



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 1 July 2021 at 10.00 am

Council Chamber, County Hall, New Road, Oxford OX1 1ND

Items for Decision

Items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports are attached. Decisions taken will become effective at the end of the working day on Friday, 9 July 2021 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Please note that Council meetings are currently taking place in-person (not virtually) with social distancing at the venue. Meetings will continue to be live-streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

If you wish to view proceedings, please click on this [live stream link](#). However, that will not allow you to participate in the meeting.

Places at meetings are very limited due to the requirements of social distancing. If you still wish to attend this meeting in person, you must contact the Committee Officer by 9am four working days before the meeting and they will advise if you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

Please note that in line with current government guidance *all* attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

June 2021

Committee Officer:

Graham Warrington

Tel: 07393 001211; E-Mail:

graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 29 July 2021

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declaration of Interest**
2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time

3. **Petitions and Public Address**

Currently council meetings are taking place in-person (not virtually) with social distancing operating in the venues. However, members of the public who wish to speak at this meeting can attend the meeting 'virtually' through an online connection. Places at the meeting are very limited due to the requirements of social distancing. While you can ask to attend the meeting in person, you are strongly encouraged to attend 'virtually' to minimise the risk of Covid-19 infection.

Please also note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on 25th June 2021. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk. You will be contacted by the officer regarding the arrangements for speaking.

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting i.e. Tuesday 29 June 2021. Written submissions should be no longer than 1 A4 sheet.

4. **Oxford: Belbroughton Road - Proposed Relocation of Coach Parking Place** (Pages 1 - 10)

Forward Plan Ref: 2021/064

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/James Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM4**).

The report presents responses received to a statutory consultation to relocate a coach parking place and time limited parking bay currently situated on the north side of Belbroughton Road to the south side of the road in place of existing no waiting at any time restrictions and introduce no waiting at any time restrictions on the north side of the road to accommodate a new access being provided as part of approved development. Funding for consultation on the proposals has been provided by the developers of the adjacent land who will also fund implementation if approved.

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

- a) ***removal of the dual coach parking and time limited parking place on the north side of Belbroughton Road adjacent to number 120 Banbury Road and the provision of no waiting at any time restrictions in its place.***
- b) ***provision of a dual coach parking and time limited parking place on the south side of Belbroughton Road adjacent to number 122 Banbury Road, replacing the existing no waiting at any time restrictions.***

5. **Henley: A4130 Northfield End - Proposed Residents Parking Place - Village Roads** (Pages 11 - 24)

Forward Plan Ref: 2021/060

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/James Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM5**).

The report presents responses received to a statutory consultation to introduce new sections of 'Residential Permit Holders' parking along the northeast side of Northfield End in Henley-on-Thames, which will be accompanied by amendments to the existing 'No Waiting at Any Time' (double yellow lines) to accommodate the changes. Funding for consultation on the proposals has been provided by Henley-on-Thames Town Council who will also fund implementation if approved.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals as advertised for the introduction of Residents Permit Parking Places and amendments to no waiting restrictions on Northfield End, Henley-on-Thames with the following amendment extending permit eligibility to include all properties on the south-west side of Northfield End, north of Badgemore Lane including Nos. 35 to 63.

6. Henley: A4155 Reading Road - Proposed Car Club Parking Places
(Pages 25 - 32)

Forward Plan Ref: 2021/061

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/James Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM6**).

The report presents responses received to a statutory consultation to introduce a car club parking place on the A4155 Reading Road in a part of the road with currently no parking controls. Funding for consultation on the proposals has been provided by Henley-on-Thames Town Council, who will also fund implementation if approved as part of the introduction of a pilot car club scheme in the town.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed car club parking place on the A4155 Reading Road as advertised.

7. South and Vale District Areas: Various Locations - Proposed New Disabled Persons Parking Places (DPPPs) Including also Proposed Removal of DPPPs (Pages 33 - 46)

Forward Plan Ref: 2021/068

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Jane Clark, Road Safety Officer Tel: 07718 657180

Report by Corporate Director Environment & Place (**CMDHM7**).

The report presents objections received to statutory consultation on proposals to remove, amend and introduce disabled persons parking places at various locations in the South Oxfordshire and Vale of the White Horse districts.

The Cabinet Member for Highway Management is RECOMMENDED to:

- (a) approve proposed provision of Disabled Persons Parking Places (DPPP) at: The Oval, Didcot; Ridgeway Road, Didcot and removal of DPPP's at: Luker Avenue, Henley; High Street, Wheatley;***
- (b) but defer approval of proposals at the following locations at the applicant's request: Cotman Close, Abingdon; Fawkner Way, Stanford in the Vale; Barnacre, Watlington noting that the applicants for these locations subsequently withdrew their applications following the consultation.***

8. Shipton Under Wychwood - Milton Road - Proposed Waiting Restrictions (Pages 47 - 52)

Forward Plan Ref: 2021/067

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Julian Richardson, Senior Engineer (Road Agreement Team SV Inspection) Tel: 07825 053736

Report by Corporate Director Environment & Place (**CMDHM8**).

The report presents responses received to a statutory consultation on proposed no waiting at any time restrictions as a result of the development of adjacent land. Funding for consultation on the proposals has been provided by the developers of adjacent land.

The Cabinet Member for Highway Management is RECOMMENDED to approve the no waiting at any time restrictions on Milton Road, Shipton under Wychwood as advertised.

Divisions affected: *St Margaret's*

CABINET MEMBER FOR HIGHWAY MANAGEMENT– 1 JULY 2021 OXFORD – BELBROUGHTON ROAD – PROPOSED AMENDMENT TO PARKING PLACES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a) removal of the dual coach parking and time limited parking place on the north side of Belbroughton Road adjacent to number 120 Banbury Road and the provision of no waiting at any time restrictions in its place.
 - b) provision of a dual coach parking and time limited parking place on the south side of Belbroughton Road adjacent to number 122 Banbury Road, replacing the existing no waiting at any time restrictions.

Executive summary

2. This report presents responses received to a statutory consultation to relocate a coach parking place and time limited parking bay currently situated on the north side of Belbroughton Road to the south side of the road in place of existing no waiting at any time restrictions and introduce no waiting at any time restrictions on the north side of the road to accommodate a new access being provided as part of approved development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of the adjacent land who will also fund implementation if approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. No implications in respect of sustainability have been identified in respect of the proposals, noting that retention of coach parking spaces would continue to facilitate more sustainable travel to and from the school.

Consultation

6. Formal consultation was carried out between 13 May and 11 June 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. Additionally, letters were sent to approximately 130 properties in the immediate vicinity of the proposals and public notices also placed on site in the area.
7. Eleven responses were received during the formal consultation. Eight objections, one raising concerns, one in support and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object and one local resident responded in support.
9. The remaining nine responses either raised objections or concerns to the proposals with the main issues identified being the impact on traffic on the road and that coaches parked on the south side of the road would present more of an obstruction - especially for traffic including cyclists approaching the junction with the A4165 Banbury Road – than the current parking on the north side of the road. One response also noted that the proposed coach parking space would be slightly closer to the Banbury Road junction.
10. Several of the responses also stated that the relocated coach parking place would require students walking to and from the Oxford High School to cross Belbroughton Road, which the current siting on the north side of the road avoided.
11. Additional comments included wider concerns about the parking of school coaches on Belbroughton and Charlbury Roads and requested a more general review, including the scope for the school to accommodate the coaches on its own land.
12. Noting the above concerns it is not considered from a traffic management perspective that the switch of the coach parking place from the north to the south side of the road would very materially affect the safety or capacity of the road, including at its junction with the A4165 Banbury Road and in any event as planning permission for the development, including the creation of the new vehicle access has been granted, there appears, however, to be no way that it can be retained in its current position. The existing coach parking provision near the school has been the subject of much consideration and the scope to find alternative places – including on land owned by the school - to the current proposal that avoids the need for students to cross Belbroughton Road is not immediately obvious and would require a fairly significant exercise for which currently no funding or staff resource has been identified and with no guarantee that more suitable locations could be found.

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13. While accepting that the relocated site will require students walking to and from the school due to cross Belbroughton Road, the Oxford High School's Director of Finance and Operations – while not providing a response during the consultation – subsequently confirmed this was not a concern to the school taking account of the relatively low traffic volume and speed on the road and that, as a secondary school, their students would be very used to crossing comparable roads unassisted by adults.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

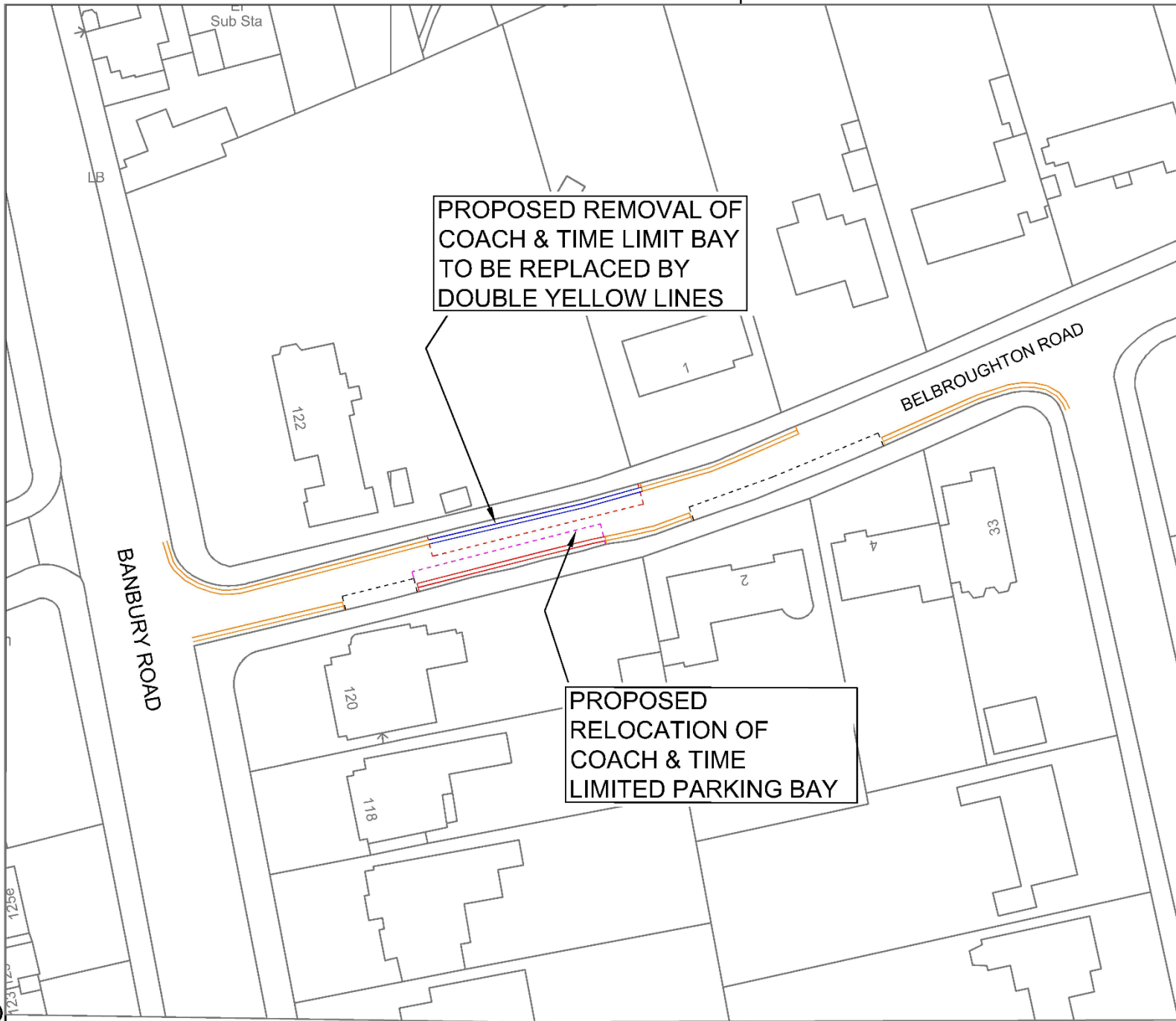
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

James Whiting 07584 581187

July 2021



Drawing No.	PRD/2021/001	Revision	v1
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KEY

- EXISTING 'NO WAITING AT ANY TIME' DOUBLE YELLOW LINES
- PROPOSED NEW 'NO WAITING AT ANY TIME' DOUBLE YELLOW LINES
- PROPOSED REMOVAL OF 'NO WAITING AT ANY TIME' DOUBLE YELLOW LINES
- PROPOSED REMOVAL OF COACH & TIME LIMITED PARKING BAY
- PROPOSED RELOCATION OF COACH & TIME LIMITED PARKING BAY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
 Owen Jenkins
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 Communities
 Oxfordshire County Council
 County Hall
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Project title
Traffic Regulation Order Consultation Drawing 2021

Drawing title
Proposed Parking Changes Belbroughton Road Oxford Developer TRO

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
1:750	VN	JW	JW
Date drawn	Date checked	Date approved	
06.04.21			

