

Division(s): Didcot West / Hendreds & Harwell
---

**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 14<sup>th</sup> 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:-**

## CMDE5

- (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:-

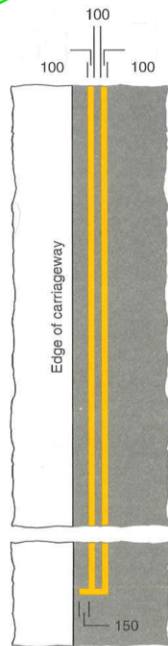
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD  
(COLD APPLIED)

## WHITE LINING ON TARMAC SUBSTRATE:-

SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED  
BY WJ PRODUCTS LTD

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

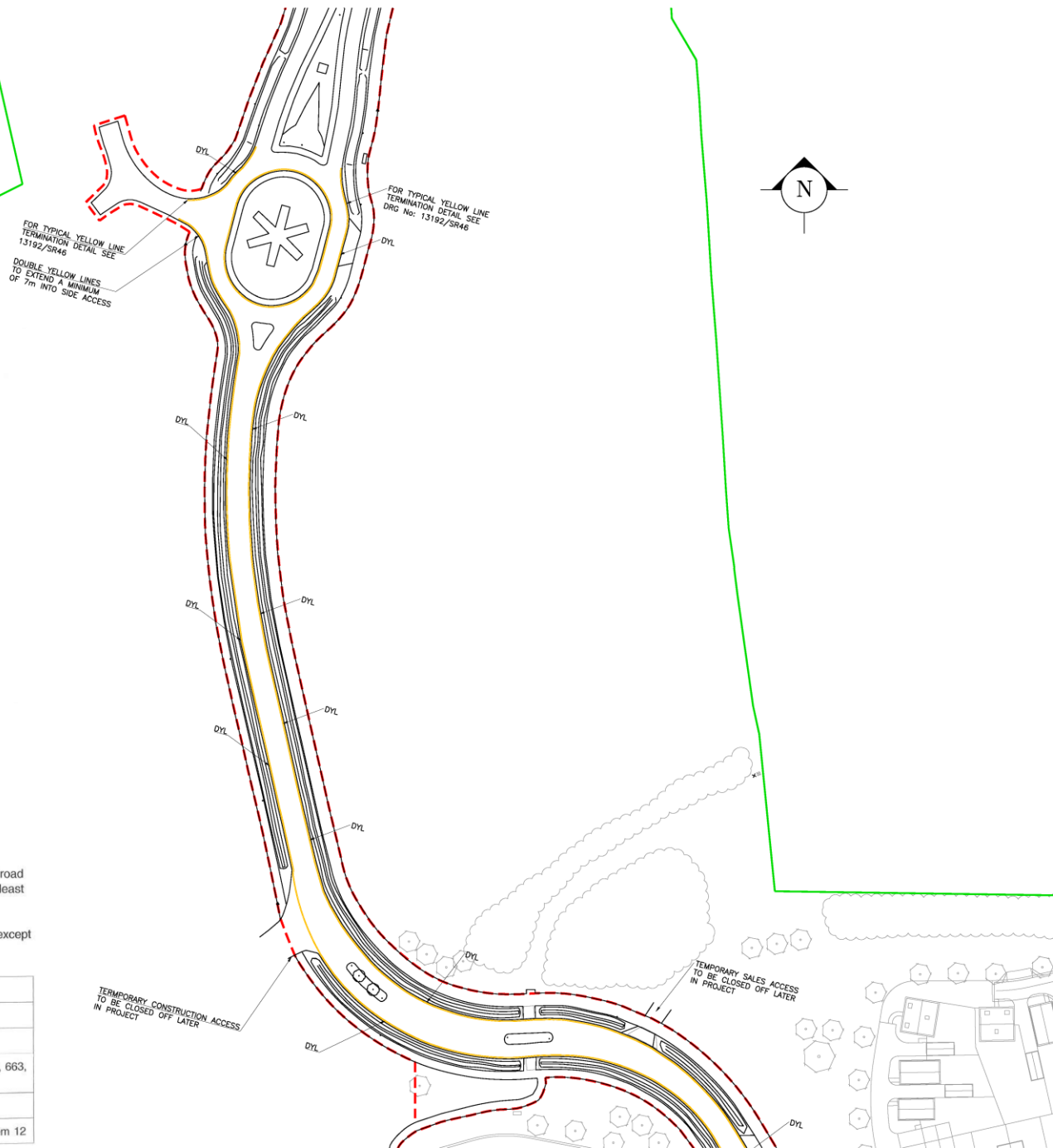
SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY  
WJ PRODUCTS LTD.



