

Division(s): Wolvercote

CABINET MEMBER FOR ENVIRONMENT – 31 MAY 2019

OXFORD – GODSTOW ROAD, MILL ROAD & PAPERMILL DEVELOPMENT - PROPOSED WAITING RESTRICTIONS, 20MPH SPEED LIMIT & 'NO ENTRY' RESTRICTION

Report by Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the following proposals:
 - i. additional & new waiting restrictions on Godstow Road, Mill Road & within the Papermill Development in Wolvercote, Oxford.
 - ii. a 20mph speed limit restriction on the roads within the Papermill Development, and
 - iii. the 'No Entry' restriction within the Papermill Development bus terminus square.

Executive summary

2. Waiting restrictions, speed limits and other traffic management measures are reviewed when there are changes to the road layout or usage due to development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce additional waiting restrictions at Godstow Road and Mill Road, Wolvercote to facilitate traffic movements including at the Mill Road/Godstow Road junction where a mini roundabout is proposed to replace the existing T junction and a 20mph speed limit on a new road being constructed for a residential development. It is also proposed on the new road within the development to introduce a no-entry restriction so that the local bus service can use this road as a terminus point /turning amenity.

Background

4. The above proposals as shown at Annex 1 & Annex 2 have been put forward due to development of adjacent land on the former Wolvercote Papermill site.

Consultation

5. Formal consultation on the proposal was carried out between 21 March and 19 April 2019. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Local Bus Companies, Oxford City Council, local County Councillor and the local City Councillors. Street notices were placed on site and letters sent to approximately 30 properties in the immediate vicinity, adjacent to the proposals.
6. Ten responses were received during the course of the consultation, and these are summarised in the table below:

Proposal	Support	Object	Concerns	Neither/No opinion
Parking Restrictions	3	3	1	3
20mph Speed Limit	7	0	0	2
No Entry Restriction	3	1	0	5

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

Response to objections and other comments

Proposed waiting restrictions

8. Thames Valley Police expressed no objection to the proposals.
9. A city councillor for the Wolvercote ward expressed an objection to the proposed waiting restrictions on the grounds of the loss of parking for the adjacent White Hart pub and houses, noting that the pub is a much-valued local amenity and that the adjacent houses did not have off street parking. Consequently, customers of the pub and residents would be inconvenienced, including when loading or unloading from vehicles and when picking up or setting down passengers. Additionally, a concern was expressed that the removal of the parking would result in higher speeds on the approach to the new mini roundabout parking to the detriment of road safety and that parking would be displaced to neighbouring locations which already experienced significant parking pressure.
10. Objections were also received from two members of the public, both residents of properties directly adjacent to the proposals on the grounds of loss of parking and the resulting inconvenience, especially when loading or unloading heavy or bulky items.

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11. A further concern on the proposed waiting restrictions on Mill Road was expressed by a resident querying the powers of the county council to propose waiting restrictions on a road which he considered was not public highway.
12. Oxford Bus Company, who operate the local bus service which will be extended to the new development expressed support for the proposed waiting restrictions on the grounds of ensuring a reliable bus service, though also noting the importance of adequate enforcement. Their response also requested further information on the new bus stop within the new residential development, which will be provided by relevant officers.
13. Two residents responded with no objection or comment to the proposed waiting restrictions. A further two expressed support.
14. The objections and concerns expressed on the waiting restrictions are noted, but it should be stressed that should those restrictions be approved, vehicles may still stop to pick up or set down passengers and to load or unload. As can be seen from the plan shown at Annex 2, longer term waiting by vehicles within or on the immediate approach to the new mini roundabout would not be desirable on either traffic flow or road safety grounds and, as noted, by the Oxford Bus Company, ensuring the free passage of buses through the new layout will significantly benefit passengers.
15. The concern on the status of Mill Road is noted and it is confirmed that while the majority of the length where waiting restrictions are proposed is public highway, a short length extends into the part that is not. However, the county council is able to promote waiting restrictions on such roads subject to consultation, as has of course been carried out in this case.