Oxfordshire Project No. & File Ref.
 Drawing No. PRD/2021/001 Rev. No. v1

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection.
(2) Local Resident, (Oxford)	<p>Concerns – I have long thought that the Belbroughton Road coach bay causes a dangerous problem and should be moved from its position so close to the junction with the Banbury Road. It is on such a busy side road, there are lines of cars and hundreds of school children walk or bicycle along it - however the coach bay needs to be moved to a completely new position not just from the north side of the road to the south side.</p> <p>The Belbroughton Road junction is one of the busiest of the side road junctions on the length of the Banbury Road. Not only is it full of cars trying to go in and out to the High School, Dragon School, and the back entrance to Cherwell middle school, but it has hundreds of school children walking down it or cycling. If you watch the junction in the morning or afternoon/evening, the school children tend to walk in from the Banbury Road and then cross Belbroughton road up near the junction just around the coach parking area, where the road is already busy with cars and bicycles. The width of the road cannot accommodate a large coach and traffic travelling both east, off the Banbury Road and west, back onto it. It is very congested and problematic at various times in the day.</p> <p>There can be coaches sitting in the bay from early in the morning to early evening. There are far safer places for the coaches to be parked than within a few metres of one of the busiest side road junctions with the Banbury Road - in fact, the coach bays are probably positioned in the worst place that they could be within the area, and are causing congestions and a danger to pedestrians and cyclists. The coaches sit there often for many hours so, therefore they could drive five or ten minutes away to a proper safe coach park area and return to the schools at the allotted time. Equally the High School has a large parking area off the Marston Ferry Road, space could be made there for the coaches to park. Or in the sports facilities off the Marston Ferry Road - the rugby club etc usually have empty car parks during weekdays and are only used evenings and weekends.</p> <p>I think for safety and ease of traffic there should be double yellow lines on both sides of Belbroughton road until Northmoor Road or thereabout. This would make it far safer for the schoolchildren and other pedestrians and cyclists as well as the motorists.</p>

<p>(3) Local Resident, (Oxford)</p>	<p>Object – I support and welcome the relocation of the existing '3 hour parking bay with coach parking'. However, I object to the relocation on the opposite side of the north end of Belbroughton Rd, close to the Banbury Road junction. Belbroughton Rd is extremely busy before and after school hours with the drop offs to the High School and other schools.</p> <p>Buses (permitted or not) are parked from around 7am to up to 10 hours waiting till needed by the school. With many cars coming from Banbury Rd going down the the High School or sometimes the Dragon School and Cherwell School and then returning, Belbroughton Rd is far too narrow to give space to 3 parallel cars/buses, especially so close to the junction with Banbury Rd. It is chaotic and tense in the morning. The safety with many children on the pavement and crossing the road is jeopardized. The free parking spaces should be moved further east or onto Northmoore or Charlbury Rd and buses should only be permitted to stop to let passengers off the bus and should than be move immediately on to a different location to return close to pick up time.</p>
<p>(4) Local Resident, (Oxford)</p>	<p>Object – I am writing to lodge my very strong objections to the proposed parking amendments along Belbroughton Road, Oxford.</p> <p>The proposed change will clearly impede the safe passage of traffic in the immediate vicinity and make worse the already dire traffic congestion and associated particulate air pollution.</p> <p>The tailback of traffic on Belbroughton Road during the school runs, exacerbated by rampant illegal parking and unenforced parking restrictions on the street during afternoon school collections, already causes pervasive grid lock.</p> <p>The proposed changes to accommodate the building works on the north side of will only make this worse with builder works vehicles parking on the north side of the street.</p> <p>The has been building works for the street for the past 3 years, with parking restrictions largely ignored by works vehicles.</p> <p>The Oxford High School has copious grounds that could easily accommodate the school buses that are parked on Belbroughton and Charlbury Roads.</p>

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	<p>The relocation of the bus parking bays to Oxford High School land off the Marston Ferry Road, together with rigorous and meaningful enforcement of existing parking restriction on Belbroughton Road, would truly promote safe passage of traffic and minimise adverse effects on local road users.</p> <p>It would also remove the source of copious diesel exhaust and particulate pollution on the street.</p> <p>Indeed, the concept of turning Belbroughton Road and Charlbury Road into school bus depots is wholly inappropriate.</p> <p>Given these vital health and safety considerations for residents of Belbroughton Road, I object to the proposed amendments and indeed the school bus depot on Belbroughton Road.</p>
<p>(5) Local Resident, (Oxford)</p>	<p>Object – At the time the planning application for two houses accessed off Belbroughton Road was under consideration I submitted a strong objection to the proposals on the basis that the access would impact on the coach parking bays on the north side of Belbroughton Road. I stated that this was a matter that should be sorted out before planning was granted.</p> <p>What you are now presenting amounts to a fait accompli in that the developers need the coach bays moved to access the site and you are now responding to this through this consultation. The result will be far more congestion in Belbroughton Road through people leaving the schools and gaining access to Banbury Road and this presents a significant detriment to road safety. The coach bays should stay on the north side which would prevent this happening. Furthermore, the proximity for the coaches will be much closer to the occupiers of no 120 Banbury Road to their detriment and to the benefit of the developers. This seems wholly unreasonable.</p> <p>As such I wish to object strongly to these changes on the basis of detriment to safety because of increased traffic congestion along Belbroughton Road. Please note that I would want to have the opportunity to address the public meeting when these proposals come up for consideration.</p>
<p>(6) Local Resident, (Oxford)</p>	<p>Object – I object strongly to the proposed change. Your letter asserts, without evidence, that the change intends to 'ensure the safe passage of traffic', which it cannot possibly do. Rather, it will endanger lives.</p> <p>School children currently enter and leave their buses on the same side of the road as that needed to continue to their schools. The switch will force them to cross a busy road twice a day at its busiest times. The speed limit of 20 is</p>

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	<p>almost never observed by cars entering from the Banbury Road: do some speed checks and you will confirm that. Accidents are bound to occur as (e.g.) children see a friend and start to cross to meet them without looking, especially as traffic will also be entering Belbroughton Road from Northmoor Road. There will be increased risks for cyclists who would be forced to pull out round the buses into the path of incoming traffic when approaching the now blind Banbury Road junction.</p> <p>In their present location, parked buses are on the far side of Belbroughton Road from the Banbury Road pedestrian crossing and a safe distance. The proposed new location for parked buses will leave a short line of sight to the Banbury Road, as well as forcing them to park closer to that pedestrian crossing. The new location will also increase pollution and congestion for the whole local area, since to park, a coach will be required to do more manoeuvres to face properly in the correct direction for the traffic flow, which in turn runs the risk of encouraging dangerous driving in the narrow local side streets. Presently, traffic entering Belbroughton Road from the Banbury Road—which is the main source of vehicles travelling at excessive speeds—is forced to slow by the parked buses. Moving the buses' parking to the new location will create the dangerous illusion that there appears to be a clear route ahead for them, encouraging faster speeds.</p> <p>The proposed amendment greatly and needlessly increases the risk of accidents to school children, other pedestrians, cyclists and vehicles; and must not be implemented.</p>
<p>(7) Local Resident, (Oxford)</p>	<p>Object – I strongly object to the proposed relocation of the current coach parking bay in Belbroughton Road from the North to the South side of the street.</p> <p>It will make approaching the Banbury Road junction on bike extremely hazardous for cyclists, who will have to deviate further into the middle of the street and the oncoming traffic coming from the Banbury Road.</p> <p>It will also increase the need for cyclists and car drivers to navigate schoolchildren pedestrians as they cross from the South side of the Belbroughton Road to the North side, which is the side their school is situated, and, for those children who make this crossing further down the street, as they first cross Northmoor Road.</p> <p>I think these are serious obstacles to your proposal and should make you reconsider.</p>
<p>(8) Local Resident, (Oxford)</p>	<p>Object – The proposed changes are likely in my view to increase the hazards and likelihood of accidents at the busy times of day when schools are opening and closing. It cannot be helpful to have more children crossing the road to</p>

CMDHM4

	<p>school on the north side of Belbroughton Rd at these times, which will be the necessary result of loading and unloading buses on the south side of the road. Conditions are quite difficult as it is, with crowds of bikes and cars at peak times.</p> <p>Another consideration is reduced sight lines for traffic entering and leaving Belbroughton Rd - particularly for those queuing to turn right into the Banbury Rd (mandatory) while waiting behind parked coaches in the proposed bay. This opinion was given by one of the coach drivers who uses the route daily. Please do not proceed with the proposed amendments.</p>
<p>(9) Local Resident, (Oxford)</p>	<p>Object – I write to express my concern about the proposed changes to the parking arrangements for school buses in Belbroughton Road. As you know, the proposals would change the parking from the north side of the road to the south.</p> <p>The schools in the neighbourhood are located to the north of Belbroughton Road, so the proposed change would require those children using the buses to cross that road, when at present they have no need to. Moreover, they would be crossing at the very times of day when the traffic along Belbroughton Road is at its heaviest because of parents delivering or fetching their children to or from school.</p> <p>So far I have seen no evidence to suggest that the highway authority has carried out any proper assessment of the increase in the number of accidents likely to occur, or has even done the preliminary exercises necessary - traffic counts at the relevant times, speed surveys, and the additional number of children who would be crossing the road. Without such information it is clear that the highway authority has no evidential basis for a decision on the safety aspects of this proposal.</p>
<p>(10) Local Resident, (Oxford)</p>	<p>Object – I object strongly to the proposed change of location for the (mainly school) bus parking on Belbroughton Road.</p> <p>First, you assert, without evidence, that the change intends to 'ensure the safe passage of traffic', which it cannot possibly do.</p> <p>Rather, the proposal will endanger lives, for the following reasons:</p> <ul style="list-style-type: none"> - The buses parked in Belbroughton Road are used to bring and pick up children from school. Currently, the children

	<p>enter and leave their buses on the same side of the road as that needed to continue to their schools. The switch will force them to cross a busy road twice a day at its busiest times.</p> <ul style="list-style-type: none"> - The speed limit of 20 is not currently well observed by cars entering from the Banbury Road: speed checks will confirm that. Accidents are bound to occur, for example as children see a friend and start to cross to meet them without looking, especially as traffic will also be entering Belbroughton Road from Northmoor Road. - At present, traffic entering Belbroughton Road from the Banbury Road - which is the main source of vehicles travelling at excessive speeds - is at least forced to slow when buses are parked. Moving the buses' parking to the new location will create the dangerous illusion that there appears to be a clear route ahead for them, encouraging faster speeds. - In their present location, parked buses are on the far side of Belbroughton Road from the Banbury Road pedestrian crossing and at a safe distance. The proposed new location for parked buses will leave a short line of sight to the Banbury Road, as well as forcing them to park closer to that pedestrian crossing. - There will be increased risks for cyclists who may be forced to pull out round the buses into the path of incoming traffic when approaching the now blind Banbury Road junction. <p>The proposed new location will also increase pollution and traffic congestion for the whole area:</p> <ul style="list-style-type: none"> - To park, a coach will be required to do more manoeuvres to face properly in the correct direction for the traffic flow, which in turn runs the risk of encouraging dangerous driving in the narrow local side streets. - At busy times, such as school arrival and departure times, the already long queues of cars to get back onto the Banbury Road will be exacerbated if there is a need to negotiate a parked bus or buses on the same side of the road. <p>In sum, the proposal needlessly increases the risk of accidents to school children, other pedestrians, cyclists and vehicles, as well as increasing pollution and congestion at busy times for the whole local area and makes no sense. It should not be implemented.</p>
<p>(11) Local Resident, (Oxford)</p>	<p>Support – Seems a good idea for a busy road by a school that is reduced to a single lane when cars park both sides.</p>

Divisions affected: *Henley-on-Thames*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 1 JULY 2021

HENLEY – NORTHFIELD END PROPOSED RESIDENTS PERMIT PARKING PLACES AND AMENDMENT TO WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals as advertised for the introduction of Residents Permit Parking Places and amendments to no waiting restrictions on Northfield End, Henley-on-Thames with the following amendment extending permit eligibility to include all properties on the south-west side of Northfield End, north of Badgemore Lane including Nos. 35 to 63.

Executive summary

2. This report presents responses received to a statutory consultation to introduce new sections of 'Residential Permit Holders' parking along the northeast side of Northfield End in Henley-on-Thames, which will be accompanied by amendments to the existing 'No Waiting at Any Time' (double yellow lines) to accommodate the changes.

Financial Implications

3. Funding for consultation on the proposals has been provided by Henley-on-Thames Town Council who will also fund implementation if approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. No implications in respect of sustainability have been identified in respect of the proposals.

Background

6. In December 2017, informal consultation was carried out by Henley Town Council with residents of Northfield End on the principle of a residents parking scheme being introduced along the road. In total, 32 questionnaires were sent out and 24 returned. The feedback was positive with over 80% supporting the idea of a scheme being formally promoted.
7. At the start of 2020, officers were approached by Henley Town Council to take forward the design and formal consultation for residents' parking and subsequently a scheme was developed with bays marked on and off the carriageway to match the current arrangements.

Formal Consultation

8. Formal consultation was carried out between 4 December 2020 and 8 January 2021. A notice was published in the Henley Standard newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Henley Town Council and the local County Councillor. Additionally, letters were sent to approximately 56 properties in the immediate vicinity of the various proposals and public notices placed on site in the area.
9. Twenty-three responses were received during the formal consultation. 2 (9%) objections, 7 raising concerns, 13 (57%) in support and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
10. Thames Valley Police did not object.
11. Henley Town Council supported the proposals, with a slight amendment to allow permit eligibility at the Northern End of the road.
12. The local member Councillor Gawrysiak also expressed his support for the proposals going ahead, citing that the scheme had been talked about for a number of years and highlighting that there was a public car park nearby for use by non-residents.
13. The remaining comments were from local residents, with the majority in support. However, concerns and objections were raised by some residents on the south-west side of Northfield End, without access to off-street parking and who were not eligible for permits.
14. Prior to the consultation concessions were made to properties 57, 59 and 61 for permit eligibility for this reason and, therefore, this could be extended further to include all properties on the south-west side, north of Badgemore Lane.
15. Further comments were made about the introduction of double yellow lines in sections at the southern end and around accesses. These concerns focused on either loss of parking or visibility from accesses.