1018.1

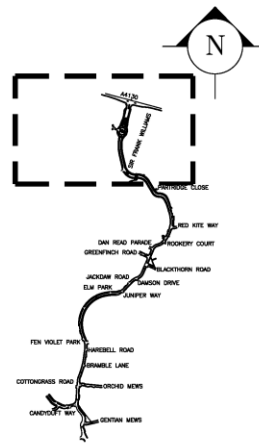
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
- (b) Stopping of vehicles in a lay-by prohibited except in emergency

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



## 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

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 1

## COPYRIGHT

The contents of this drawing may not be reproduced in whole or part without the prior written permission of BARNARD & ASSOCIATES Ltd.

BARNARD & ASSOCIATES Ltd  
Consulting Engineers  
18 Northfields Prospect  
Northfields, London, SW18 1PE  
Tel No. 0208 870 7368  
Fax No. 0208 870 7368  
Email: barnard@barnard.co.uk

**BA**

Scale 1/500 (A1)

1/1000 (A3)

Dwg No.

13192-SR150

Revision

P5

Drawn

BB

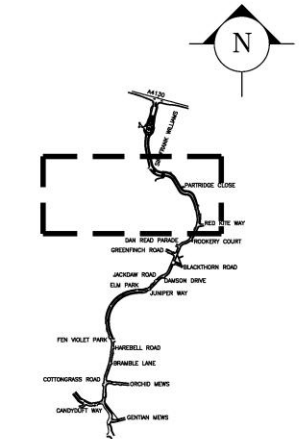
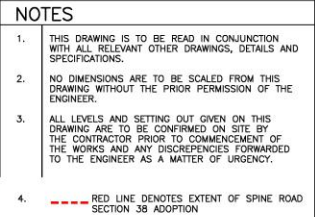
30.10.15

Checked

TB

F180 Issue02 17.05.09





### KEY PLAN

P5	18.02.16	OCC HIGHWAYS COMMENTS ADDED	BB	DP
P4	03.02.16	OCC FINAL COMMENTS 04.02.16 ADDED	BB	DP
P5	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

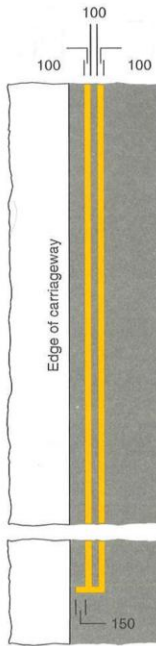
Title  
SPINE ROAD YELLOW LINING  
SECTION 2

**COPYRIGHT**  
The contents of this drawing may not be reproduced  
in whole or part without the prior written permission of  
**BARNARD & ASSOCIATES Ltd**

**BARNARD & ASSOCIATES Ltd**  
Consulting Engineers  
18 Northfields Prospect  
Northfields, London, SW18 1PE  
Tel No. 0208 874 9005  
Fax No. 0208 870 7386  
Email [barnard@tinet.co.uk](mailto:barnard@tinet.co.uk)

Scale 1/500 (A1) 1/1000 (A3)	Org No.	Revision
Drawn BB 30.10.15	13192-SR151	P5
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:-

