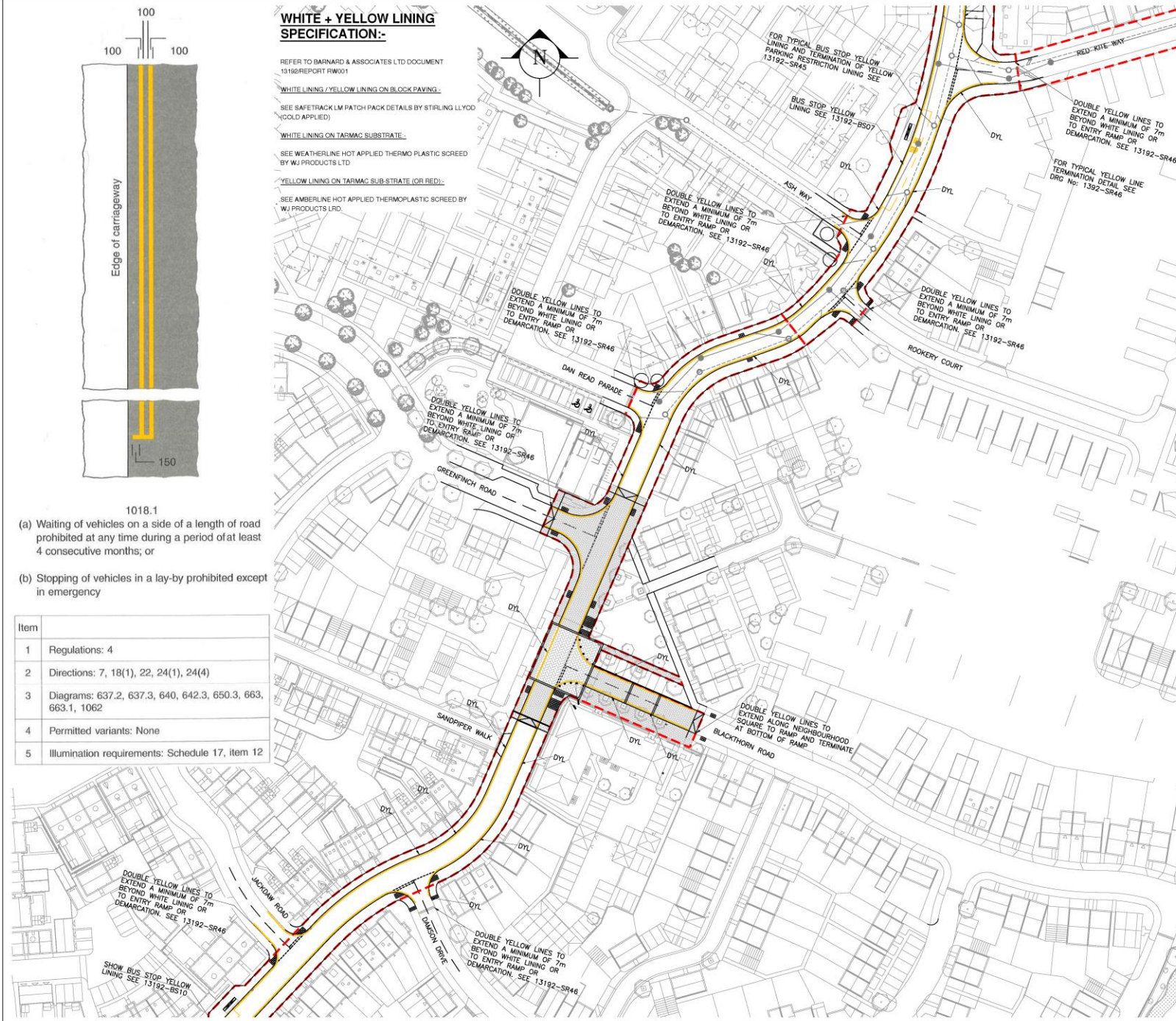
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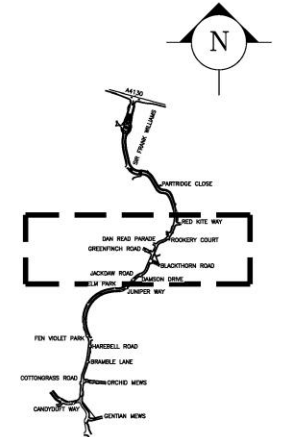
- 1018.1
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
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4	Permitted variants: None
5	Illumination requirements: Schedule 17, item 12



NOTES

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- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