16. In developing the proposals officers have taken into account the existing parking situation where some vehicles are parking on the footway behind double yellow lines. To ensure that all parking is compliant with the restrictions and road safety is maintained, it has been necessary to make changes to some of the sections of yellow lines.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

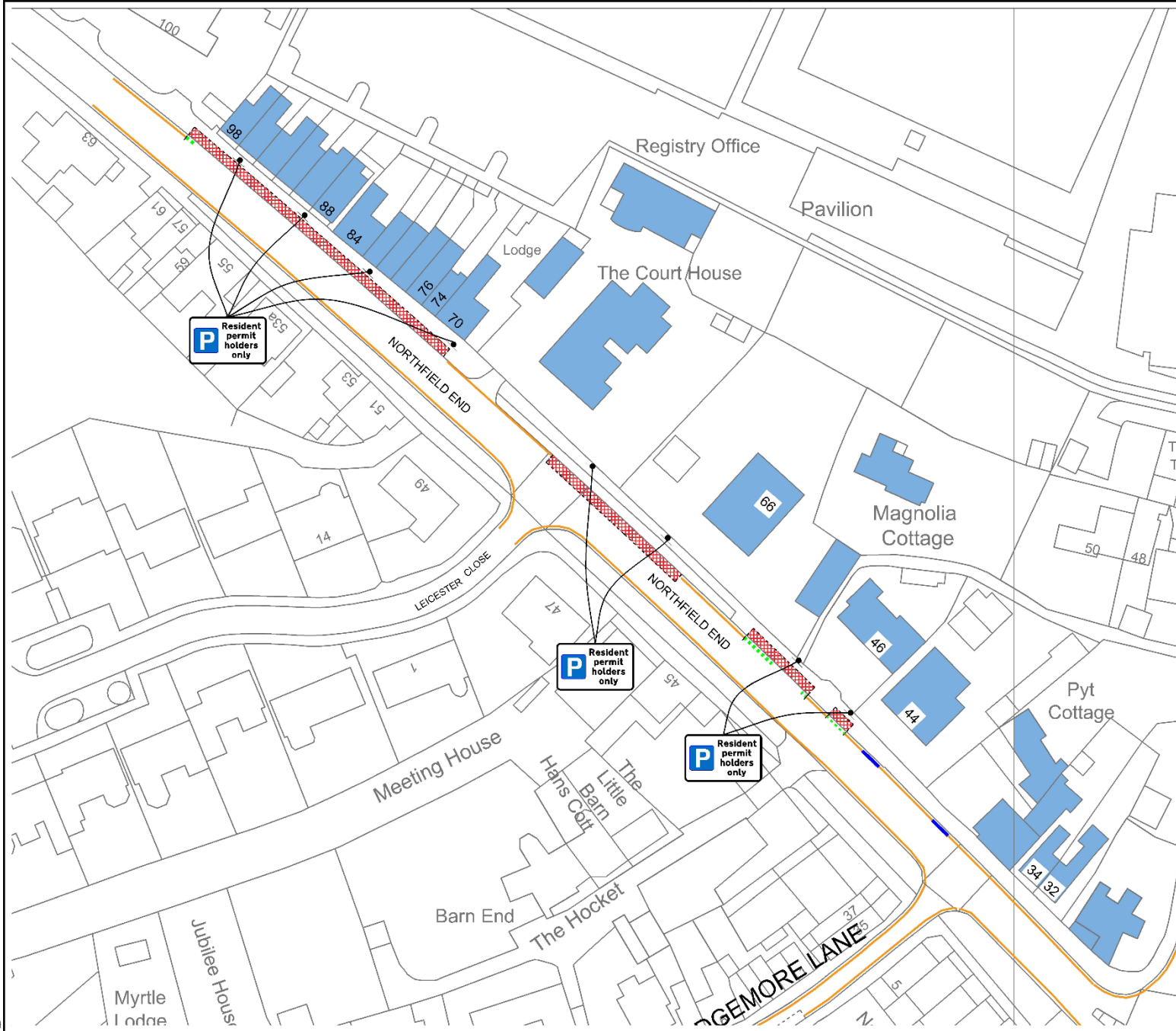
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

James Whiting 07584 581187

July 2021



Drawing No.	Revision 0				
KEY					
	PROPOSED RESIDENT PERMIT HOLDERS ONLY				
	PROPOSED PROPERTIES ELIGIBLE FOR RESIDENTS PERMITS				
	EXISTING DOUBLE YELLOW LINES				
	PROPOSED REMOVAL OF DOUBLE YELLOW LINES				
	PROPOSED NEW DOUBLE YELLOW LINES				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)					
USE (ENTER 'NONE' IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
OXFORDSHIRE COUNTY COUNCIL <small>Queen Jennie's Director for Infrastructure Delivery Oxfordshire County Council County Hall New Road Oxford OX1 1TD Tel: 0845 310 1111</small>					
Project title					
HENLEY ON THAMES SOUTH OXFORDSHIRE RESIDENTS PARKING					
Drawing title					
PROPOSED RESIDENTS ONLY PARKING NORTHFIELD END HENLEY ON THAMES					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:750	Date drawn	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No. HN/NE/RP/001					Revision v2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No Objection – A subject that has been discussed and consulted upon many times over the last 20 years. In principle I have no objection but remind the Authority that residents parking is NOT enforced by our officers.</p> <p>It is my understanding there is an agreement in place that allows the Town Council to enforce such restrictions.</p>
(2) Henley-on-Thames Town Council	<p>Support – The [Planning] Committee support the proposed residential permit holders parking bays at Northfield End but want the scheme to also include properties 57, 59 and 61 that do not have garages.</p>
(3) Local County Cllr, (Henley-on-Thames Division)	<p>Support – I fully support the Residents parking at Northfield End. Henley Town Council unanimously support this and so do the OCC officers. The has been talked about for a number of years and finally we can implement it. The residents have real issues with parking outside their homes. It does not inconvenience the public because 300m away nearer the town is a SODC car park at the Henley Rugby Club.</p> <p>Therefore, I fully support this modest proposal.</p>
(4) Local Resident, (Henley-on-Thames)	<p>Object – Reasons for my objection</p> <p>1) Segregation and equality: i) During these recent times, there has been a movement towards more segregation and restriction. I believe that segregation and restriction leads to inequalities and mistreatment. A recent example of this was the recent actions by the American police during the storming of Capitol Hill by protestors compared to other actions by police at other protests in the United States. Another example is the UK Government’s continual refusal to support those 3 million people who have fallen through the cracks and been excluded from support during this Covid-19 crisis. Having some parking available to everybody, not just residents, is evidence of inclusion and makes Henley-on-Thames a more vibrant and inclusive area. I believe that introduction of this proposal is both evidence of inequality and an indirect move towards discouraging others from visiting this wonderful town, whether it be for work or recreational activity. I therefore have concerns for Henley-on-Thames ability to survive and thrive for future</p>

	<p>generations. ii) Unless I have misunderstood, it appears that properties on the south side are not eligible for a parking permit because it is on the South-West side on Northfield End. Why have these properties been excluded? Why is there segregation for Residents of Northfield End? Why is there exclusion for a property that is completely surrounded by double-yellow lines?</p> <p>2) Factual evidence: I have not seen any statistics or evidence in the proposal related to “reports of inappropriate parking”. How many reports have there been and over what period of time? How many different people have reported this inappropriate parking – is it the same people all the time? Has the actual underlying issue or change that has prompted these reports been identified? What is the definition of “inappropriate parking”? What is the definition of “appropriate parking”? Is “inappropriate parking” illegal? Is “inappropriate parking” unsafe? Why would I be in favour of this proposal when there is no factual evidence of “inappropriate parking” in the proposal?</p> <p>3) Affordability. I personally do not know if I am entitled to a parking permit in Henley-on-Thames given my personal circumstances, but if I am and the permit parking is introduced, regardless of whether or not I am entitled to the permit for these proposals, I cannot afford the current cost of £100 per year during this Covid-19 pandemic. I therefore would argue that this proposal, should it succeed, be yet another tax on the poor during this Covid-19 pandemic.</p> <p>4) Motivation: I would question the motivations behind this proposal. I have no idea what “inappropriate parking” really means in the context of this proposal. In the many years residing in the area, I have seen that both resident and non-resident vehicle users continue to use common sense when parking in the areas. I refer to common sense as being considerate, compassionate to others, safety conscious and not being a danger to others. While I may not like some people parking where they do, I do not have a right to deny them access to something that I also have exactly the same right to, access to, and use in the same way.</p>
<p>(5) Local Resident, (Henley-on-Thames)</p>	<p>Object – This is to let you know that I am opposed to the introduction of Residents' Permit Parking in Northfield End. We have lived here for nearly eight years, and we have found the present arrangements for parking on this road to be entirely satisfactory for residents and visitors alike.</p> <p>It is difficult not to suppose that the main reason for making the change is to secure a new income stream for the local authority, whose rate payers in these difficult times already have quite enough demands on their hard-pressed resources.</p>

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<p>(6) Local Resident, (Henley-on-Thames)</p>	<p>Concerns - 1. What exactly is meant by “inappropriate parking in the area” and if this is illegal, why this cannot be addressed under existing legislation? 2. Has any analysis been carried out regarding the impact of such measures on the parking of vehicles on the Fair Mile? 3. How many permits will each household be allowed and what is the projected annual cost per permit holder? 4. Will any of the parking spaces reduce the existing pavement width or will all spaces be situated on the existing road?</p>
<p>(7) Local Resident, (Henley-on-Thames)</p>	<p>Concerns - Summary of concerns: Whilst these proposals help the parking problems of Northfield End residents on the east side of the road, they exclude those on the west side, which have no on-plot parking and would continue to be ineligible for residents' permits. These residents would then be the only ones in Northfield End without residents' parking; I can't quite see why we've been left out! The proposals therefore inequitably leave a number of residents at a serious disadvantage.</p> <p>Resolution of concerns: This can be resolved by amendments to the proposals: 1. To allow properties on the west side of Northfield End, north of Badgemore Lane (or, at least, those properties without on-plot parking), to be eligible for Residents' Permits; and 2. To retain the two existing parking bays between nos. 36 and 44, but as Residents' Parking only, rather than paint them out with double yellow lines.</p> <p>Effect of proposals: I live at 37 Northfield End; I have no on-plot parking, and no.37 is not eligible for a Residents' Permit. I think the same applies to nos 35, 51, 57, 59 and 61. These are all on the west side of Northfield End, north of Badgemore Lane.</p> <p>The proposed traffic measures allow for Residents' Permits for Nos. 30 to 98 Northfield End, on the east side. It also identified that properties on the west side, from the junction with Bell Street to Badgemore Lane are currently eligible for Residents' Permits. Hence, in the very difficult position of Northfield End, only the properties on the west side, north of Badgemore Lane, would have no residents' parking.</p> <p>Further, the proposal to add double yellow lines to the two parking spaces outside Nos 36-44 means that two potential residents' parking bays at this end of the road would be lost.</p>

The effect of the order would be to leave the west side residents worse off than they are now – there would be nowhere to park !

Detail of requested amendment to the Order:

1. Residents' Parking proposals: The Order recognises that residents of Northfield End have a serious parking problem – the road is close to the town centre, and available parking, and illegal footpath parking, is currently taken up as free parking by workers and visitors to the town, leaving nowhere legal and reliably accessible for local residents. The OCC consultation website states that the Council: 'proposes to introduce sections of Residential Permit Holders parking bays along the southern* section of Northfield End. The proposals are being put forward to address inappropriate parking in the area & to better manage availability of spaces for residents in the immediate vicinity' (*Should this be 'northern' section of Northfield End?)

To meet those stated objectives, then the Order should allow for all, not some, of the residents without on-plot parking access to the parking spaces.

It is ironic that many of the properties that would be eligible for permits have on-plot parking (Nos 31, 36, 44, 46, 66, Court House flats), whilst others in the street with no on-plot parking would have nowhere to park (Nos 35, 37, 51, 57, 59 and 61).

It is therefore requested that the Order, and associated documents and map, be amended to include eligibility for Residents Parking Permits for the properties on the west side of Northfield End, north of Badgemore Lane (or, at least, those properties with no on-plot parking).

2. Double yellow lines: The traffic proposals also include adding double yellow lines to the existing two parking bays outside Nos 36 and 44.

It is understandable that OCC wishes to stop the illegal parking on that length of footpath. However, those two parking bays were only marked out by OCC a few years ago, and part of the reasoning given then was that cars parked in the road at this point would help to slow the traffic. They were considered acceptable in highway terms.

Those two bays are often the only places that I and my neighbour at No 35, or our visitors, can legally park near our houses. If they are removed, where can we park near enough to lug heavy shopping, small children, luggage etc to our houses?