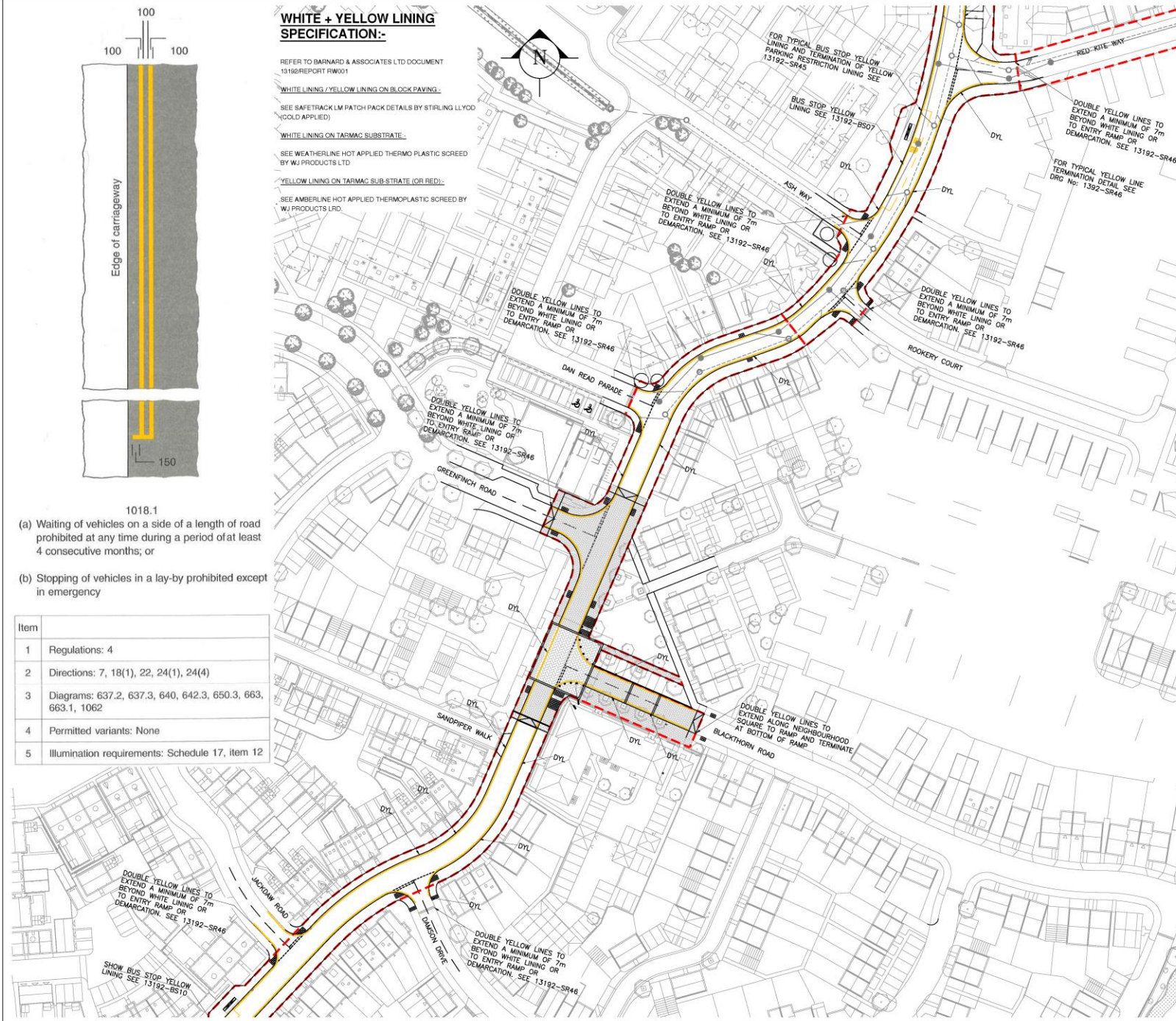
SEE WEATHERLINE HOT APPLIED THERMOPLASTIC SCREED BY WJ PRODUCTS LTD

YELLOW LINING ON TARMAC SUBSTRATE (OR RED):-

SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY WJ PRODUCTS LTD

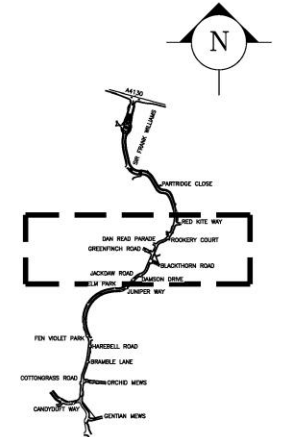
- 1018.1
- (a) Waiting of vehicles on a side of a length of road prohibited at any time during a period of at least 4 consecutive months; or
- (b) Stopping of vehicles in a lay-by prohibited except in emergency

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



### 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

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: CWP DIDCOT SOUTH OXFORDSHIRE

Title: SPINE ROAD YELLOW LINING SECTION 3

Copyright: The contents of this drawing may not be reproduced in whole or part without the prior written permission of BARNARD & ASSOCIATES Ltd.

