

CABINET MEMBER FOR TRANSPORT – 25 MARCH, 2010

OXFORDSHIRE COUNTY COUNCIL (WANTAGE AND GROVE)(TRAFFIC REGULATION) AMENDMENT ORDER 200*

Report by Head of Transport

Introduction

1. This report considers objections/comments received following the consultation and formal advertisement of the proposed 'No Waiting At Any Time' restrictions on Main Street and Denchworth Road, Grove. The extent of the restrictions are shown on the plans included at Annex 1.

Background Information

2. The Wantage and Grove Traffic Advisory Committee drew attention to vehicles parked in the vicinity of the junction of Main Street and Denchworth Road, Grove which are seen to present a risk of accident and contribute to congestion near the junction. The Parish Council requested the proposed restrictions to reduce these problems.
3. Informal consultation of statutory and local stakeholders and the community was carried out during April and May 2009. Suggestions and comments raised were notified to the Parish Council and Local Members seeking their further comment. They all requested that the matter proceed without amendment.

Consultation

4. Consultation with statutory consultees and affected frontagers was carried out between 2 September and 2 October, 2009.
5. The proposals were advertised in the local press with notices posted on site. Copies of the notice, draft order, statement of reasons and plan were posted to all the statutory consultees and affected frontages.
6. Thames Valley Police and the Parish Council have no objection to the proposals.
7. One letter containing objections/comments was received from a local resident. The letter is signed by 13 people. All are resident in Church View or Green View. The letter refers to comments made by the same people during the informal consultation on the proposals carried out in May 2009 and states that their earlier views have not been considered and repeats them. The letter indicates that, having canvassed local opinion, a number of questions remain unanswered which are key to the proposal and form the basis of their objection. It asks from what original basis the proposal has been raised and what support has been given by the local community; what steps have been taken to work with the local community; has a solution to widen the road been

considered and what provision has been made for vehicles potentially displaced by the proposal.

8. The letter states that the writers can find no support for the proposal; that contrary to local belief there are no garages associated with nearby dwellings; that vehicles will simply move further along Main Street, closer to the village hall and shops where parked vehicles would cause a more serious road safety issue for pedestrians and children and that the proposal will have a negative impact on the properties whose parking facility will be removed.
9. The letter also states that the Denchworth Road approach to the junction is dangerous in terms of stop line marking and position, providing poor vision to approaching vehicles, and asks if placing the stop lines further forward would not improve the junction; there is limited parking around the immediate area and 'we fail to see how this will be resolved'.

Conclusions

10. The junction of Main Street with Denchworth Road is in the form of a mini-roundabout with 'Give Way' lines set back to allow vehicles to negotiate the feature without crossing into traffic lanes on the feeder arms. The position of the 'Give Way' lines is set so that drivers are obliged to slow on approach before gaining a view of the traffic on the other arms.
11. There is an element of 'off-street' parking available at the rear of Church View. The proposals extend across the frontage of 6 of the homes in Church View and 3 homes on Main Street. The houses which front Denchworth Road are set back from the road.
12. On-street parking near the junction is permitted on both roads, including a lay-by opposite Church View. Part of this lay-by is under consideration for the implementation of a 'Bus stop clearway' which will reduce the available use of the lay-by for occasional parking.
13. Widening the road is a costly exercise which would, probably, result in an increased speeds through the junction with an increased accident risk. It is considered that such an exercise, which would only accommodate on-street parking close to the junction would not result in an improvement in road safety.
14. As can be seen above, the proposals have resulted from discussions and decisions by the Parish Council and the Traffic Advisory Committee for the area. These bodies are considered to represent local communities and to reflect their views and wishes.
15. It is likely that there will be some displacement of vehicles as a result of the proposals. However, the number of vehicles is likely to be small and displacement will be to locations nearby where parking is unlikely to present increased risks to road safety. It may be that better use will be made of available areas of off-street parking.

16. The proposals will include standard exemptions which allow for loading/unloading of goods and passengers within the lengths of the restrictions.
17. These proposals seek to reinforce the guidance set out in the Highway Code in respect of parking at or near junctions. The presence of parked vehicles around the junctions causes risk of accident and hinders the free passage of traffic.
18. The double yellow lines to prohibit parking are proposed in the interest of road safety and the free flow of traffic. They will reduce the danger and facilitate the safe passage of road users.
19. On 11 February, 2010, the then Transport Decisions Committee deferred a decision and asked officers to revisit the location to carry out further observations.
20. Officers have done so at various times, including early morning and evening and observed vehicles parked close to the junction which restricted visibility for drivers of vehicles entering Main Street from Denchworth Road and contributed to a degree of congestion when vehicles travelled from the Wantage direction onto the mini roundabout. This presents an accident risk as vehicles are to the offside of the road as they approach the roundabout.
21. It is possible to reduce the length of the proposed prohibition on the west side of the road which would restore visibility while allowing a bus and other vehicles to regain the nearside of the road before the mini-roundabout.

Financial and Staff Implications

22. The cost of introducing these waiting restrictions will be met from the Southern Area's maintenance budget. The preparation of the Order has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

23. **The Cabinet Member for Transport is RECOMMENDED to authorise:**
 - (a) **the making of the Oxfordshire County Council (Wantage and Grove)(Traffic Regulation) Amendment Order 200* subject to a minor amendment in line with Drawing S/TRO/08/09/2; and**
 - (b) **the necessary works to implement the proposals.**

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Background papers: Consultation Documentation

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