Proposed 20mph speed limit

16. No objections were received, with seven expressions of support and two responses expressing no comment or opinion.

Proposed no-entry restriction

17. One objection was received on the proposed no-entry restriction but with no grounds cited. There were three expressions of support and five responses expressing no objection or no comment.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

19. Funding for the proposed measures has been provided by the funding developers of adjacent land.

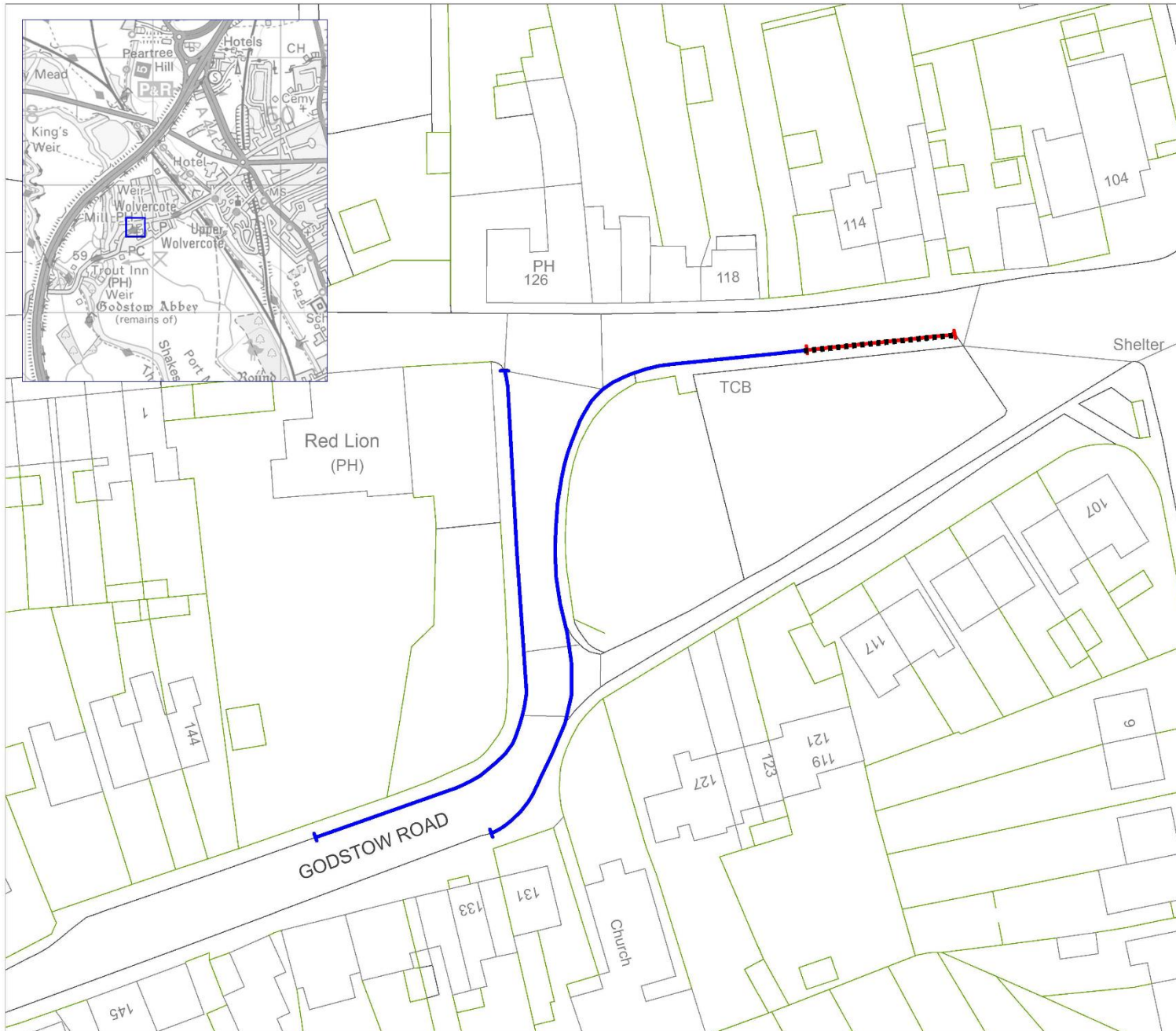
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OWEN JENKINS
Director of Community Operations



Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2019



Drawing No. Revision 2

-  Proposed "No Waiting at Any Time" (double yellow lines) parking restriction
-  Existing "No Waiting at Any Time" (double yellow lines) parking restriction

 Site Location

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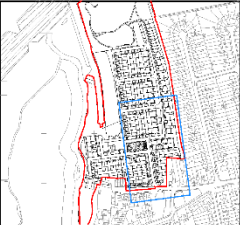
CONSULTATION PLAN

GODSTOW ROAD, WOLVERCOTE (OXFORD)
PROPOSED PARKING RESTRICTIONS

Drawing Status			
Drawn by:	Checked by:	Approved by:	
CJM			
Date drawn:	Date checked:	Date approved:	
22/03/2019			