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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: CWP DIDCOT SOUTH OXFORDSHIRE

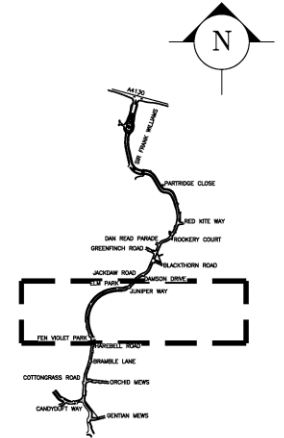
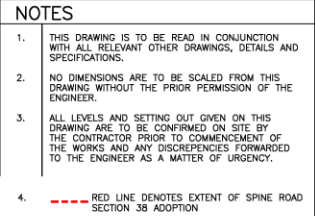
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Scale: 1/500 (A1) 1/1000 (A3)	Dwg No. 13192-SR152	Revision P5
Drawn: BB	30.10.15	
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KEY PLAN

P5	18.02.16	OCC HIGHWAYS COMMENTS ADDED	BB	DP	
P4	03.02.16	OCC FINAL COMMENTS 04.02.16 ADDED	BB	DP	
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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 4
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Drawn BB 30.10.15	13192-SR153	P5
Checked TB	F180 Issue02 17.05.09	

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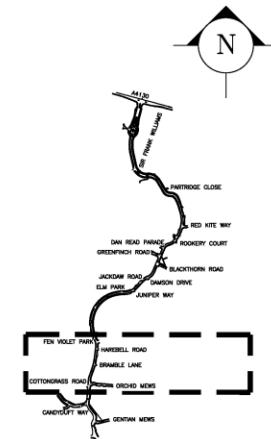
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KEY PLAN

P5	16.02.18	OCC HIGHWAYS COMMENTS ADDED	BB	DP	
P4	03.02.18	OCC FINAL COMMENTS 04.02.18 ADDED	BB	DP	
P3	15.12.15	OCC HIGHWAYS COMMENTS ADDED	dp	DP	
P2	11.11.15	FROM SPINE ROAD TECHNICAL AUDIT ISSUED FOR COMMENTS	Af	OP	
Revision	Date	Description	Signed	Checked	

