

DEPUTY LEADER OF THE COUNCIL – 21 MARCH 2013

PROPOSED PARKING RESTRICTIONS – STATION ROAD, CHINNOR

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

Introduction

1. This report considers objections received to a formal consultation on proposals to introduce new parking on parts of Station Road in Chinnor.

Background

2. Concerns have been raised about traffic congestion caused by parking, particularly in the light of additional traffic from the new housing development on the former cement works site.
3. Following discussions with County Councillor David Wilmshurst and the Parish Council, proposals were developed to introduce 'no parking' (double yellow line) restrictions on three sections of Station Road, which will have the effect of creating several 'passing places' and thus improve traffic flow without significantly inconveniencing local residents and businesses. One of the sections is in that part of Station Road which forms the main B4009 through the village; the others were on the minor road leading south out of Chinnor. These are shown on the plan at Annex 1.

Formal Consultation

4. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press containing the proposed changes, to consultees on 29 June 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Chinnor Library. They are also available for inspection in the Members' Resource Centre.
5. At the same time, the Council wrote to local residents where the proposed restrictions would be, asking for their comments. In addition public notices were displayed on site and in the Oxford Times.
6. A total of 12 responses were received, 6 regarding the proposals on B4009 and 6 regarding the proposals on the other section of Station Road. These are summarised at Annex 2.

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7. The principle concern of respondents to the B4009 proposal was to have the location of the restriction amended to retain parking for businesses and those residents without off-street parking. In addition several respondents considered that the reported congestion was not severe enough to justify action. The responses to the restrictions proposed on the other part of Station Road were more mixed but generally expressed concern about parking displacement, the effect on residents without off-street parking and the potential for a clearer road to encourage speeding.
8. The results of the consultation have been discussed with Councillor Wilmshurst and representatives of the Parish Council who have suggested some amendments. Firstly, that the restriction on B4009 be adjusted to cover a section slightly further north, thus avoiding affecting businesses and the residents without off-street parking. In respect of the other part of Station Road, they suggest not proceeding with the restriction outside the former Kings Head public house, thus retaining space for those residents without off-street parking.
9. Although not an area stewardship funded project, officers have worked in the same collaborative way with the local Councillor and Parish Council to develop the scheme and it is therefore suggested that their proposed changes in the light of the consultation be acceded to. The modified scheme is shown at Annex 3.

Financial and Staff Implications (including Revenue)

10. The cost of the works described in this report will be met from developer contributions arising from the redevelopment of the Cement Works site.

RECOMMENDATION

11. **The Deputy Leader of the Council is RECOMMENDED to approve the advertised parking restrictions on Station Road, Chinnor as amended in this report and shown in Annex 3 to this report.**

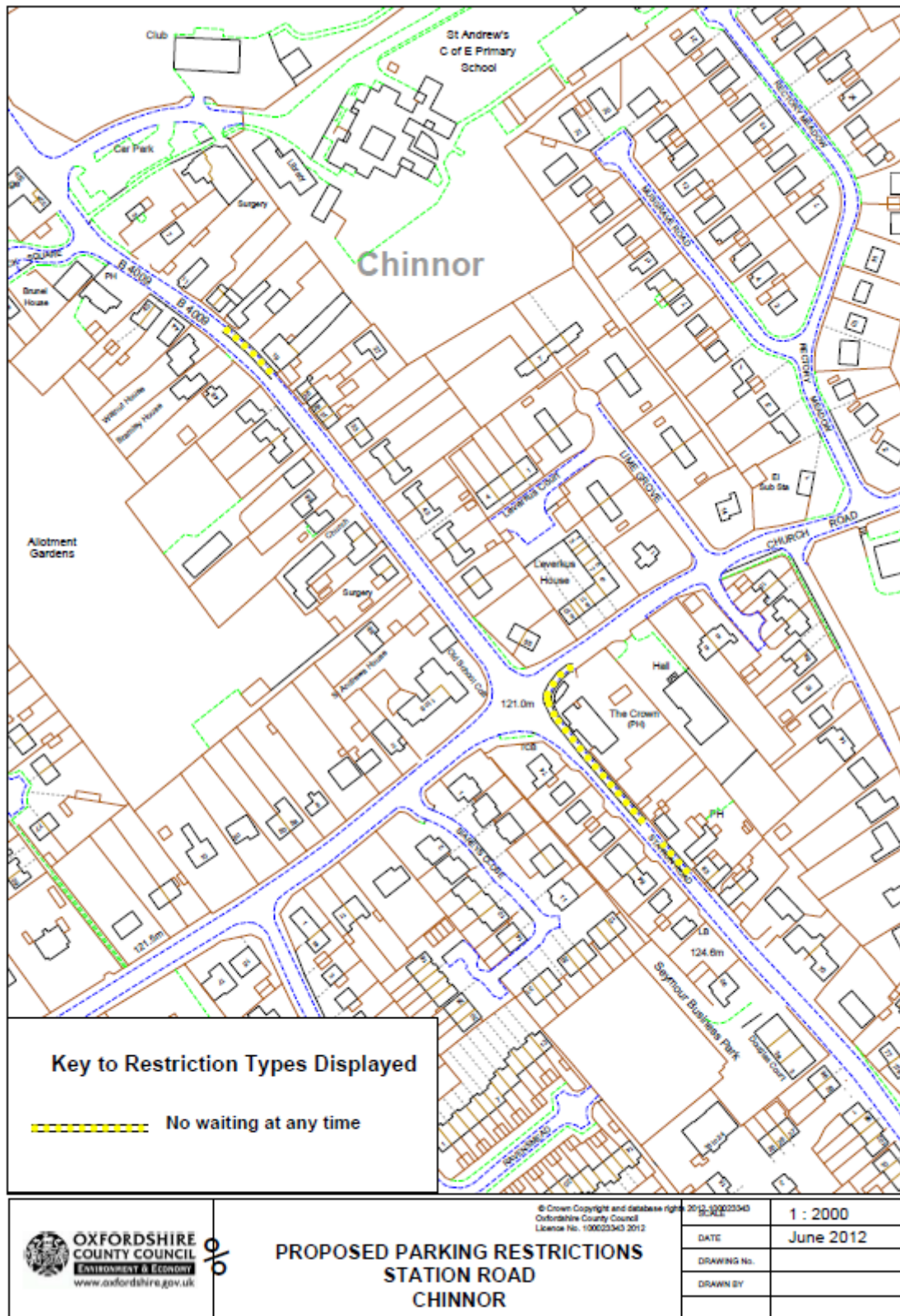
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