Drawing No. Revision 2

Sign Face Details				Clearances		Post Details		Lighting Details		Wind Load Class		Passive Safety Class		Foundation Details		Comments		
Sign Ref.	Diagram No.	Description	Width (mm)	Height (mm)	Height Reflect	Horiz. (mm)	Vertical (mm)	Number & Length	Size & Section	Post Spacing	EAC	Lighting Unit No. & Type	Maint. No.	BS EN 1991-1-4 (kN/m ²)	BS EN 12699-1:2007 Classes	BS EN 12699-1:2007 (Occupancy safety levels acceptable)	Length, Width, Depth (mm)	Subject to TRO
A1	Diag 516	No entry vehicular 1x5	6000	6000	RA2	500	2100	1x16000	89 VEP	NE	LED	TBC	TBC	1.0	WLS TD05_PLS.PAF1	100 NE	600x300x600	Subject to TRO
A2	Diag 517	Maximum speed limit 20 mph	6000	6000	RA2	500	2100	1x16000	89 VEP	NE	LED	TBC	TBC	1.0	WLS TD05_PLS.PAF1	100 NE	600x300x600	Subject to TRO



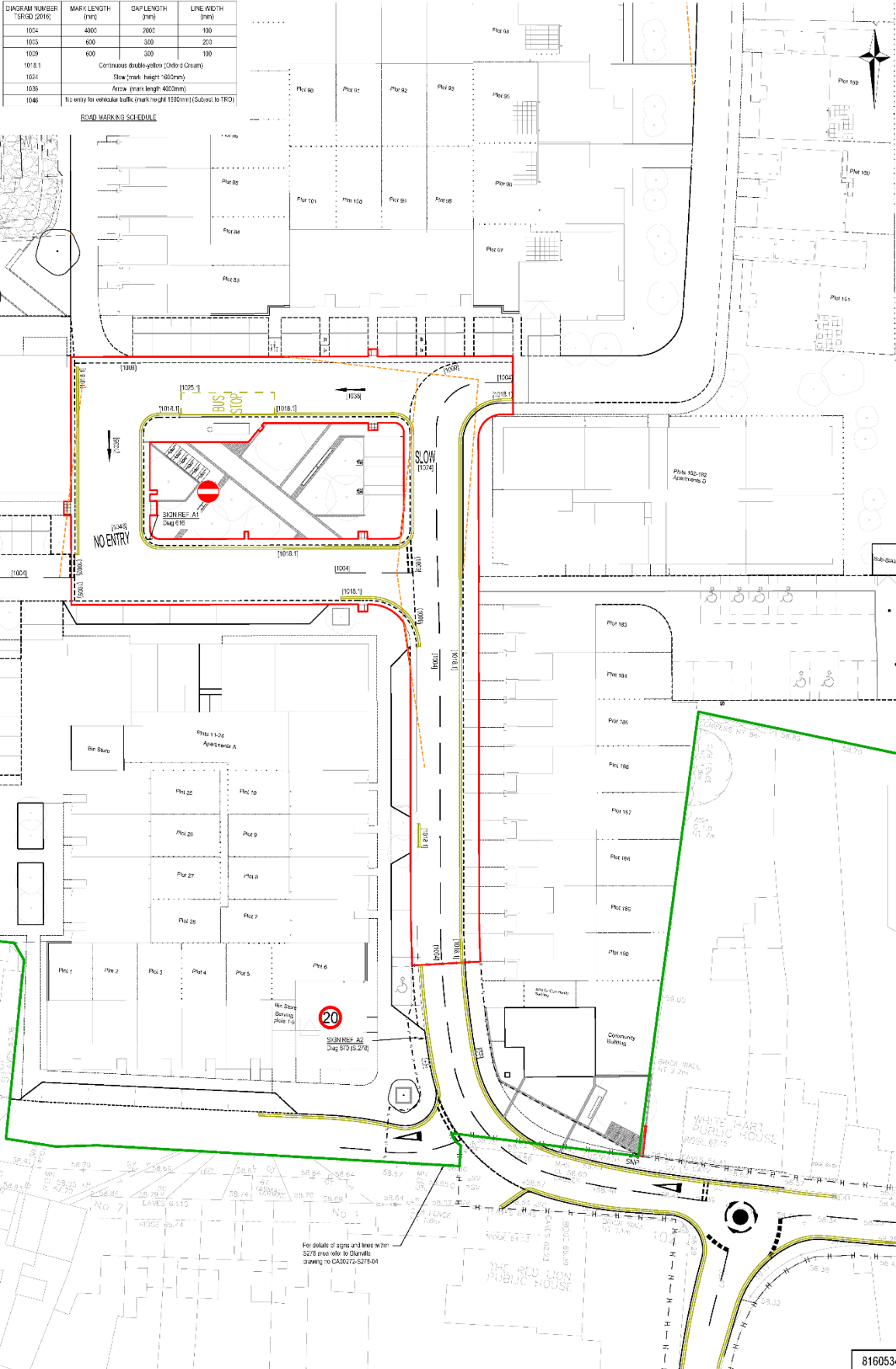
NOTES

- Schedule to be read in conjunction with all relevant drawings, documents and specifications and the specific requirements of Oxfordshire County Council.
- Foundation bases shall be concrete, mix design S14 and comply with the Standard Concrete Mixes.
- All installations shall be in accordance with Oxfordshire County Council specifications.
- Contractor to submit design produced by design sub-contractor to Engineer for approval prior to ordering.
- Vertical clearance refers to lower edge of sign.
- Horizontal clearance to be minimum of 500mm from the edge of sign to kerbs where applicable.
- Sign faces to be Aluminium Composite Material (ACM). The backs of the signs shall be grey.
- Sign posts to be galvanneal if made in a ferrous material or natural finish if non-ferrous.

SIGN SCHEDULE

ROAD MARKING SCHEDULE

DIAGRAM NUMBER (TSRGD 2016)	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1004	4000	2000	100
1003	600	300	200
1009	600	300	100
1011.1	Continuous double yellow (2x0.4 Drawing)		
1024	Slow (mark height 400mm)		
1035	Arrow (mark height 400mm)		
1046	No entry for vehicular traffic (mark height 1500mm) (Subject to TRO)		



- NOTES**
- Do not scale from this drawing.
 - This drawing is to be read in conjunction with all other relevant documents and specifications.
 - Any discrepancies found between information shown on this or any other drawing shall be referred to the Engineer immediately upon commencement of works commencing on site.
 - Refer to Architects detailed drawings for exact dimensions of buildings.
 - Refer to Architects drawings for extents and detail of all soil excavating and unspecified hard landscaping areas.
 - The Contractor shall engage inspection by the relevant authority for all acceptable and safe works to highway adopted areas.
 - Site survey information obtained from MK Surveys project number 17733 Street Level Sheet 2, dated November 2012.
 - Unless specifically noted otherwise, all signs and tables refer to the Specification for Highway Works (SHPW), Volume 1 of the Manual of Contract Documents for Highway Works.