Client	
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TAYLOR WIMPEY

Job
GWP DIDCOT
SOUTH OXFORDSHIRE

Title
SPINE ROAD YELLOW LINING
SECTION 5

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Revision

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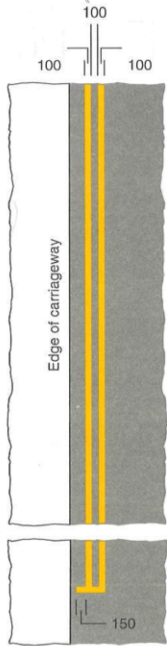
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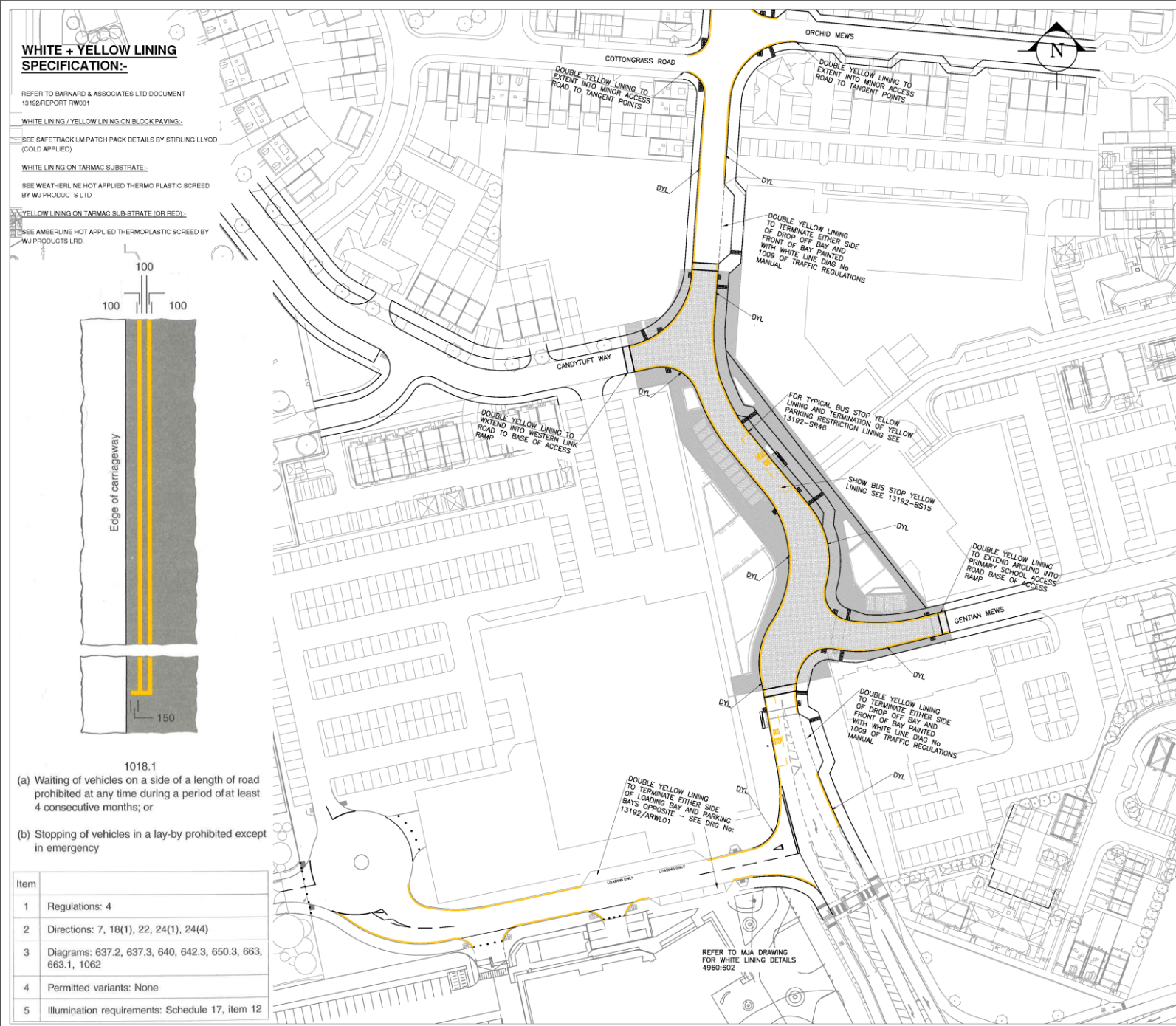
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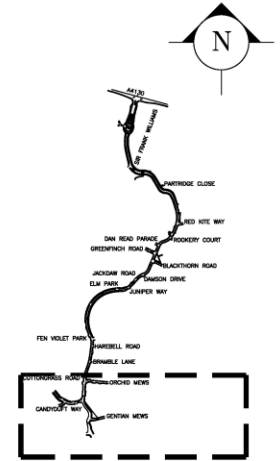
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- RED LINE DENOTES EXTENT OF SPINE ROAD SECTION 38 ADOPTION



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 6

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Scale	1/500 (A1) 1/1000 (A3)	Dwg No.	13192-SR155	Revision	P5
Drawn	BB	Date	30.10.15		
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			F180 Issue02	17.05.09	

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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