However, if they were retained, but as residents' parking only, then:

- They provide two additional resident spaces at this end of the road;
- They are near the houses just north of the Marlow Road roundabout;
- The traffic would continue to be slowed by parked cars in these spaces;

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	<p>- On-road parking in this location would be much the same as that proposed further up the road; and - There would no longer be parking on the footway, as this length would be continuously either double-yellowed, or resident parking only.</p> <p>It is therefore requested that the Order be amended, to retain the two parking bays between Nos 36 and 44, but to identify these as for Residents' Parking only.</p> <p>Summary of request for amendments to the Order: 1. That the Order, and associated documents and map, be amended to include eligibility for Residents Parking Permits for the properties on the west side of Northfield End, north of Badgemore Lane (or, at least, those properties with no on-plot parking); and 2. That the Order be amended, to retain the two parking bays between Nos 36 and 44, but to identify these as for Residents' Parking only.</p>
<p>(8) Local Resident, (Henley-on-Thames)</p>	<p>Concerns - (a) that the residents on the west side of Northfield End, north of Badgemore Lane, be included as eligible for residents' permits. (b) that the two parking spaces in the road outside numbers 36 and 44 Northfield End be kept, but for residents only, so that there's the maximum possible resident spaces for the whole road, and to reduce pressure on the spaces outside numbers 70 to 98.</p>
<p>(9) Local Resident, (Henley-on-Thames)</p>	<p>Concerns – Will the granting of residents parking permits allow residents with two cars to have two permits. If this is so will there be enough parking spaces available. Also, will residents with parking permits in other areas of the town be allowed to park in our space and us in theirs. Will residents of Nos. 57, 59 & 61 be allowed permits also.</p> <p>At the moment I have written permission to park with two wheels on the pavements on my side of the road whilst not hindering people using the pavement. I have been parking in this manner for many years.</p> <p>Parking spaces could be made on our side of the road outside Nos. 57-61. The grass verge is wide enough to allow this. I wish to have a parking permit but will I also be able to carry on parking as I am now for the foreseeable future. I also have a friend who calls on me quite regularly, would I be able to obtain a permit for them.</p>

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<p>(10) Local Resident, (Henley-on-Thames)</p>	<p>Concerns – I would like to raise a concern regarding arrangements for people parking in Northfield End. I have a parking slot in front of my house used to park my car. I have a medical condition and am not very mobile. My daughter visits me on a frequent basis. She suffers from a condition causing, amongst other things, difficulty in walking. She is in receipt of a PIP and has a Blue Badge for parking.</p> <p>When visiting me she parks on the tarmac in front of my house, on the entrance to my parking slot, between the back of the double yellow line and the pavement, within the width of the grass verge. She has parked here for some years with no problems.</p> <p>I am concerned that the new parking rules may affect her ability to park here which she has done for many years. I would appreciate your confirmation that this arrangement can continue.</p>
<p>(11) Local Resident, (Henley-on-Thames)</p>	<p>Concerns – Having spoken to a number of neighbours, we think this is an excellent proposal as there is indeed a problem with inappropriate parking on this road.</p> <p>Our own properties are just slightly further along the road at Fairmile Court, neighbouring the area your proposal affects, but we also regularly experience inappropriate and sometimes dangerous parking, as your sign describes. As such, we would like to engage with you to discuss possibilities to extend the 'no waiting at any time' double-yellow-lines further, past our properties, to a point to be determined which we would suggest to be the speed limit change signs.</p> <p>We would not propose to add any additional 'resident's parking' bays, just the yellow lines.</p> <p>Currently we are witnessing vehicles parked on the grass verges, bus stop and pavements (I can send photos to support if that would be of benefit), and as a new parent I am frequently having to push my son's buggy into the oncoming traffic in the roadway in order to pass. It would therefore be wonderful if we could discuss extending the scope of your changes to combat these same issues further along Northfield End / Fairmile.</p>
<p>(12) Local Resident, (Henley-on-Thames)</p>	<p>Concerns – I have lived on Northfield End for many years. I fully support the proposal to install residents parking. Many of the cars regularly parked along Northfield End do not belong to residents.</p>

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	<p>However, as can be seen from the proposal plan, the vehicular exit is already substantially compromised by parked vehicles - small cars, large cars and vans.</p> <p>This makes driving out of my gate onto the very busy A road extremely hazardous not just for me and my wife, but for visitors and delivery drivers etc. Both sight lines are blocked by parked vehicles.</p> <p>So - please do not remove the double yellow line to my left as I exit. Please place a bollard or a planter (which I will maintain!) on the pavement to prevent a vehicle parking immediately to the left of my gate.</p> <p>And please extend the double yellow line by two vehicle lengths to the right as I exit. These two actions alone will make a huge difference to the road safety immediately outside no66.</p>
(13) Local Resident, (Henley-on-Thames)	<p>Support - We live on Northfield End. The proposed residents permit parking is needed to reduce environmental emissions with residents not driving around trying to find a parking space, increase the use of the rugby club car park as a place for commuters working in Henley to park their cars and provide a safer road system with people not parking on the road.</p>
(14) Local Resident, (Henley-on-Thames)	<p>Support - Resident at 82 Northfield End. During lockdown 1 when there was zero travel, parking was effortless. Since then it has been increasingly more difficult to do so. We have a 2 year old as well as others along our road and we always have to park along way down then carry everything which is frustrating especially as we see cars leaving once shops closing and after working hours.</p> <p>If this goes ahead I believe the residents including us should be the only ones contacted to get residents permits before offering out. I would also like to know more about how to get permits.</p> <p>Will we get guest parking allocation? And how many?</p>
(15) Local Resident, (Henley-on-Thames)	<p>Support - Feel the residents need to be able to park and at the moment people that work in henley take all the spaces</p>

CMDE5

<p>(16) Local Resident, (Henley-on-Thames)</p>	<p>Support - 1) To allow residents to have a reasonable chance of parking somewhere close to home. Especially when residents with small children, buggies or shopping have to park such a long way from home. 2) To stop people from using valuable space outside our house. People sometimes come and go revving engines, especially in big 4x4's, (walkers) or stay all day (workers) meanwhile when I go to work in Marlow I have to pay £6.00 per day to park. 3) To prevent the need for double parking, while popping home to feed the dog at lunch time. 4) The two small terraces on one side of the road are part of why the area is a conservation area. The cottages are small and should enjoy a small area in front of the houses to be able to park safely. 5) The residents of Northfield End have been disadvantaged and quality of life on the road has been impaired due to the volume of people from outside the area coming and using the parking.</p>
<p>(17) Local Resident, (Henley-on-Thames)</p>	<p>Support - I have no objections at all to my property not being included in the initial design. I think it's a wonderful thing for those residents of property Nos. 30-98 Northfield End to be able to park their cars in their own spaces and discourage inappropriate parking. Your email has confirmed that I do not have a parking permit, which I suspected from enquiries with the Henley town council.</p>
<p>(18) Local Resident, (Henley-on-Thames)</p>	<p>Support - I am completely supportive of this proposal. It has become more and more difficult to find anywhere to park safely anywhere near my property, particularly during the day, since I moved here 5 1/2 years ago. This is a real issue for me when returning from work, coming home with my grandchildren when I am looking after them or coming home with a weekly shop. It would be a relief to know that as a resident, parking should not be an issue near my own home.</p>
<p>(19) Local Resident, (Henley-on-Thames)</p>	<p>Support - I would fully support the implementation of residents permit parking on Northfield End, it would greatly help residents and prevent the use of space outside our home by people going into the town etc.</p>
<p>(20) Local Resident, (Henley-on-Thames)</p>	<p>Support - Wholeheartedly support Residents Permit Parking outside my home. People working in town, just going for walks and living elsewhere are currently using the area as a free car park and as a resident, it becomes extremely frustrating. There are several elderly people living along here and it can cause a real problem.</p>

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	Keeping everything crossed that this proposal is approved, will make a real difference to our lives.
(21) Local Resident, (Henley-on-Thames)	Support - I confirm that I support the plan to implement Residents Parking along stretches of Northfield End.
(22) Local Resident, (Henley-on-Thames)	<p>Support - I am writing to express my strong Support for the Proposed Residents Permit Parking Northfield End Henley on Thames. As a resident of Northfield End for many years I have long held the view that this would be beneficial for several reasons:</p> <ol style="list-style-type: none"> 1. Reduce congestion on Northfield End: By limiting parking to residents only this will reduce congestion at peak periods and prevent double parking and parking on pavements by commuters and non-residents. 2. Improve the impact on the environment: resident parking only will reduce the number of cars trying to park on Northfield End daily and could reduce the pollution from slow moving or stationary cars trying to park. 3. Raise revenue for the district and town councils through encouraging commuters and non-residents to use the underutilised council owned car park at Dry Lees Rugby club or the other car parks in Henley town centre. 4. Improve pedestrian access and safety particularly for disabled pedestrians or children in prams in buggies by reducing the number of commuters and non-resident cars parking on the pavements forcing pedestrians to walk on the busy road.
(23) Local Resident, (Henley-on-Thames)	Support - We approve of the plans to introduce Resident Permit Holders parking bays along the southern section of Northfield End.

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Divisions affected: *Henley-on-Thames*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 1 JULY 2021

HENLEY – A4155 READING ROAD PROPOSED CAR CLUB PARKING PLACE

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed car club parking place on the A4155 Reading Road as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a car club parking place on the A4155 Reading Road in a part of the road with currently no parking controls.

Financial Implications

3. Funding for consultation on the proposals has been provided by Henley-on-Thames Town Council, who will also fund implementation, if approved, as part of the introduction of a pilot car club scheme in the town.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals will support the pilot car club scheme in the town being operated by Henley-on-Thames Town Council.

Consultation

6. Formal consultation was carried out between 21 May and 18 June 2021. A notice was published in the Henley Standard newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Henley Town Council, and local County Councillor. Additionally, letters were sent to approximately 110 properties in the immediate vicinity of the proposals and public notices also placed on site in the area.

7. Nine responses were received during the formal consultation. 7 objections, one in support and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object but expressed some concerns over the enforcement of the bay. While noting the latter concerns, the planned introduction of civil parking enforcement in the district later this year will increase the capacity for enforcement.
9. The Cabinet Member for Climate Change Delivery & Environment supported the proposal given the scope for car clubs to reduce private ownership of cars but queried the type of vehicles being operated by the club. In response to that the type of cars being operated by the car club are understood to be 'standard' hybrids not requiring an electric charging point. This is, however, a pilot project being financed by Henley Town Council and, if successful, the choice of vehicles will be reviewed by the latter and should an electric charging point be required in the future, the County Council will be happy to facilitate its provision.
10. Seven objections were received from local residents primarily on the grounds of the loss of parking for residents and their visitors in an area with parking pressures and requested that the car club space is sited on one of the adjacent private roads. It is understood that this option is being explored by the town council but, at present, the proposed site is required for the trial and also noting that should the pilot be successful the longer-term effect will be a reduction in parking pressure in the area.
11. One respondent queried the safety and potential for restricting traffic and also the likely use of the car club and also suggested consideration of alternative sites. Given that the space is currently used for parking without any current concerns and is judged to well serve the potential customers of the car club, officers consider the proposed site safe and appropriate.
12. One respondent was also concerned that the users of the club would cause disturbance, especially at night etc. However, in practice experience of the operation of other car club places elsewhere in the county has not found this to be a problem while also noting that their users will typically be residents living close to the car club space.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

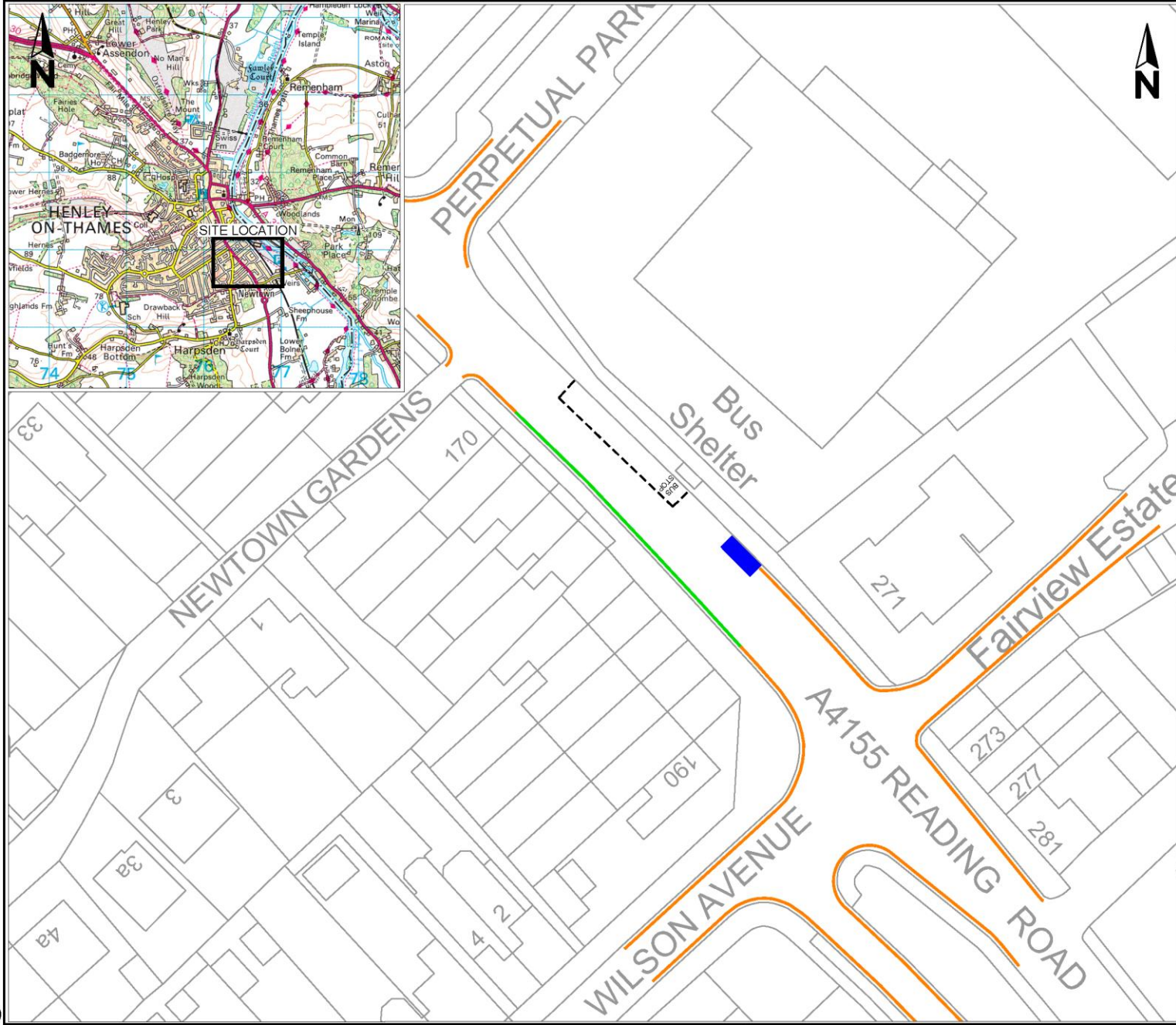
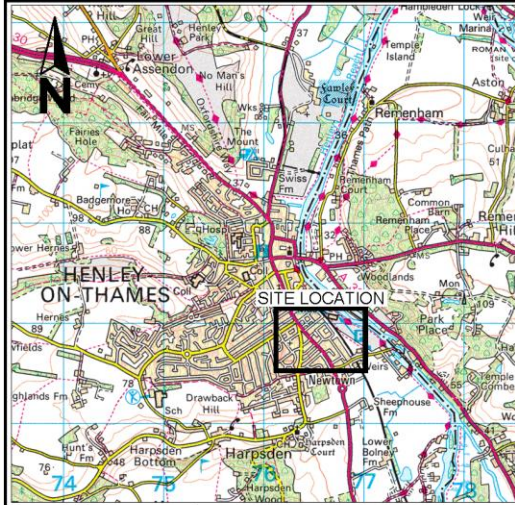
Annex 2: Consultation responses