 - Block paving to be installed entirely in accordance with the Engineering Contractors refer to drawing 00077-1703.
- KEY:**
- Site boundary
 - S278 New highway boundary
 - S38 New highway boundary
 - Traffic sign
 - Road marking diagram number (TSRGD 2016)
 - Visibility Splay

Design Criteria (Manual for Streets 1 and 2)

Speed limit	= 20mph	Manual for Streets Ref.
Visibility 'd' distance	= 2.0m	CL125.8 (M5.2)
Visibility 'd' distance	= 25.0m	Tb. 7.1 (M5.1)
Distance from channel line	= 1.0m	CL125.3 (M5.2)

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A3	Yellow lines adjusted to new square design. Junction profiles amended.	13.12.18	JH
A2	Updated to square design.	29.11.18	CS
A1	For Approval	24.10.18	CS
Rev	Description	Date	Drawn

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BAL
 Wolvercote Papermill
 Oxford

Project: S38 Highways Works
 New Signs and Road Markings

Title: S38 Highways Works
 New Signs and Road Markings

Project Engineer: C. Sar Scale: 1:250 @ A1
Project Director: J. Hurren Date: October 2018
Status: APPROVAL

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) City Councillor, (Wolvercote Ward)	<p>Wolvercote Parking - Object - The yellow lines along Godstow Road will go from 120, past the White Hart pub and into Mill Road. The effect of this will be to stop people parking outside the three houses at 120,122 and 124 (including those living in those houses) and will make the pub much less accessible, particularly for people with limited mobility because vehicles will not be able to park or even stop outside to deposit visitors.</p> <p>The White Hart is a community pub, much valued by the local community. it hosts a weekly farmers' market and is a social hub for Lower Wolvercote. The concern expressed about putting yellow lines in front of the pub and the neighbouring houses is that drivers coming out of Mill Road will speed up around the mini-roundabout and continue at speed along the Godstow Road. Currently they are prevented from doing so by the presence of parked cars along this stretch of road, which effectively act as a speed buffer. There is also a real danger to pedestrians going to the White Hart, especially those with limited mobility, who will have to cope with drivers coming at speed out of Mill Road. One of my residents, who worked at the Paper Mill for 42 years told me that, when the Mill was active, the road into and out of the site was constantly busy with lorries carrying paper pulp and other deliveries. Exiting into Godstow Road from Mill Road was not an issue.</p> <p>I would propose (a) that yellow lines will increase the traffic danger here and should not be put in, and (b) if the decision is taken to go ahead it should be for a trial period only, and (c) there should be a drop-off bay outside the White Hart, similar to the one at Oxford Parkway station, to enable people to be safely deposited.</p> <p>Papermill 20mph - Support - No comment</p> <p>Papermill No Entry - Support - No comment</p>

