CMDE9

Divisions: Sonning Common

CABINET MEMBER FOR ENVIRONMENT– 27 MARCH 2014

CONSIDERATION OF OBJECTIONS TO EXPERIMENTAL TRAFFIC REGULATION ORDER – SHIPLAKE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections received following the introduction of an Experimental Traffic Regulation Order which introduced parking restrictions in the vicinity of Shiplake station.

Background

2. Concerns have been expressed over a number of years by Shiplake Parish Council and individual residents that parking by rail commuters was occurring in such numbers and locations that not only caused congestion and nuisance, but large vehicles were having great difficulty manoeuvring. Officers discussed with the Parish Council a number of different schemes for parking control and also options for funding. It was finally agreed that the best approach was to introduce restrictions only in the main part of the village, rather than across all roads which would remove all opportunity for commuter parking. The then Councillor for Shiplake (Councillor Peter Skolar) allocated some of his Area Stewardship Fund towards the cost of implementing these restrictions.

3. The need for urgent action was highlighted in summer 2012 when the operator of the school bus proposed that it was no longer safe for the coach to get along Station Road due to the narrowness caused by the parking and instead children would have to be picked up at the War Memorial. It was therefore agreed with the Parish Council that controls would be introduced through an Experimental Traffic Regulation Order which would allow early introduction of the necessary restrictions and give residents the opportunity to comment on their effect and appearance thereafter.

4. Restrictions implemented with the Experimental Traffic Regulation Order are shown at Annex 1; these have now been in place since September 2012.

Responses to the restrictions

5. Five responses have been received commenting on the effect of the restrictions. These are summarised at Annex 2 and are largely requesting

additional measures to deal with the effects of cars being displaced by the existing restrictions. Separately, a site meeting has been held with representatives of the Parish Council and Thames Valley Police to discuss the operation of the restrictions and the views of the local community regarding their effectiveness. At that meeting it was agreed that it was desirable that the Experimental Order be continued and made permanent, and that some minor additions (as shown at Annex 3) should be considered. If implemented, these will deal with some of the points raised; others can be addressed by the use of informal access protection markings.

6. In the light of the responses received and the views of the Parish Council, it is recommended that the Experimental Traffic Regulation Order is confirmed and that formal consultation take place to introduce the minor additions shown at Annex 3, subject to the consideration of any objections received.

Financial and Staff Implications (including Revenue)

7. The costs of this project have been met from the Area Stewardship Fund.

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to:-**

a) approve the making of a permanent traffic regulation order for the parking restrictions in Shiplake that were the subject of the Experimental Order;

b) instruct officers to carry out formal consultation on the proposed minor additions as set out in this report and to report the results of that consultation to a future meeting.

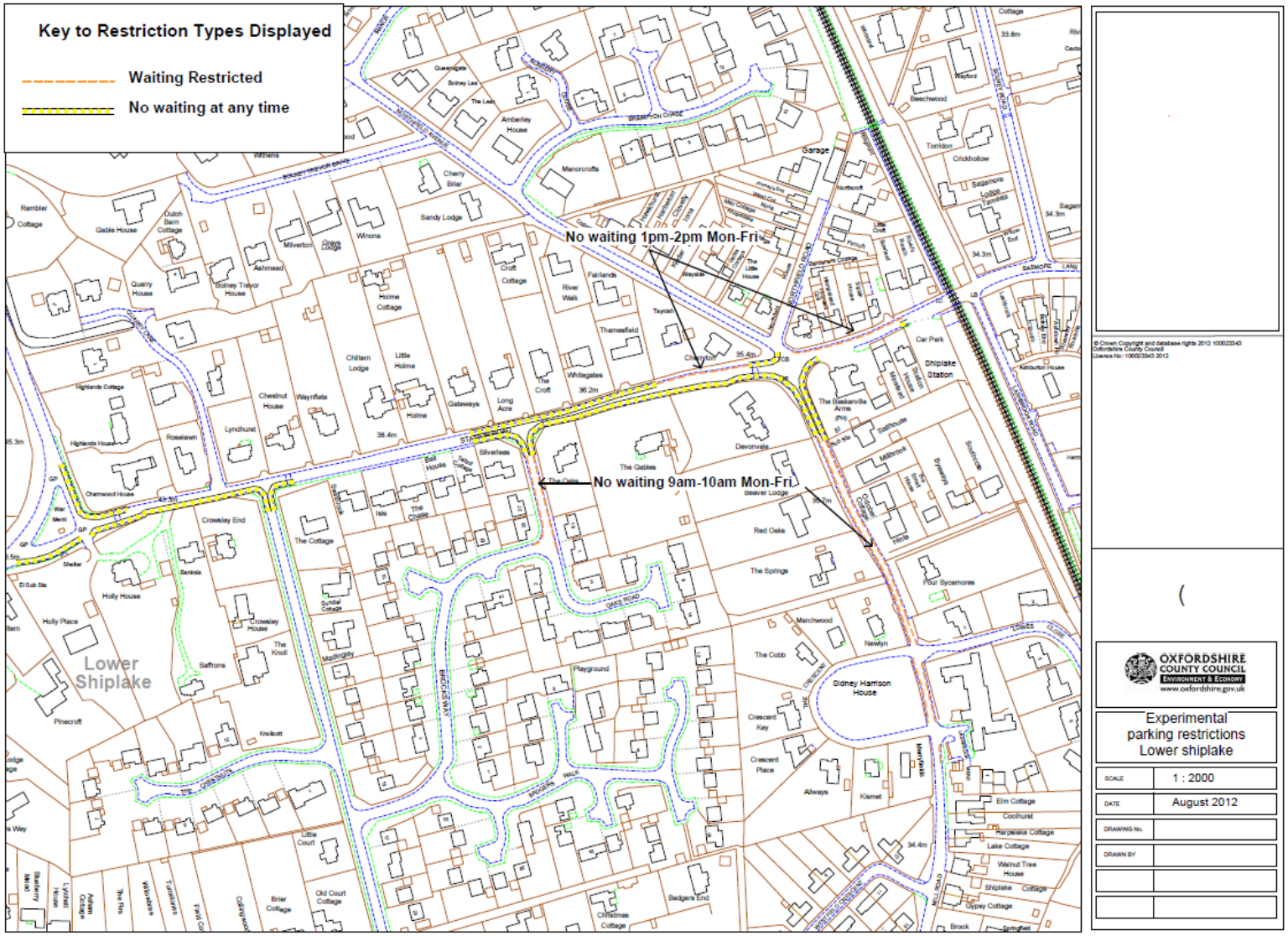
MARK KEMP
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