BARNARD & ASSOCIATES Ltd  
Consulting Engineers  
18 Northfields, London, SW18 1PE  
Tel No. 0208 874 1020  
Fax No. 0208 870 7386  
Email: barnard@barnard.co.uk

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

Drawn: BB  
Checked: TB

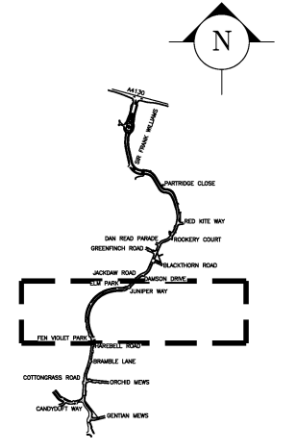
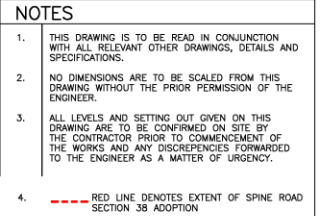
Date: 30.10.15

Fig No.: 13192-SR152

Revision: P5

F180 Issue02 17.05.09





### 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 4

**COPYRIGHT**  
The contents of this drawing may not be reproduced  
in whole or part without the prior written permission of  
**BARNARD & ASSOCIATES Ltd**

**BARNARD & ASSOCIATES Ltd**  
Consulting Engineers  
19 Northfields Prospect  
Northfields, London, SW18 1PE  
Tel No. 0208 874 9005  
Fax No. 0208 870 7388  
Email [barnard@tinet.co.uk](mailto:barnard@tinet.co.uk)

Scale 1/500 (A1) 1/1000 (A3)	Drp No.	Revision
Drawn BB 30.10.15	13192-SR153	P5
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:-

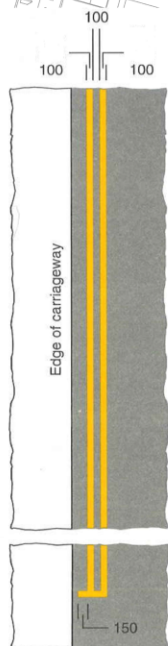
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD (COLD APPLIED)

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

(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

**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**

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

**COPYRIGHT**  
The contents of this drawing may not be reproduced in whole or part without the prior written permission of BARNARD & ASSOCIATES Ltd

**BARNARD & ASSOCIATES Ltd**  
Consulting Engineers  
18 Northfields Road  
Northfields, London, SW18 1PE  
Tel No. 0208 874 8000  
Fax No. 0208 870 7386  
Email: barnard@barnard.co.uk



Scale	1/500 (A1) 1/1000 (A3)	Dwg No.	Revision
-------	---------------------------	---------	----------

SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY  
WJ PRODUCTS LTD.



- (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

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	

[illegible]

--	--



NOTES

- 1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT OTHER DRAWINGS, DETAILS AND SPECIFICATIONS.
- 2. NO DIMENSIONS ARE TO BE SCALED FROM THIS DRAWING WITHOUT THE PRIOR PERMISSION OF THE ENGINEER.
- 3. 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.

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.