Contact Officers:

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James Whiting 07584 581187

July 2021



Drawing No. Revision 0

Key

- Proposed Car Club Bay location
- Existing 'No Waiting at any time' to remain
- Existing 'No Waiting Mon - Sat 8am to 6pm' to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
A4155 READING ROAD, HENLEY ON THAMES
CAR CLUB BAY

Drawing title
CONSULTATION PLAN

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	JaC	
	Date drawn	Date checked	Date approved
	04/21		

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection – Concerns over enforcement of the bay.
(2) Cabinet Member for Climate Change Delivery & Environment	<p>Support - Car clubs are good. They reduce ownership of private cars.</p> <p>Re the "hybrid" vehicle used. Is this a conventional (wrongly dubbed "self-charging") hybrid, which is not a lot more environmentally friendly than a standard ICE, or a Partial hybrid (i.e. with a battery capable of powering the vehicle for 20+ miles)?</p> <p>I would have thought the latter should be a minimum requirement in a climate emergency, which would mean the parking space would need to be fitted with a charging point.</p>
(3) Local Resident, (Henley-on-Thames)	Object - I live opposite the proposed parking bay and do not like the idea of people stopping/ parking their car there who are not local, nor the idea that people will be able to come and go from there 24 Hours a day. These are also spaces that local residents currently use to park their cars
(4) Local Resident, (Henley-on-Thames)	<p>Object - Our reasons for objection are:</p> <ul style="list-style-type: none"> - Reading Road is a relatively narrow and busy main road through Henley and having a car parked on the road only narrows this route further and makes it more dangerous. When in use, the existing parking spaces require buses to pull out around them and into the oncoming lane. This will only happen more often if there is a club car there 24 hours a day. A lot of lorries use the road for Tesco and Gibbs and Dandy and will face the same issue. - It seems the rationale for picking a busy road for the trial is to increase visibility of the scheme. If so then picking a spot further down Reading Road where the road is wider and not in front of a bus stop would be better. - A better choice still would be to use one of the pay and display spaces on Hart Street as this is extremely visible in

	<p>the centre of town and convenient for residents. The current proposal requires removing an existing parking spot for residents all year round who have limited choice if they wish to park near their home. Repurposing a pay and display spot on Hart Street only inconveniences those looking for somewhere to park for a few hours and who have more flexibility in where they can choose to park.</p> <p>- I hope the council has not agreed to underwrite the financial risk of the Car Club as I don't think it will be that well used. The main advantage of car clubs is usually seen in big cities with good public transport connections where car ownership is naturally less advantageous but people might still have one for odd journeys. Given Henley is more remote and with poorer connection most journeys require a car and so car ownership still makes sense.</p> <p>- Are the council expecting to profit from the scheme or have a financial interest in it going ahead? I'm not sure how it will meet the stated aim of reducing emissions in its current form. Even if car ownership reduced the number of journeys will remain the same as people will simply make them with the car club instead of their own vehicle. Alternatively the lower entry costs to car travel might tempt people to use the scheme who were previously reliant on trains/buses and so the number of car journeys may well increase.</p> <p>I hope the above objections will be taken into consideration and the questions regarding whether the council will be underwriting this project or have a financial interest in the project will be answered.</p>
<p>(5) Local Resident, (Henley-on-Thames)</p>	<p>Object - Residential parking is at a premium throughout Henley, in most areas this is limited to permit parking only but in this area of Reading Road and the surrounding roads e.g Boston Road there is free parking for all. This causes an increased congestion of parking in this area; people parking to go into Henley, visit local services (e.g. solicitors, chip shop etc) and those living in the residential houses. This forces some people who live in this area to park on yellow lines, who then receive parking tickets. In addition, a lot of houses in this area have young families and moving items from their car e.g. prams/food shopping is already a laborious task. Until the issue of parking for local residents is resolved, it would not be feasible for a car club to be initiated. Although the car club is to help reduce car ownership, at this time this will further exacerbate the problem and a resolution needs to be made for the current parking issue - which would not be alleviated with a car club. E.g. tourism parking and local services parking.</p> <p>Reading Road is a very heavy traffic road with lots of HGV and heavy duty vehicles using this road. The use of this road by those vehicles causes a high amount of damage to vehicles parked on Reading Road. I believe having further parking which is permanently in situ, causing further narrowing to the road would increase the accidents on the road. Both a danger to pedestrians and to vehicles parked and on the road. The cessation of HGVs through Henley would reduce this risk and the volume of traffic.</p>

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	<p>The proposal does not fully outline important aspects for consideration by local residents and businesses; How many cars will be parked in this area? How much will this narrow the road? How many current residential spaces will this make no longer usable? Please provide a map to show the exact location that is being proposed.</p>
<p>(6) Local Resident, (Henley-on-Thames)</p>	<p>Object - This is a good idea in London where residents do not own cars. Everyone who I have spoken to would not give up their car to use this one. We have a good bus service in Henley if we do not want to use our cars. It takes away another car parking space. I do not see the need for this in Henley, just more cars with gas emissions. Your letter states that this is a first for the town but the Henley Herald says that there is already two cars parked behind the Town Hall! Were we consulted on these?</p>
<p>(7) Local Resident, (Henley-on-Thames)</p>	<p>Object - I don't see how this will help residents. We have a single car household and parking is difficult. Dedicating a space to an addition car will only add to the issue as I don't see people giving up their second car to use this scheme. You're better incentivising single car ownership otherwise the problem won't be resolved with taking up a space already at a premium.</p>
<p>(8) Local Resident, (Henley-on-Thames)</p>	<p>Object - I live on Reading Road approx. 100 yards or so from the space in question. I understand the logic of looking for spaces in such a busy, visible location, accessible to local housing but for the same reasons, I need to raise an objection.</p> <p>Myself and my neighbours on the same side of the road as the space as well as the terrace on the opposite side of the road (opposite Gibbs and Dandy) have no private or resident permit parking and these 3 (if people park properly!) spaces are very valuable to us as residents.</p> <p>Our only options are these spaces and those along the road which runs parallel to Reading Road at the bottom of Wilson Avenue. This road is used by residents of that road as well as ourselves and multiple households further along Reading Road towards Mill Lane who don't have parking either. It is already busy and people often have to park on the yellow lines which, whilst doesn't cause an issue, is clearly not ideal.</p> <p>I notice that there are multiple spaces on the road which Gibbs and Dandy and Invesco are on which are only just off the main road. Could one of those be used perhaps? Or along Mill Lane outside the Sawmill where there are several unrestricted spaces?</p>

<p>(9) Local Resident, (Henley-on-Thames)</p>	<p>Object - I live at on Reading Road just a few metres away from the proposed site and I'm emailing with my very strong objections.</p> <p>Our row of properties have double yellow lines outside. I have lived here for nearly 20 years and as the years have gone on, it has become increasingly more difficult to find somewhere to park.</p> <p>The three spaces where you are proposing to site this Car Club are vital to everyone who lives in the immediate area. The Victorian terrace houses opposite the site also have double yellow lines.</p> <p>There are many days when it is so difficult to find a space that we have no option but park on double yellow lines!!! Please do not take away vital parking spaces from our neighbourhood to accommodate this Proposed Car Club.</p> <p>There has got to be a much better site elsewhere. Make a deal with Tesco or Gibbs and Dandy. You could use the parking on the road down to Perpetual.</p>
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Divisions affected: *Multiple in South and Vale districts*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 1 JULY 2021

SOUTH OXFORDSHIRE & VALE OF THE WHITE HORSE DISTRICTS - VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Highway Management is RECOMMENDED to:
 - (a) approve proposed provision of Disabled Persons Parking Places (DPPP) at: The Oval, Didcot; Ridgeway Road, Didcot and removal of DPPP's at: Luker Avenue, Henley; High Street, Wheatley;
 - (b) but defer approval of proposals at the following locations at the applicant's request: Cotman Close, Abingdon; Fawkner Way, Stanford in the Vale; Barnacre, Watlington noting that the applicants for these locations subsequently withdrew their applications following the consultation.

Executive summary

2. Provision of Disabled Persons Parking Places (DPPPs) is reviewed when requested by members of the public and as part of reviews carried out by officers. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

Introduction

3. This report presents objections received to a statutory consultation on proposals to remove, amend and introduce disabled persons parking places at various locations in the South Oxfordshire and Vale of the White Horse districts.

Background

4. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision of such parking places. Annex 1 to Annex 6 provide plans of the locations for which objections have been received or concerns raised.

Financial Implications

5. Funding for consultation on the proposals has been met from the County Council's revenue budget, which also funds implementation should they be approved.

Equality and Inclusion Implications

6. The proposals will support residents with mobility impairments.

Sustainability Implications

7. No implications in respect of sustainability have been identified in respect of the proposals.

Consultation

8. Formal consultation on the proposal was carried out between 21 April and 21 May 2021. A notice was placed in the Herald Series newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, the Vale of the White Horse District Council and local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.
9. Thames Valley Police, Henley Town Council, Thame Town Council and Vale of the White Horse District Council did not object.
10. Nine responses were received from members of the public during the course of the consultation. These are summarised in the tables below:

Town	Location / proposal	Support	Object	Concerns
Abingdon	Cotman Close / new DPPP			1
Didcot	Ridgeway Road / new DPPP		1	
	The Oval / New DPPP		1	
Henley on Thames	Luker Avenue / DPPP removal	1		
Stanford in the Vale	Fawkner Way / New DPPP		1	
Watlington	Barnacre / New DPPP		2	
Wheatley	High Street / DPPP removal	1	1	

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

Response to objections and other comments

12. Comments and recommendations are provided in response to the concerns and objections as given in Annex 7 in respect of each of the proposed sites in the following paragraphs.

Abingdon – Cotman Close – proposed DPPP

13. A concern was raised and it is recommended not to proceed with the disabled parking place due to the applicant withdrawing their application for a disabled place.

Didcot – Ridgeway Road – proposed DPPP

14. One objection was received from a member of the public living adjacent to the proposals on the grounds that they considered there is enough space to park at all times and so no need for a disabled place. While noting this objection, officers consider from a site assessment that this DPPP is required and recommend that it is approved..

Didcot – The Oval – proposed DPPP

15. One objection was received from a member of the public living adjacent to the proposals on the grounds that the disabled bay would make it difficult for visitors to park, devalue their property and noting that the applicant had a driveway.
16. Officers consider from a site assessment that this DPPP is required and as the applicant needs a level kerbside disabled place to be able to access their car safely recommend that it is approved. There would be a distance of 4.5m from the top of the dropped kerb of the adjacent property to the proposed disabled place, so space remained to park one vehicle in front of the disabled place before the neighbours accessway.

Henley on Thames – Luker Avenue – proposed removal of the DPPP

17. One expression of support received. However, it is recommended to remove the disabled parking place given that no blue badge holder currently lives adjacent to or makes use of the current DPPP.

Stanford in the Vale – Fawkner Way – proposed DPPP

18. One objection was received. It is recommended not to proceed with the disabled parking place due to the applicant withdrawing their application for a disabled place.

Watlington – Barnacre – proposed DPPP

19. Two objections were received. It is recommended not to proceed with the

disabled parking place due to the applicant withdrawing their application for a disabled place.

Wheatley – High Street – proposed removal of DPPP

20. Officers identified that this DPPP originally provided due to be being close to the former Post Office in the village and also close to a resident who was a blue badge holder was no longer considered to be in a suitable location due to the Post Office having relocated further west and there being no disabled resident nearby. It was also noted that the current location was not ideal due to there being an access on the south side of the road opposite the DPPP. While one objection was received on the grounds that disabled persons living in Wheatley rely heavily on disabled parking places it is not considered that this specific DPPP should be retained and while it is recommended that it be removed investigations could be carried out to identify a more suitable location nearer the shops..