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February 2013



RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Person employed at Robert House 19 Station Road	Is disabled and so needs to park on road close to Robert House Asks that the parking restrictions be adjusted accordingly.	The revised proposal will address this concern.
Director of company which owns Robert House 19 Station Road	<p>Has lived and worked in Chinnor area for many years and does not consider that there is any congestion caused by parking on B4009.</p> <p>In considering the planning application for housing on the former cement works there were no complaints of congestion then, hence the lack of money allocated for traffic calming in Chinnor and on the B4009 to the M40.</p> <p>Asks if there has been a traffic survey done to verify any increase in traffic? If the volume has not increased and the situation is the same as the years before, why change things?</p> <p>The cars parked in this section of Station Road act as traffic calming, without which the Council would be being asked for traffic calming measures to slow traffic down. By introducing yellow lines outside Robert House, these cars will merely move up two car parking spaces towards the Crown, hence not achieving anything. If traffic has to wait to pass the parked cars in the morning and evening rush hours, it is a positive thing because it is the parked cars which are slowing the traffic down.</p> <p>The proposals will be taking away two overflow parking spaces for</p>	<p>This is not the view of the County Councillor nor the Parish Council.</p> <p>No survey has been carried out.</p> <p>The benefit of having some vehicles parked thus providing informal traffic calming is acknowledged. The proposal seeks to ensure that there will be a short length where parking does not occur and thus forms a 'passing place'.</p> <p>The revised proposal will address this</p>

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	occupants and visitors to Robert House and requests that Yellow Lines are not put outside Robert House and No 17 Station Road.	concern.
Resident of Station Road	Regarding the roadside parking that residents currently have access to. Will there be permit parking available in the spaces that are not "yellow lined" to those that live on the road that don't have driveway parking or garage?	Permit parking is not proposed. However, the revised proposal will address this concern.
Resident of B4009 part of Station Road	The concerns about congestion in B4009 section of Station Road are valid, and I believe that the proposed restrictions will help to alleviate this. However, my main concern is that the restriction placed outside number 17 and Robert House will encourage parking further west along the road particularly outside number 11 the 'Old Forge'. As can be seen from the map the road curves here making a clear view up the road for eastbound traffic difficult, this leads to further congestion when traffic is parked here. Because of this curve the view when exiting the shared driveway for numbers 40/42/44 Station Road is very restricted. Parking outside number 11 means that traffic exiting the shared driveway and turning right will be forced to face oncoming traffic without a clear view of westbound traffic. I am concerned about the safety implication of this. Extending the proposed restrictions to include parking outside number 11 would solve the problems mentioned. Anyone seeking to park in the road should not be unduly inconvenienced as there is a car park outside the doctor's surgery.	The revised proposal will address this concern.
Resident of southern part of Station Road	Who will police this initiative? The section of yellow lines between No 17 to Robert House restriction is too short as the main issue is parking on the corner, between No11 and Robert House.	Thames Valley Police. The revised proposal will address this concern.