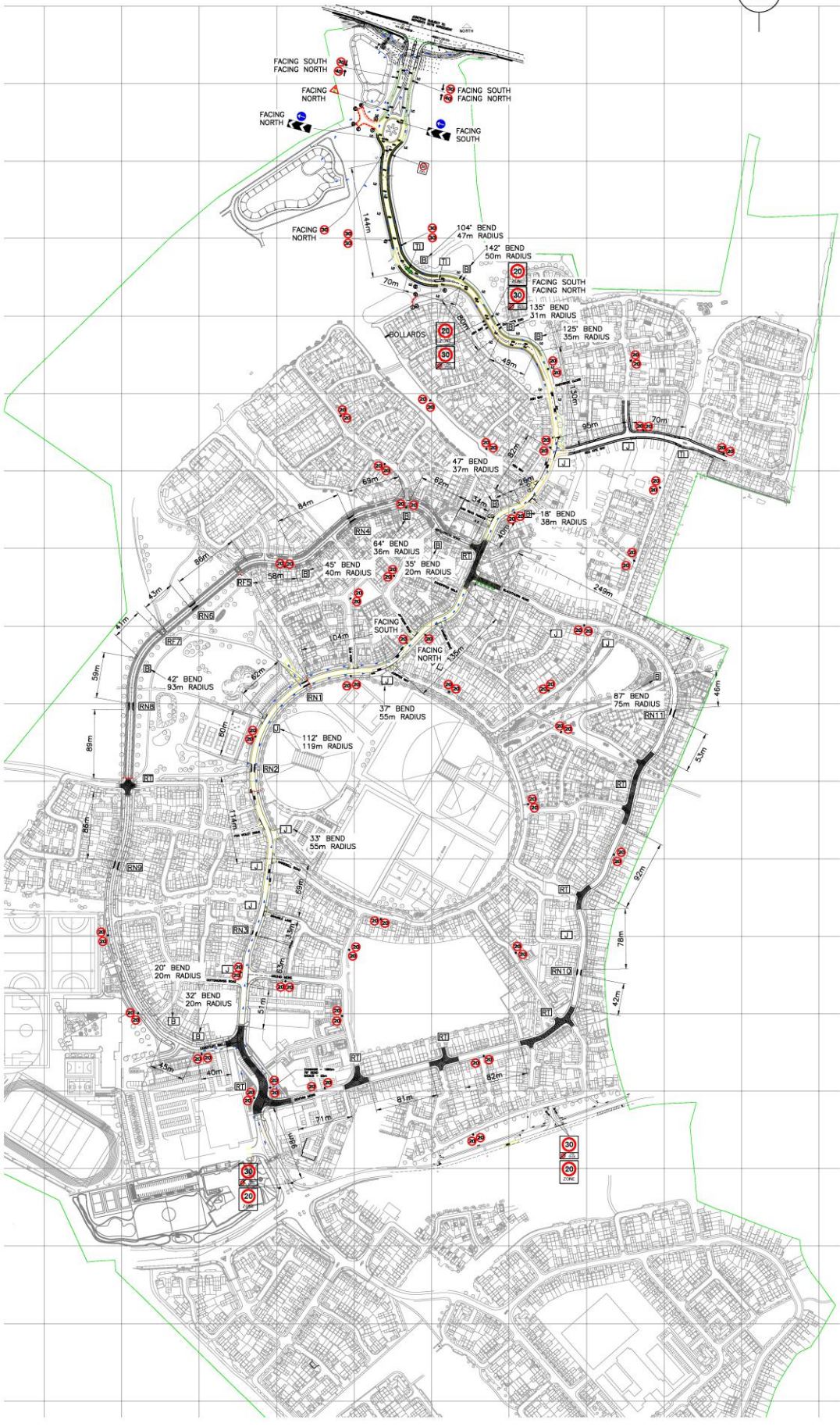
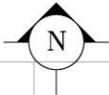
SIGNAGE KEY

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.

- 20 DENOTES No 670 OF TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS, (600#) (REPEATER SIGNS 300mm# INSIDE ZONES)
- 543 DENOTES No 543 (EXISTING)
- 515 DENOTES No 515 (EXISTING)
- 606 DENOTES No 606 (EXISTING)
- 20 DENOTES No 674, ENTERING A 20MPH SPEED LIMIT ZONE
- 30 DENOTES No 675, END OF A 20MPH SPEED LIMIT ZONE



P1	09.03.16	INITIAL ISSUE	TZ	TB
Revision	Date	Description	Signed	
Client TAYLOR WIMPEY				
Job GWP DIDCOT SOUTH OXFORDSHIRE				
Title 20mph ZONE GA SIGNAGE AND TRAFFIC CALMING				
COPYRIGHT The contents of this drawing may not be reproduced in whole or part without the prior written permission of BARNARD & ASSOCIATES Ltd				
BARNARD & ASSOCIATES Ltd Consulting Engineers 18 Northfields Prospect Northfields, London, SW18 1PE Tel No. 0208 874 9005 Fax No. 0208 870 7386 Email: barnard@barnard.co.uk				
Scale: 1:2500 @ A1 1:5000 @ A3		Orig No. 13192-SRZ01		Revision
Drawn - TZ 16.02.16		P1		
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:-