Sustainability implications

21. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Financial and Staff Implications (including Revenue)

22. Funding for the proposed waiting restrictions has been provided from the County Council's revenue budget.

Equalities and Inclusion Implications

23. Provision of disabled persons parking places assists those with a mobility impairment

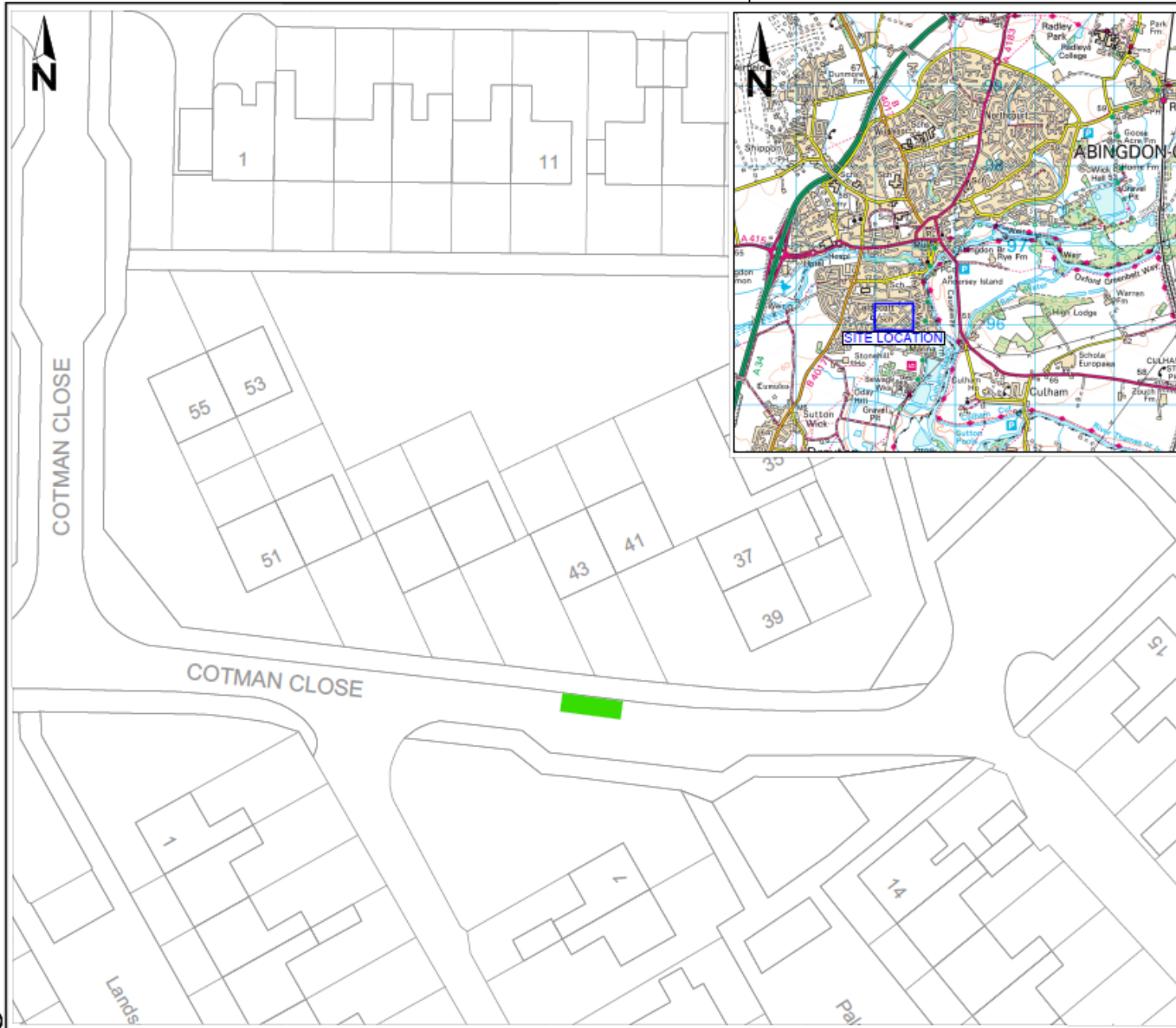
BILL COTTON
Director for Environment and Place

Background papers: Plans of proposed disabled persons parking places to be removed or provided where an objection or concern on the proposal has been received.
Consultation responses

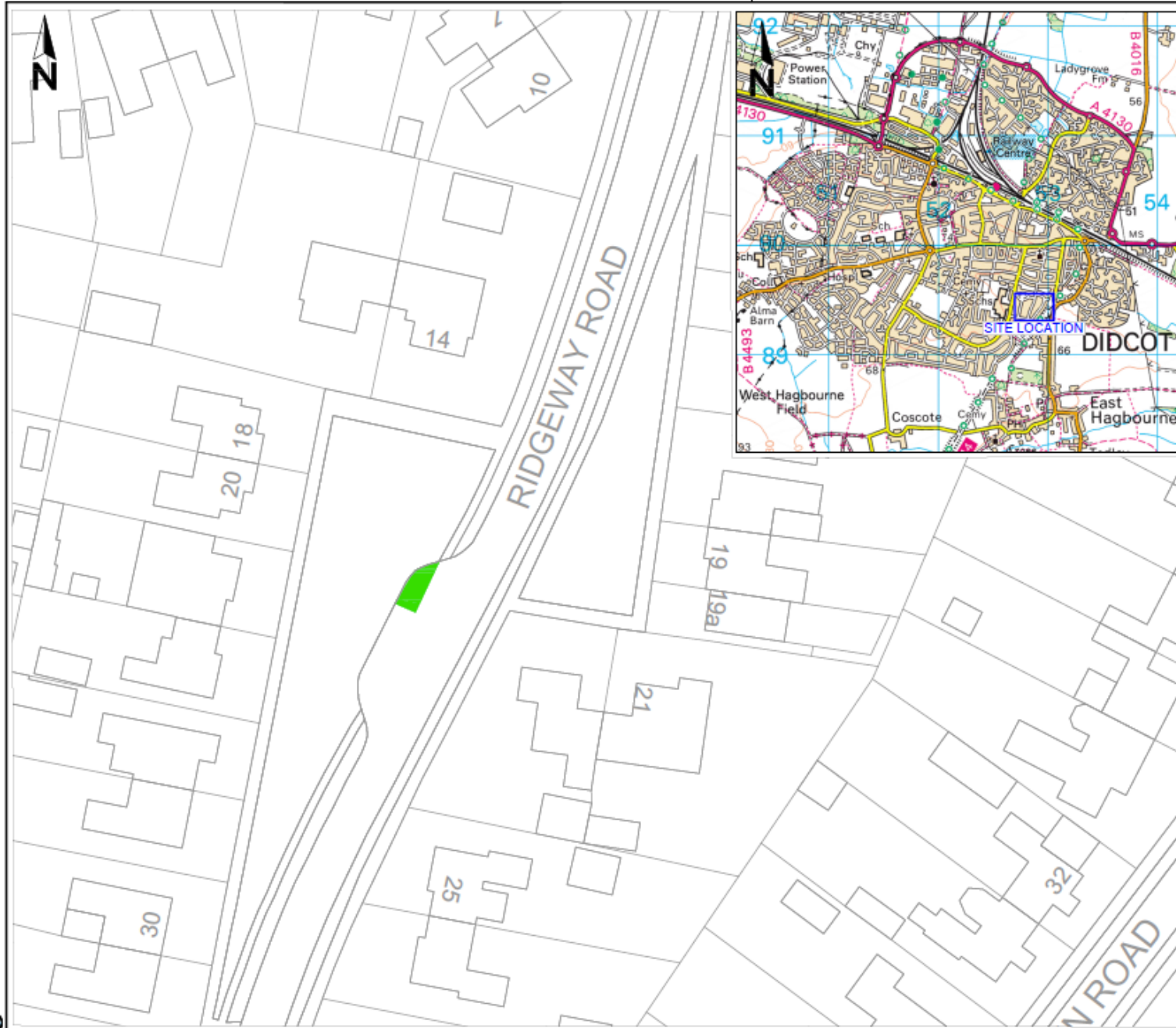
Contact Officers: Tim Shickle – 07920 591545

July

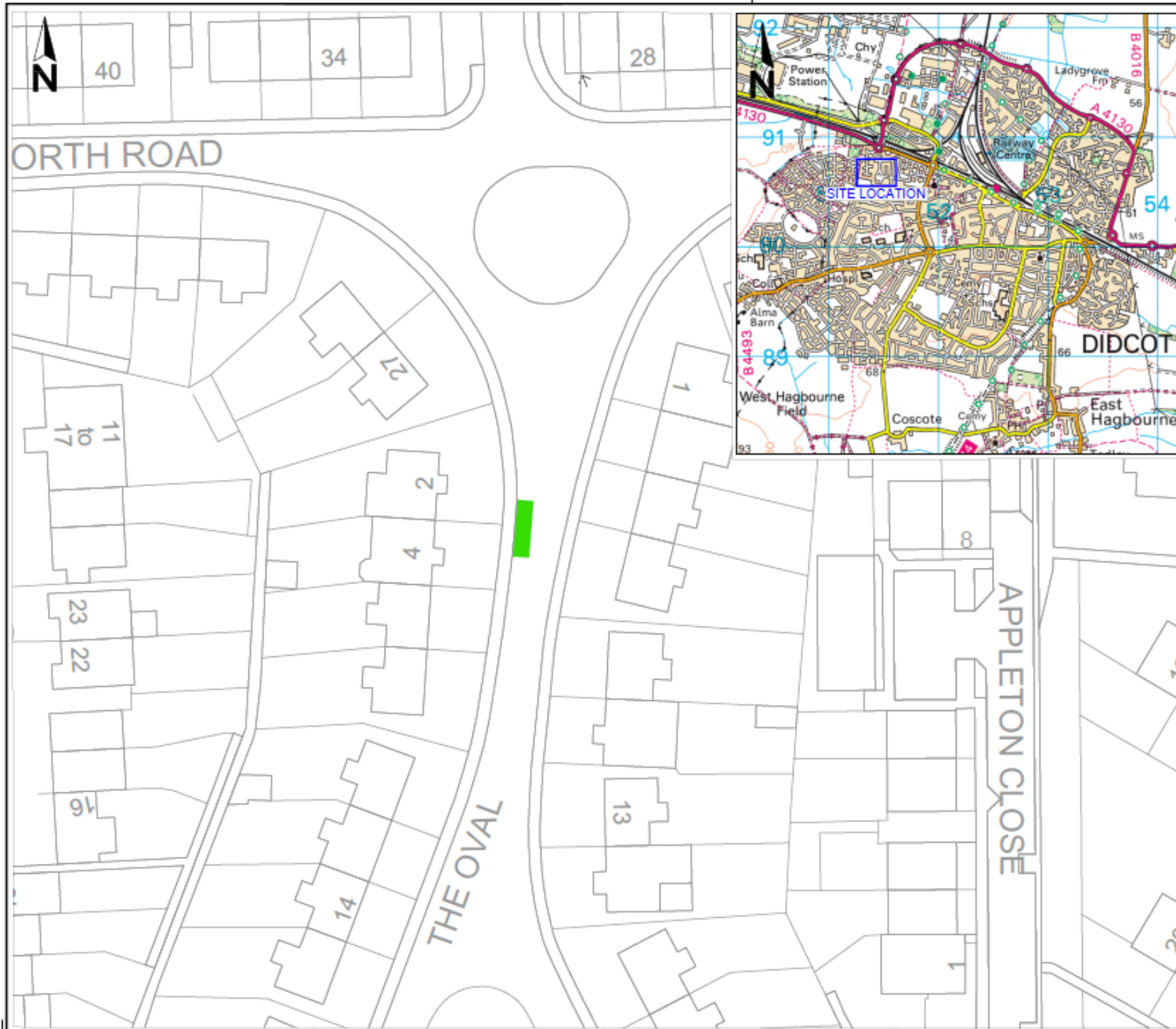
2021



Drawing No.	Revision 0				
Key					
	Proposed Disabled Parking Bay				
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
OXFORDSHIRE COUNTY COUNCIL		Jason Russell Director for Community Operations Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0245 310 11 11 Fax: (01865) 241577			
Project title					
PROPOSED DISABLED PERSONS PARKING PLACE					
Drawing title					
ABINGDON COTMAN CLOSE					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn 03/21	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0