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Resident of southern part of Station Road	<p>The plan will only bring about parking on the opposite side of the road thereby penalising those that already use their drives, making it much more difficult to exit from their drive safely.</p> <p>Parking will move further up the road, as it has done in the past, thereby maintaining the same problem. Parking outside my property already makes it most difficult to exit from the drive as there is no view, in the fastest stretch of the road; it also makes it difficult for large vehicles to access adjacent business park.</p>	This is unlikely to occur given the current 'natural' parking pattern.
Resident of southern part of Station Road	<p>I have only two minor concerns which both can be corrected in a single modification to your current plan.</p> <p>With your proposed parking restrictions on the lower part of Station Road, outside the two public houses namely The Crown and the King's Head, vehicles which currently park there will be forced to park further up Station Road starting at no. 63 and further on.</p> <p>If this happens then any vehicles parking in the road outside my house, particularly if they are parked tight to my exit, would not permit me to be able to safely back out and align my car with the road way in order to get a safe line of sight of traffic travelling in both directions. To overcome this problem could we double yellow line my part of the drive, and outside my frontage?</p>	The revised proposal will address the key points of these concerns – the addition of a White Access Protection marking will further assist.
Two residents of southern part of Station Road	We are alarmed at your proposal. By putting yellow lines along this part of the road and preventing parking, it will encourage drivers who already drive well beyond the speed limit along this stretch to travel	Inappropriate traffic speed in this section of road is likely to be partly a result of frustration caused by the

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	<p>even faster and we believe that drivers having to stop at various points as they make their way up the road helps to restrict speed. The pavements on both sides of the road are very narrow. Your proposal strikes us as an inexpensive way of dealing with the problem. Yes the traffic has increased since the new development but we believe other traffic calming measures should be put in place and alternative parking spaces provided for residents who do not have parking facilities.</p>	<p>congestion which will be alleviated by the proposed restrictions.</p> <p>Noted.</p>
<p>Resident of southern part of Station Road</p>	<p>No's 63 and 65 Station Road, being older period properties, have no off-street parking available and therefore the facility of being able to park on the road outside our houses is crucial. This has the beneficial effect of slowing traffic down which otherwise comes down the hill usually well in excess of the 30 mph speed limit. However, other residents and people visiting the King's Head Pub often park on this stretch of road, even though other residents have off-road parking available on their driveways or garages and the pub has a car park. Therefore, while we are pleased to see that your proposals do not include putting double yellow lines directly outside our house, the effect may be to concentrate parking by other people on the road outside our house and make it less likely that we will be able to park outside or anywhere near our own house. To remedy this we propose a marked residents-only parking bay for No 63 and 65.</p>	<p>Permit parking is not proposed, however the revised proposal will address these concerns.</p>
<p>Resident of southern part of Station Road</p>	<p>I cannot see how just putting the restriction up to The Kings Head is going to resolve matters. The yellow line needs to run the length of Station Road from the Roundabout up to Church Lane. All that will happen with your proposed restricted parking double yellow line will be to encourage cars to park further up Station Road to Church Lane.</p>	<p>Such extensive restrictions are inappropriate in a road such as this. It is acknowledged that the proposed restrictions will lead to some displacement but the revised proposals will reduce this.</p>

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	<p>People are already concerned that with new developments only one and a half parking places are allocated surely the Council should amend this to at least three depending on the size of the house. If you build an extension you have to provide additional parking so why doesn't the same apply to new builds. I realise this is not the problem at the moment but it is a matter that needs attention.</p>	<p>This is not a matter for this consultation.</p>
<p>Resident of southern part of Station Road</p>	<p>I am writing to express my concerns with regard to the proposals to ban parking between the Crown PH and the Kings Head PH as I live in one of the only 2 properties on that stretch of road that do not have off street parking.</p> <p>I believe that should parking restrictions be imposed, then one of 2 things will happen:</p> <ol style="list-style-type: none"> 1) Everyone will 'move up' the road , meaning that as I and my partner work long hours, we will have problems parking anywhere near our home, causing significant inconvenience. 2) People will choose to park on the other side of the road where there is no proposed parking restriction. This would make it dangerous for people reversing out of their driveways. This would also be unsatisfactory for me from a safety point of view having a young child and having to cross the road etc. Furthermore, the footpath is not wide enough for vehicles to park against the curb on that side as wing mirrors, overhanging etc. would make pedestrian/ wheelchair access impossible. <p>I would propose residents' parking permits for 63 and 65 Station Road, to be provided outside the properties, 2 permits per household.</p>	<p>It is acknowledged that the proposed restrictions will lead to some displacement but the revised proposals will reduce this</p> <p>Permit parking is not proposed.</p>