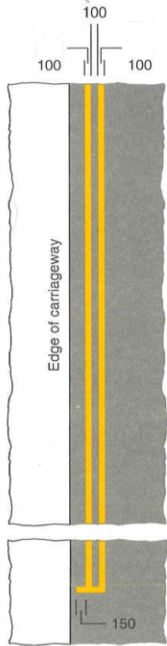
SEE SAFETRACK LM PATCH PACK DETAILS BY STIRLING LLOYD  
(COLD APPLIED)

## WHITE LINING ON TARMAC SUBSTRATE:-

SEE WEATHERLINE HOT APPLIED THERMO PLASTIC SCREED  
BY WJ PRODUCTS LTD

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

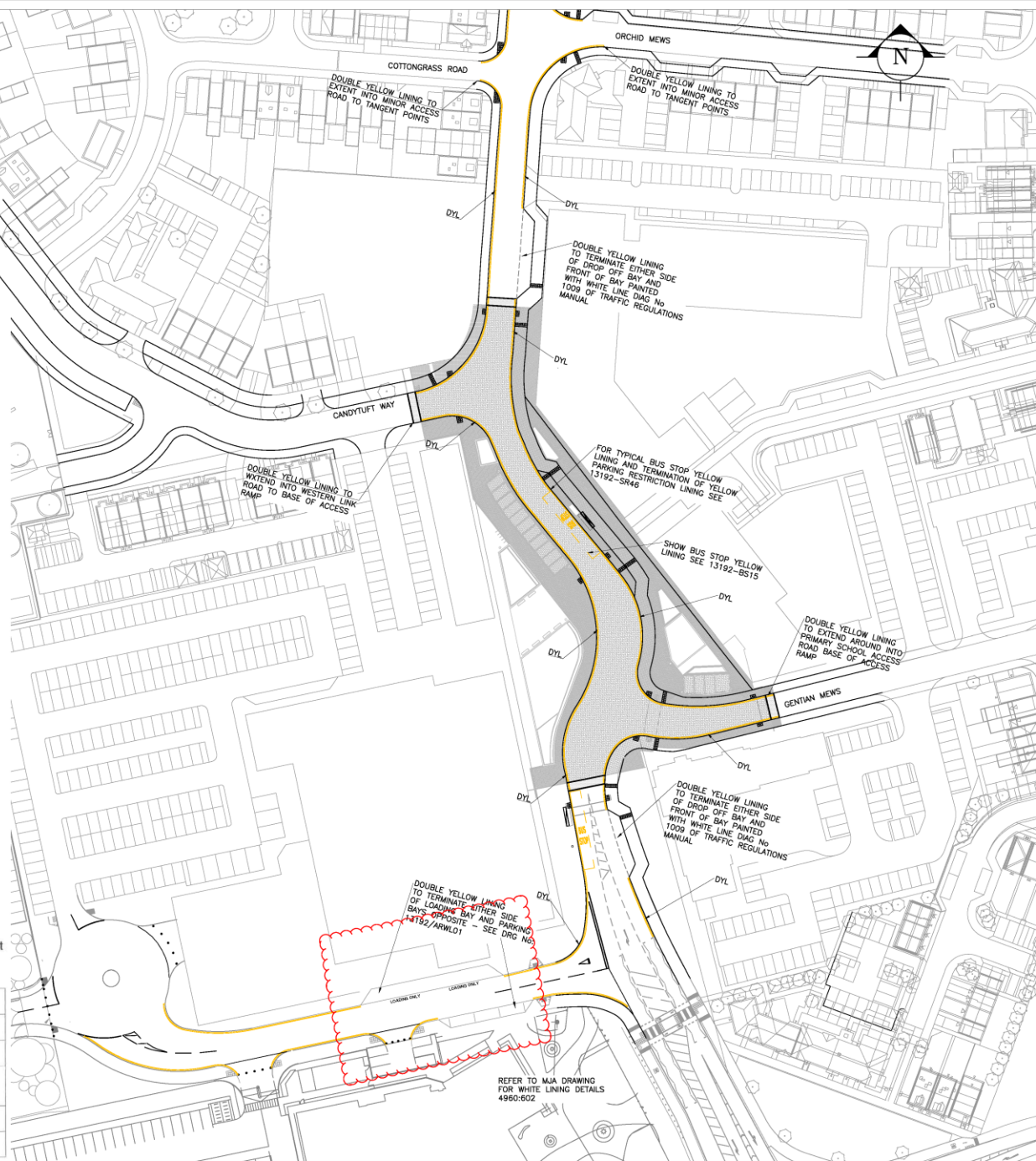
SEE AMBERLINE HOT APPLIED THERMOPLASTIC SCREED BY  
WJ PRODUCTS LTD.