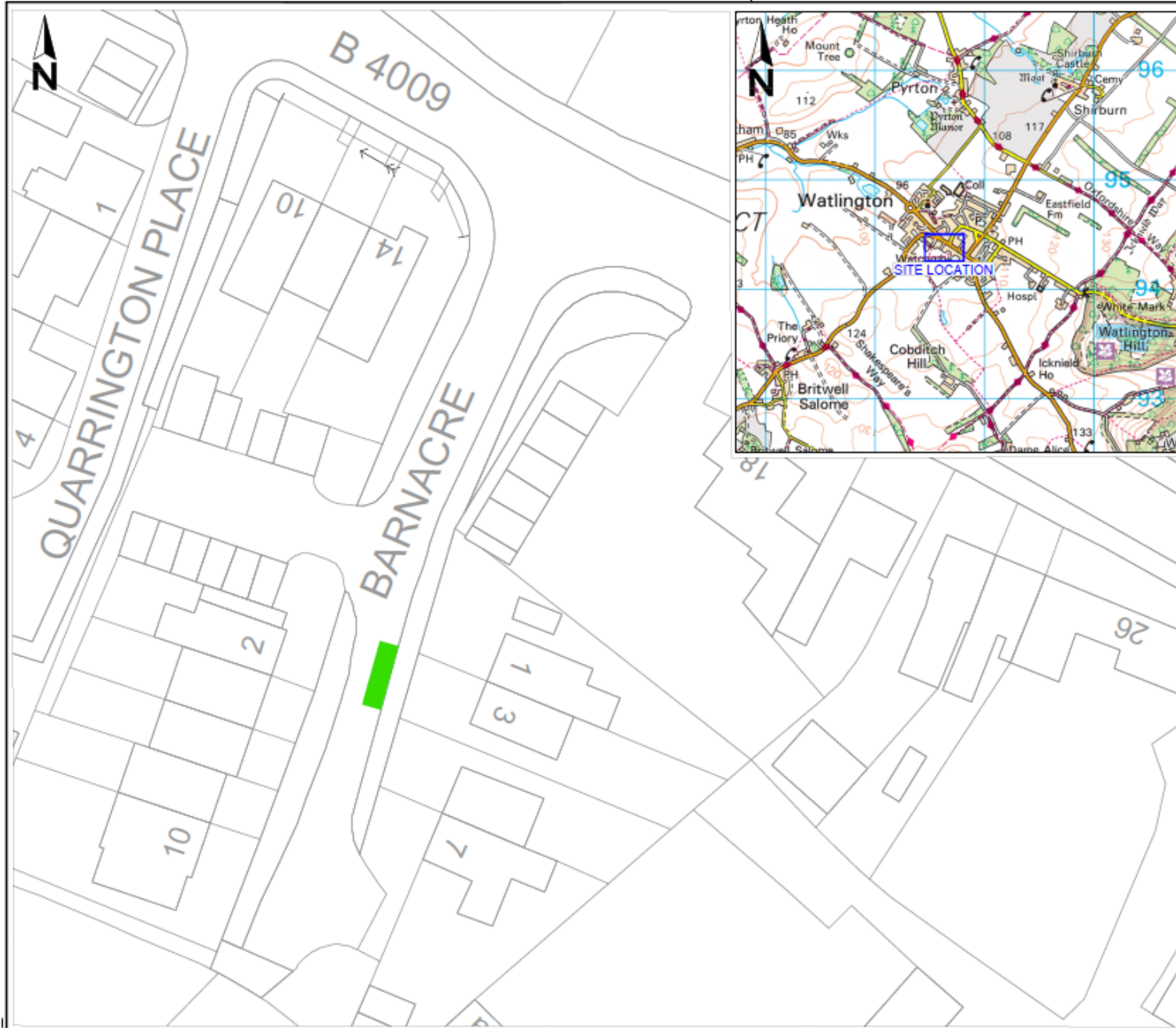
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Key			
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Jason Russell Director for Community Operations Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
DIDCOT RIDGEWAY ROAD			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 03/21	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	



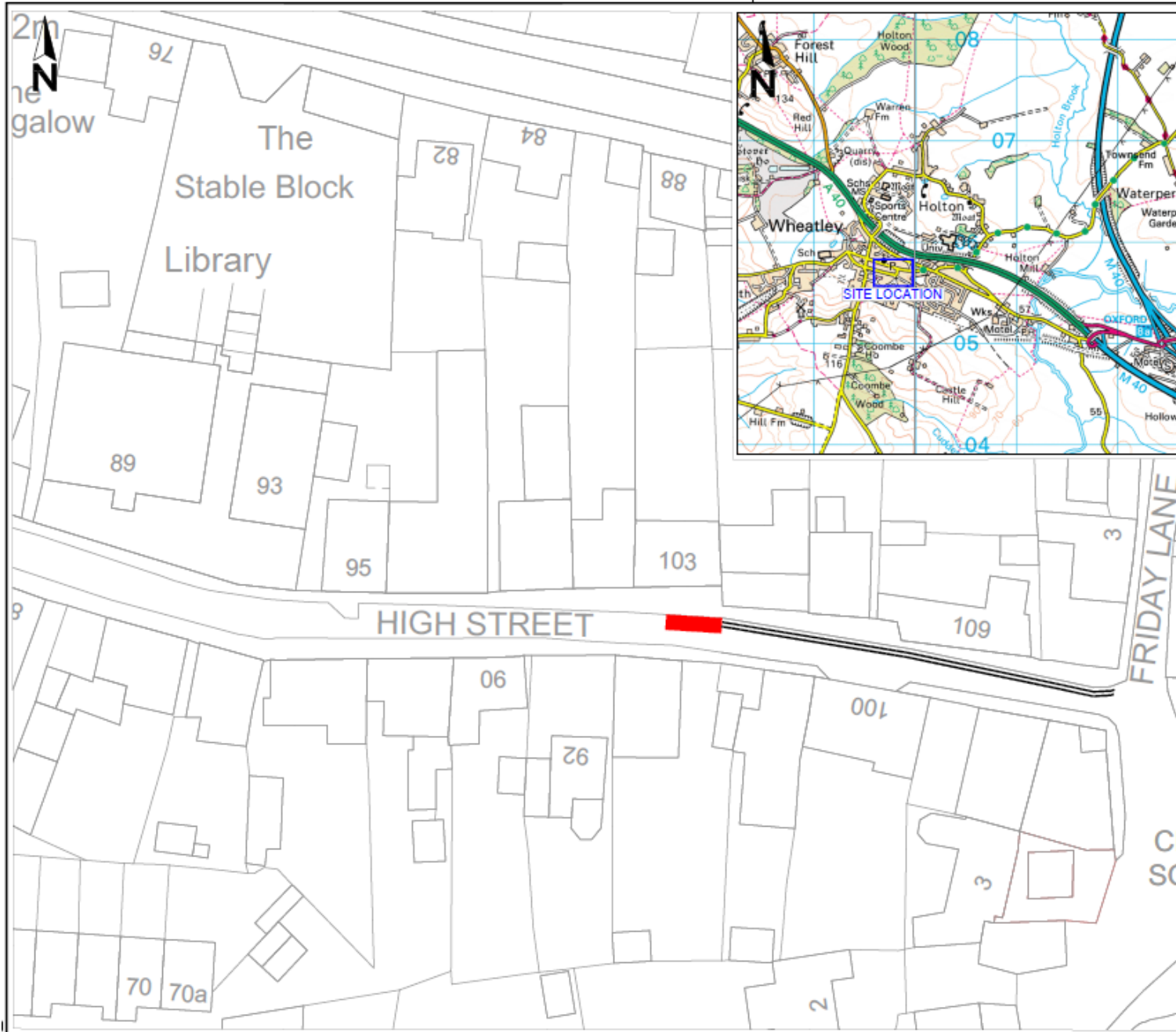
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Key			
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
DIDCOT THE OVAL			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JwC	JwC	
	Date drawn	Date checked	Date approved
	03/21		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	



Drawing No.		Revision	
		0	
Key			
		Proposed Disabled Parking Bay	
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
STANFORD IN THE VALE FAWKNER WAY			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JwC		
	Date drawn	Date checked	Date approved
	03/21		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



Drawing No.		Revision	
		0	
Key			
		Proposed Disabled Parking Bay	
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Project title			
PROPOSED DISABLED PERSONS PARKING PLACE			
Drawing title			
WATLINGTON BARNACRE			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 03/21	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



Drawing No.	Revision 0				
Key					
	Proposed REMOVAL of Disabled Parking Bay to be replaced with 'No waiting at any Time' parking restriction				
	Existing 'No Waiting at any Time' parking restriction to remain				
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Project title					
PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACE					
Drawing title					
WHEATLEY HIGH STREET					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	JwC	JwC			
	Date drawn	Date checked	Date approved		
	03/21				
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Henley Town Council	No objection
(3) Thame Town Council	No objection
(4) Vale of the White Horse	No objection
<i>Cotman Close (Abingdon) - Proposed new DPPP</i>	
(1) Local Resident, (Abingdon)	Concerns (Cotman Close) – I don't object to the extra disabled parking in Cotman Close but I think the flower borders and green outside my property could be dug up to resolve the parking issues as to be honest it is a local toilet for cats and dogs and very untidy most of the time. This would create more spaces for residential parking and would look a lot neater.
<i>Ridgeway Road (Didcot) – Proposed new DPPP</i>	
(2) Local Resident, (Didcot)	Object (Ridgeway Road) – There is plenty of room in the layby for them to park there at all times so there is no need for a disabled space. I do not want it outside my house as I have 2 cars and a van from my household. The disabled space that you want to put there would cause a lot of problems.

<p><i>The Oval (Didcot) - Proposed new DPPP</i></p>	
<p>(3) Local Resident, (Didcot)</p>	<p>Object (The Oval) - I am writing to place a formal objection to the proposed disabled person parking space in The Oval area.</p> <p>I firmly disagree with this proposal as it makes it difficult for my family as well as my neighbours to park our vehicles. As it stands, our nearby neighbours use our off-street parking to park their extra vehicles. As you can understand, this can be incredibly frustrating and causes an inconvenience as it is time consuming to strategically park in and out of our driveway, to get to and from and from work. This is even more so difficult during the evening when there is limited visibility.</p> <p>Furthermore, No. 4 The Oval has decided to build a shed on his driveway, which has meant they have less parking space to park their multiple vehicles.</p> <p>In addition to this, in case of emergency it's hard to manoeuvre in and out of the driveway as it is constantly blocked by other vehicles therefore delaying the process.</p> <p>We are looking into paving our driveway and making further house renovations as we are wanting to sell our property and, therefore, increase the value of the property. A disabled parking space will further devalue our property.</p> <p>I understand and can sympathise with the proposed plan for the disabled space but believe it isn't needed. As the shed has been built it obstructs access for the vehicle which is vital for a disabled person to be able to get in and out of the car, as quickly and as safely as possible. If the shed wasn't built this disabled parking space would not be needed.</p> <p>When coming to a decision about this proposal, I would greatly appreciate that you take my considerations on-board.</p>
<p><i>Luker Avenue (Henley on Thames) - Proposed removal of DPPP</i></p>	

(4) Local Resident (Henley on Thames)	Support (Luker Avenue) - I agree with the removal as Luker Avenue is very congested and the bay is not used.
<i>Fawkner Way (Stanford in the Vale) - Proposed new DPPP</i>	
(5) Local Resident (Stanford in the Vale)	Object (Fawkner Way) - I see no reason why there is a need for a specific disabled person parking space when each house in the area of this estate has a designated off road parking space. These are no further in walking distance to the front or rear doors of the houses from what I can see.
<i>Barnacre (Watlington) - Proposed new DPPP</i>	
(6) Local Resident (Watlington)	Object (Barnacre) - Although I have no issue with a disabled parking space in Barnacre the proposed location is not very practical and will cause access issues to the far end of Barnacre if it is being used. Why can't the space be nearer the entrance to Barnacre where there is more space?
(7) Local Resident (Watlington)	Object (Barnacre) - With the amount of cars parked up Barnacre during the evening, it would be impossible for emergency vehicles to get to the top end of Barnacre. A resident of Barnacre has had the fire brigade out to her house fire and they struggled to get to her house with cars being parked on the pavement only.
<i>High Street (Wheatley) - Proposed removal of DPPP</i>	
(8) Local Resident (Wheatley)	Support (High Street) - Removal will benefit us living opposite as we have to reverse into our driveway and cars here can cause issues with access, including people parking further up High Street on the double yellow lines. If parking opposite was used for short term parking as intended it wouldn't be an issue but as more people are working from home, cars are regularly left parked here for over a week at a time.
(9) Local Resident (Wheatley)	Object (High Street) - As a disabled person living in the village I rely heavily on the disabled parking bays.

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Divisions affected: *Charlbury and Wychwood*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 1 JULY 2021

SHIPTON UNDER WYCHWOOD – MILTON ROAD - PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the no waiting at any time restrictions on Milton Road, Shipton under Wychwood as advertised.

Executive summary

2. The report presents responses received to a statutory consultation on proposed no waiting at any time restrictions as a result of the development of adjacent land.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Consultation

6. Formal consultation was carried out between 13 May and 11 June 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Shipton under Wychwood Parish Council and local County Councillor. Additionally, letters

CMDHM8

were sent to approximately 53 properties in the immediate vicinity of the various proposals and public notices placed on site in the area.

7. Eight responses were received during the formal consultation. 2 objections, one raising concerns, 3 in support and two submitting non-objection/no comments. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police responded expressing no comment noting that West Oxfordshire District Council had responsibility for enforcing waiting restrictions in the district.
9. Two objections were received from local residents. The objections cited concerns that the restrictions would lead to vehicles being used for school journeys to and from the adjacent primary school parking on non-adopted roads in the development, thereby inconveniencing residents. They also noted that the school parking area being provided by the developers was not yet available due to its continuing use for construction purposes and also commenting that even when available for school parking its capacity would be low.
10. An expression of concern was also received from a local resident that the restrictions would lead to parking in other less suitable areas and again commenting that the new area of school parking would – when available – not be large enough to cope with demand and suggested that additional measures be considered including the provision of single yellow lines on part of the Milton Road and the school parking area be available during school journey times only for pick up/set down, rather than for parking.
11. Noting the above comments, the proposed restrictions are considered essential on highway safety grounds to ensure that adequate visibility is available at the new junction.
12. On the suggestions received for additional measures, the school parking area when available for use will not be highway and its management would be primarily a matter for the Wychwood C.E. Primary School. The suggested possible provision of single yellow lines is outside the scope of this specific scheme but could be considered – subject to funding and consultation – after monitoring the demand for on-street parking once the school parking area is operational, noting that the member of the public making the suggestion indicates that parking in any case does not routinely occur here.