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<p>(3) Oxford Bus Company</p>	<p>Wolvercote Parking - Support - We fully support the restrictions, which are intended to make it possible to turn a bus into and then around within the Papermill development which will be the end of the route. We would like to see these restrictions enforced. Stationary vehicles obstructing the bus would make the service unreliable.</p> <p>We would like to request a detail alteration to the layout of the bus stop itself, with the cage marked on the road moved to the east of the bus shelter so the passengers can queue in order while looking in the direction the bus will appear from.</p> <p>Papermill 20mph - Support - We fully support the extension of the speed limit to new roads. The 20mph limit makes it possible for bus passengers to cross roads safely and makes walking routes between stops and destinations more pleasant.</p> <p>Papermill No Entry - Support - We fully support the prohibition, which is intended to allow the bus to turn using the width of the road without meeting vehicles coming the other way.</p>
<p>(4) Local Resident, (Oxford)</p>	<p>Wolvercote Parking - No opinion - No comment</p> <p>Papermill 20mph - Support - No comment</p> <p>Papermill No Entry - No opinion - No comment</p>
<p>(5) Local Resident, (Oxford)</p>	<p>Wolvercote Parking - Neither - No comment</p> <p>Papermill 20mph - Support - No comment</p> <p>Papermill No Entry - No opinion - No comment</p>
<p>(6) Local Resident, (Oxford)</p>	<p>Wolvercote Parking - Support - No comment</p> <p>Papermill 20mph - No opinion - No comment</p>

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	<p>Papermill No Entry - No opinion - No comment</p>
<p>(7) Local Resident, (Oxford)</p>	<p>Wolvercote Parking - Object - We live on Godstow Road in the row of houses by the White Hart, and we already struggle to park our car as it is. (In the past few years Wolvercote has become busier and more and more of the parking spaces previously available have disappeared, either by new road markings, or by space being taken up by construction vehicles.) We are particularly concerned that instituting 'no waiting' in front of our house will make it impossible for us to receive grocery deliveries or load/unload heavy items between our car and our door.</p> <p>We do support the proposal to extend the double yellows on the opposite side of the road, by the play area.</p> <p>Papermill 20mph - Support - No comment</p> <p>Papermill No Entry - No opinion - No comment</p>
<p>(8) Local Resident, (Oxford)</p>	<p>Wolvercote Parking - Object - The proposed parking restrictions will provide huge inconvenience for residents and visitors to the area. Parking provisions in Wolvercote are already inadequate - the proposed restrictions will only displace existing cars and result in further obstructions and bottlenecks on other streets nearby.</p> <p>As a resident of the one of the houses directly affected I will be greatly inconvenienced by being unable to park near my home.</p> <ul style="list-style-type: none"> - It is very impractical to unload shopping from several streets away. - I will face higher car insurance costs as my car will be kept away from the house. - Moving things to and from the house will present a greater degree of physical strain and will limit my ability to pursue my hobbies and activities. <p>Papermill 20mph - Support - No comment</p> <p>Papermill No Entry - Object - No comment</p>

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<p>(9) Local Resident, (Oxford)</p>	<p>Concerns - With reference to Mill Road, it is proposed that parking restrictions be imposed on the north side up to the development's access road and then for a further 26 metres past that point. I should be grateful if you would explain to me how you think the County Council has the legal right to impose parking restrictions on what I have always understood to be an un-adopted or private road? The line between the adopted and un-adopted parts is at the boundary between Jacob's Inn and No. 1 Mill Road going west.</p> <p>One of the residents of Mill Road has already complained to Carla Homes about the damage to the road surface caused by heavy construction vehicles driving past the development's access road and into Mill Road. The resident has received assurances from Carla Homes that any damage caused by development traffic will be made good in due course.</p> <p>What many in Wolvercote feel is that our amenities are being diminished in favour of the new development, with the availability of parking being one of those amenities. It was obvious from the developer's plans that insufficient space had been assigned to parking and so the rest of Wolvercote will eventually become an overflow car park, and yellow line parking restrictions will not solve that. What will happen (probably) is that front gardens will be turned into parking spaces with the loss of wild life habitat.</p>
<p>(10) Local Resident, (Oxford)</p>	<p>Support - I enthusiastically endorse your proposals.</p>