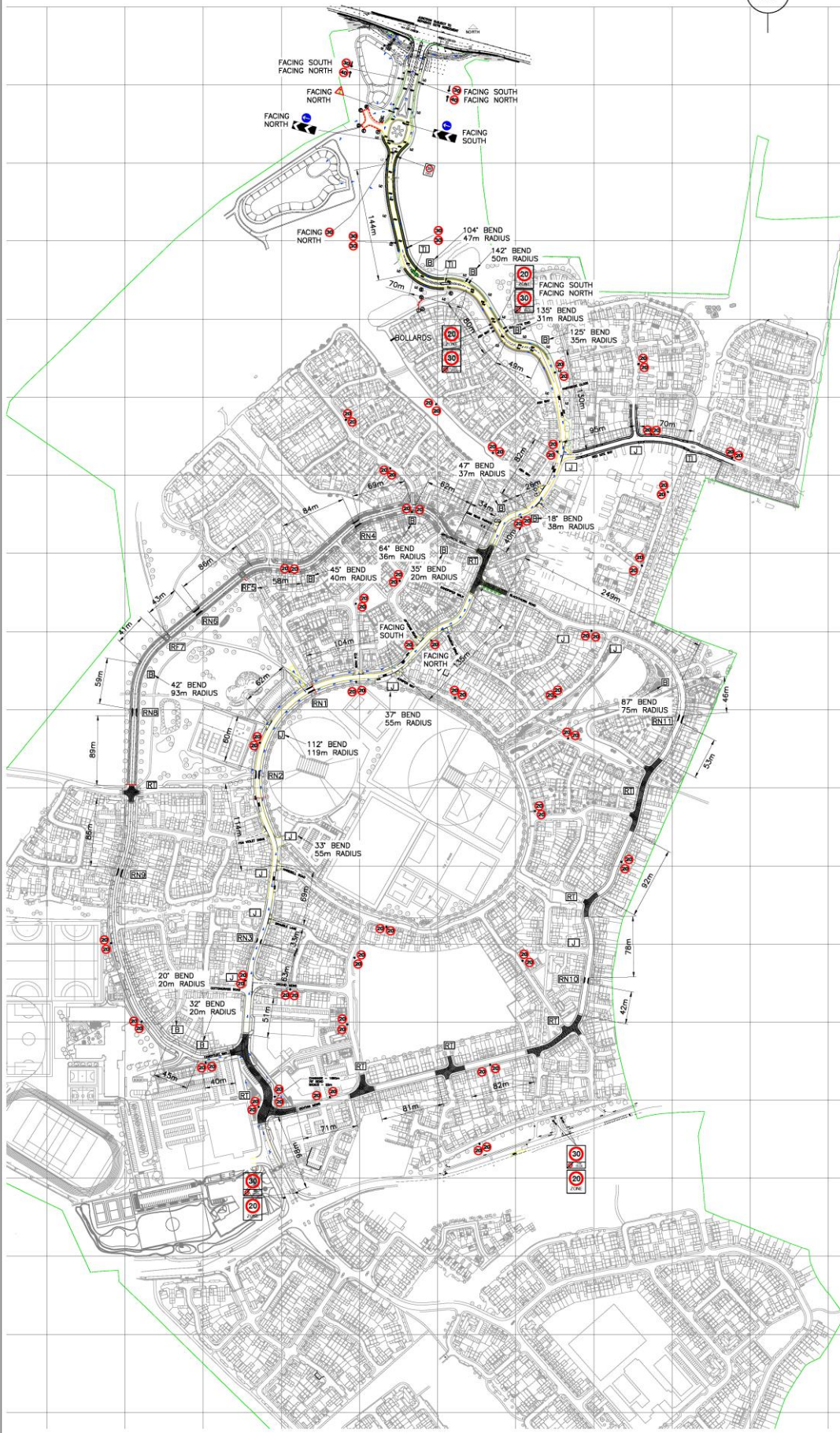
SIGNAGE KEY

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.

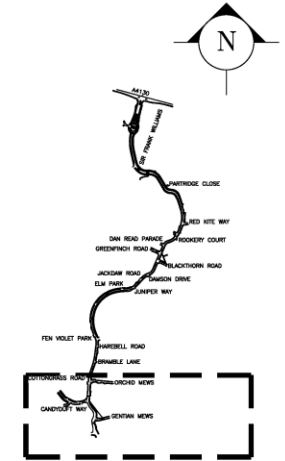
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	Nq 543 (EXISTING)
	Nq 515 (EXISTING)
	Nq 606 (EXISTING)
	Nq 674, ENTERING A 20MPH SPEED LIMIT ZONE
	Nq 675, END OF A 20MPH SPEED LIMIT ZONE



P1	09.03.16	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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Scale 1:2500 @ A1 1:5000 @ A3		Dwg No. 13192-SRZ01		Revision P1
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KEY PLAN

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WHITE LINING / YELLOW LINING ON BLOCK PAVING:-

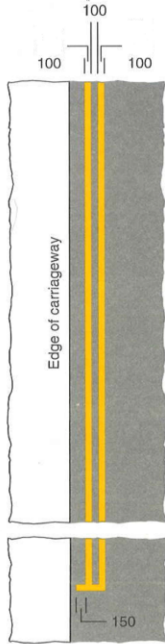
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD (COLD APPLIED)

WHITE LINING ON TARMAC SUBSTRATE:-

SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED BY WJ PRODUCTS LTD

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

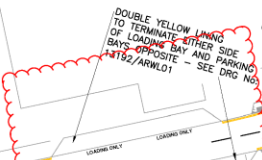
SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY WJ PRODUCTS LTD



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
- (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



REFER TO MJA DRAWING FOR WHITE LINING DETAILS 4960-602

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,

CMDE5

	<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>

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	<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.

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<p>(10) Resident, (Sir Frank Williams)</p>	<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.
<p>(11) Chair, (GWP Residents Association)</p>	<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.
<p>(12) Resident, (unknown)</p>	<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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