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

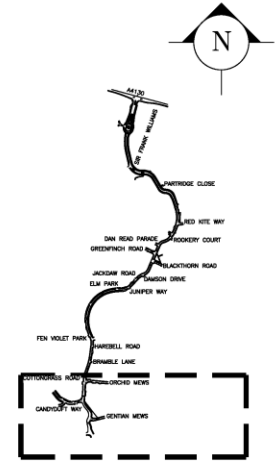
Item	
1	Regulations: 4
2	Directions: 7, 18(1), 22, 24(1), 24(4)
3	Diagrams: 637.2, 637.3, 640, 642.3, 650.3, 663, 663.1, 1062
4	Permitted variants: None
5	Illumination requirements: Schedule 17, item 12



REFER TO MJA DRAWING  
FOR WHITE LINING DETAILS  
4960-602

## 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

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**

**COPYRIGHT**  
The contents of this drawing may not be reproduced in whole or part without the prior written permission of BARNARD & ASSOCIATES Ltd.

**BARNARD & ASSOCIATES Ltd**  
Consulting Engineers  
18 Northfields Road,  
Northfields, London, SW18 1PE  
Tel No. 0208 874 8020  
Fax No. 0208 870 7388  
Email: barnard@barnard.co.uk

**BA**

Scale	1/500 (A1) 1/1000 (A3)	Dwg No.	13192-SR155	Revision	P5
Drawn	BB	30.10.15			
Checked	TB				
			F180 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"> <li>▪ TVP policy is that 20mph speed limits should be self-enforcing,</li> <li>▪ Further engineering measures should be considered in the future if residential complaints regarding speeding increase – in order to restrict burden on Police.</li> </ul> <p>No objection to parking restrictions – but has the following comments:</p> <ul style="list-style-type: none"> <li>▪ Feels parked vehicles can act as a deterrent and control to speeding vehicles (i.e. artificial calming),</li> <li>▪ 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.</li> </ul> <p><b>Objects</b> to the loading bay restriction – due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Places a considerable burden upon Officers who have to observe/monitor vehicles throughout this time period in order for an offence to be 'complete',</li> <li>▪ Would strongly recommend that waiting is restricted to 30 minutes or less, in line with the majority of other such restrictions,</li> <li>▪ This form of restriction will feature extremely low in terms of TVP enforcement priorities,</li> </ul>
(2) Local County Councillor (Didcot West)	<p>Supports all the proposals – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Feels that the 20mph speed restriction is an essential component,</li> <li>▪ Particularly supports the parking restrictions on the spine road,</li> </ul>

CMDE5

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



CMDE5

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

# CMDE5

<p>(10) Resident, (Sir Frank Williams)</p>	<p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Happy to see the lower speed limit, especially with the large number of children within the estate, although concerned about level of compliance.</li> </ul> <p><b>Objects</b> to the parking restrictions – due to the following reasons</p> <ul style="list-style-type: none"> <li>▪ 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,</li> <li>▪ Doesn't believe the road is busy enough to warrant the restrictions,</li> <li>▪ The current restrictions have been successful and as such don't feel there is a need for double yellow lines to be installed.</li> </ul>
<p>(11) Chair, (GWP Residents Association)</p>	<p>Supports the speed limit – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ But queries how the limit would be enforced.</li> </ul> <p><b>Objects</b> to the parking restrictions – due to the following reasons</p> <ul style="list-style-type: none"> <li>▪ Feels that some level of parking should be permitted: <ul style="list-style-type: none"> <li>○ To allow those living on Sir Frank Williams Avenue easy &amp; direct access to their vehicles, i.e. where only a footway is between the carriageway and property,</li> <li>○ 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.</li> </ul> </li> <li>▪ 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.</li> </ul>
<p>(12) Resident, (unknown)</p>	<p>No objection to the proposals – with the following comments:</p>

## CMDE5

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