BILL COTTON

Corporate Director, Environment and Place

Annexes

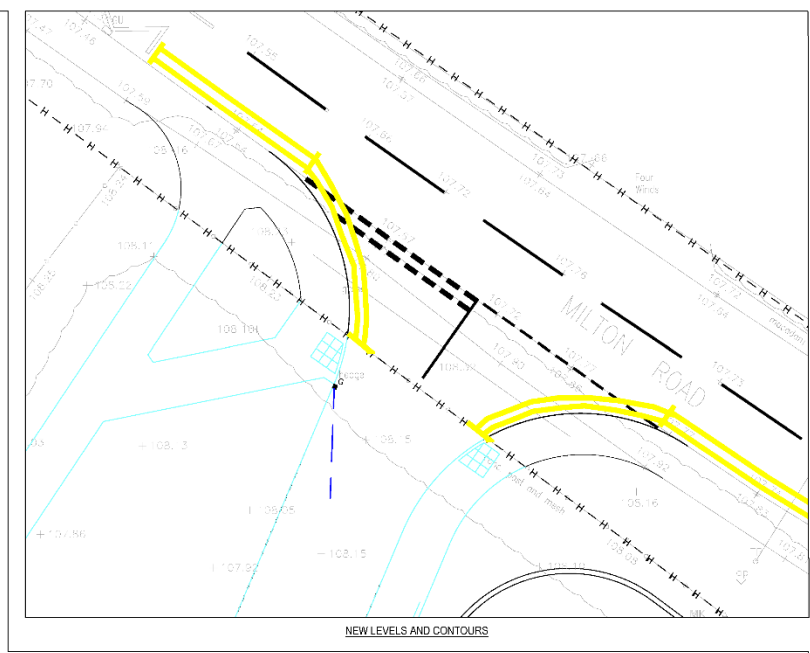
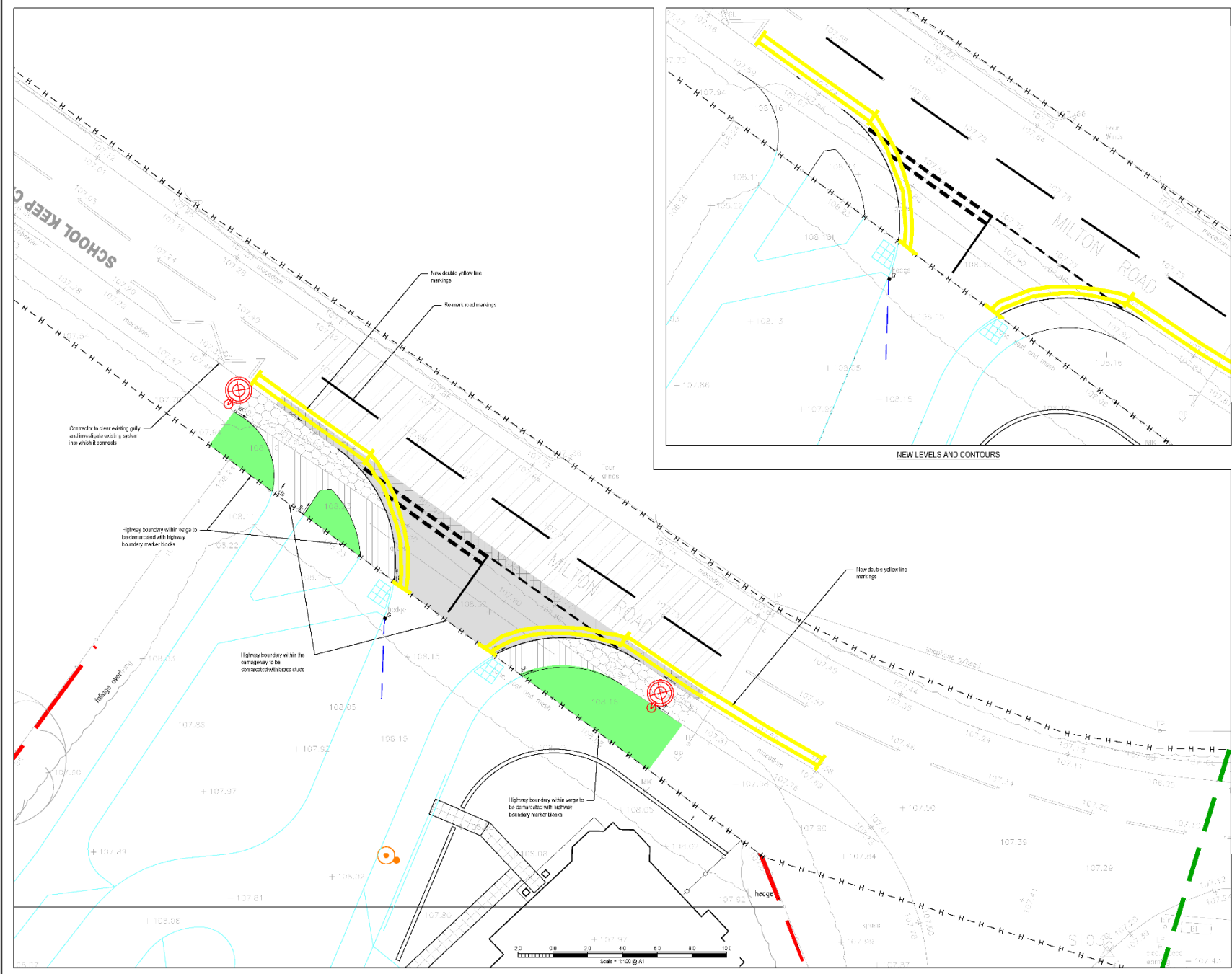
Annex 1: Consultation Plan

Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545 and Jon Hicks 07766 673984

July 2021



- NOTES**
- See drawing 810305/6500 for general notes.
 - Dimensions are not to be scaled.
- KEY**
- Existing highway boundary
 - - - New highway boundary
 - Site layout
 - HP H2 kerb (120x25mm)
 - EF kerb (50x150mm)
 - New gully
 - LC Existing lighting column to be retained (turn to be approached)
 - LC Existing lighting column to be removed
 - LC New lighting column
- Indicate street lighting layout. See also drawings for details. TBC.

- SURFACING CONSTRUCTION KEY**
- FULL DEPTH CARRIAGEWAY CONSTRUCTION**
 20mm AC 10 dense surf 4062 nec
 10mm AC20 dense on 4062 on
 100mm AC22 dense on 4062 des
 200mm Type 1 sub-base
 215mm Type 9/2 Chipping layer
 Concrete inverts
 - CARRIAGEWAY TO FOOTWAY CURB**
 15mm AC 10 dense surf 4062 nec
 4mm AC 10 dense surf 4062 nec
 Contractor to investigate & advise Engineer of existing road construction by undertaking core samples & exposing carriageway edge prior to undertaking works. This is a case for low cut - see note on drawing 810305/6500
 - CARRIAGEWAY TO CARRIAGEWAY FURNISHING CONSTRUCTION**
 4mm AC 10 dense surf 4062 nec
 10mm AC20 dense on 4062 nec
 Refer to standard S181 on S-620304/03
 - FULL DEPTH FOOTWAY CONSTRUCTION**
 20mm AC 6 dense at 100:150 use
 50mm AC 20 dense on 4062 use
 150mm C1501 concrete
 75mm Type 1 sub-base where CBR > 5.0% otherwise 150mm Type 1 sub-base where CBR < 5.0%
 - FOOTWAY FURNISHING**
 20mm AC 6 dense at 100:150 use
 Regulating AC 20 dense on 4062 use
 - NEW VEGETATION**
 1000mm x 1000mm grass species with a 200mm depth of soil 5% or 50% (as applicable) planted at 1.0m spacing

North Arrow

C2	Double yellow line added at junction in accordance with HGV3 comments	22022221 L Monor	LM
C1	Issued for CONSTRUCTION	15152218 I Hart	MF
A3	Updated in accordance with Technical Audit comments 12092018	26092018 JH in design	MF
A2	Extent of S.278 works amended	16062018 I Hart	MF
Rev	Description	Date	CRN1

Glanville
 Cornerstone House
 62 Foxhall Road, Didcot
 Oxon, OX11 7AD
 Tel: 01235 618350 Fax: 01235 617739
 info@glanville.co.uk www.glanville.co.uk

Client: **Deanfield Homes**

Project: **Milton Road, Shipton Under Wychwood**

Title: **S.278 Highway Works Engineering Plan**

Project Engineer: J Forc Scale: 1:100 @ A1
 Project Director: J Birch Date: June 2018

Stage: **CONSTRUCTION**

Drawing No. **810305/6500** Rev: **C2**

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No comment
(2) Local Resident, (Shipton-under-Wychwood)	Object – I would like to object to this proposal as the parking restrictions will force parents to park in the development and increase traffic. I have 2 cats who I am extremely worried about endangering.
(3) Local Resident, (Shipton-under-Wychwood)	<p>Object – We strongly object to this proposal for the following reasons:</p> <p>There is dedicated parking specifically for school drop offs and pick-ups at the start and end of the school day on the development in Oak Drive on the adjacent road running alongside the playground (though having only just been completed, from what we can see, the system is not up and running at present, no school gate yet).</p> <p>At this stage, it is too soon to know how this new system will work out and, in our view, too hasty a decision to be planning double yellow lines adjacent to school in Milton Road. There are security gates at either end of the road leading into the dedicated parking road adjacent to access road on Oak Drive and, if locked for part of the day, parents/visitors would need an alternative space for the occasional drop-off during the day outside school at Milton Road. If this space is not available, it is likely the private access road in Oak Drive will be used when gates are locked. Residents have been advised by the Property Management service responsible for overseeing this development that vehicles should not park along the access roads to the development. This has already started to happen at drop off and pick up times. This is wholly unacceptable and not what was agreed when we purchased the property. We cannot be put in the invidious position of "policing" parking outside our houses during pick up and drop off times and possibly at other times during the school day when the potential for this to happen will be greater if no parking spaces are available within close proximity to the school.</p> <p>When the system of pick up and drop off is properly underway this should considerably ease traffic congestion on Milton Road and could obviate the need for double yellow lines on Milton Road.</p> <p>We should just add here that we are amongst the households located opposite the school, and are directly affected by</p>

	<p>these proposals and trust this will be taken into consideration when uptake of these proposals were reviewed.</p> <p>For these reasons we therefore strongly object to this proposal.</p>
<p>(4) Local Resident, (Shipton-under-Wychwood)</p>	<p>Concerns – I am generally supportive of the proposed restriction. However, I have some concerns and would ask you to consider some changes.</p> <p>Concern #1: Parking during school arrival and collection is already a very considerable problem. At these times there are already cars parked on the south side of Milton Road all the way from this corner down to the service station. Recently this has got much worse with cars also sometimes parked on the north side pavement and verge between Castle Bank and the gate into the sewage farm and solar farm.</p> <p>This additional restriction may cause parking on the pavement outside the houses on the north side (including Castle Bank), often with people claiming "it is only for a moment", with significant reduction in width, as well as obstruction and dangers to pedestrians and to children crossing the road.</p> <p>Concern #2: The new development (Oak Drive) included space to provide additional parking for the school. That is not yet in use as the developers are still using it, but it is not clear how effective that will be as it is very small, has a very limited number of spaces, and is likely to often be used by the Oak Drive residents as overflow parking if they have more than one car or are using their garages for other purposes.</p> <p>Suggestion #1: Also add a single yellow line along the north side of Milton Road from the Oak Drive corner all the way to the bridge across the stream at the garage. This is not currently generally used (except as described above) and vehicles should never be parking on this side during school hours - the restriction would be to avoid people starting to use it. A single yellow line would probably be fine as the occasional car or business vehicle parking on that side at evenings or weekends would not be a problem.</p> <p>Suggestion #2: Add parking restrictions in the school car park in Oak Drive to make parking restricted to use for school drop-offs and pickups on school days (say, 8AM to 5PM).</p>

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<p>(5) Local Resident, (Shipton-under- Wychwood)</p>	<p>Support – Supporting because I have young children and have experienced very dangerous parking and witnessed near accidents on this junction recently.</p>
<p>(6) Local Resident, (Shipton-under- Wychwood)</p>	<p>Support – Parking on the corner of Oak Drive/Milton Road is obstructive & potentially dangerous. As the new school drop-off area will soon be available, it is also entirely unnecessary.</p>
<p>(7) Local Resident, (Shipton-under- Wychwood)</p>	<p>Support – I think it might be an idea to make the double yellow lines continue further into Oak Drive than proposed, because people may try and park along the street and thereby block the road.</p> <p>We live opposite the new development. Getting in and out of our drive is difficult at the best of times. At school drop-off and pick-up times, this is made much worse by cars parked close by. Also, we live on a blind bend and cars coming around this bend won't see parked cars close to or at the entrance of Oak Drive.</p>
<p>(8) Local Resident, (Shipton-under- Wychwood)</p>	<p>No objection – We live on Oak Drive, right beside the junction and have been watching out our kitchen window at parents parking on the zigzag lines by the school, the double yellow lines beside the zigzag and on the double yellows at the other side of the junction. Unfortunately, the drop off zone is not open at one end yet, so not in use, although this morning a couple of sensible parents were using it by going in at the exit and turning around so parking safely before walking around with their children. Plenty other parents are coming into Oak Drive to drop off, then doing three point turns in residents' driveways and this morning one car reversed into the drop off zone as a large lorry was coming out - not ideal. One stupid driver drove into the junction with Milton Road, then reversed by out onto the road narrowly avoiding a car coming from Milton.</p> <p>We welcome any measures you can do to help parents park sensibly before an accident takes place. Could the head teacher be made aware of the problems and perhaps a traffic warden for a couple of mornings and afternoons would get the message across? They would only be needed for 45 mins each time.</p>