March 2014

ANNEX 1

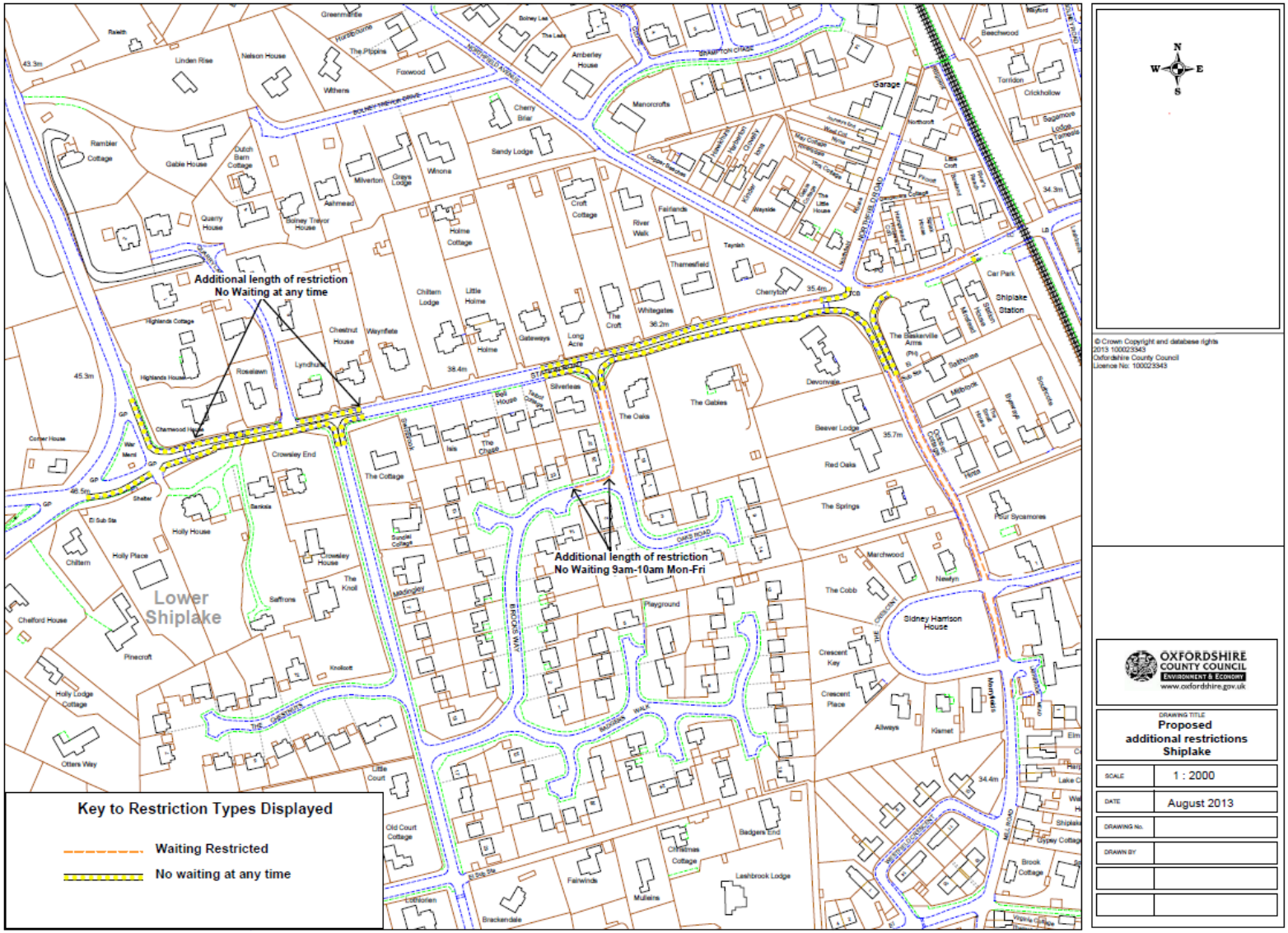

Key to Restriction Types Displayed
Waiting Restricted
No waiting at any time
No waiting 1pm-2pm Mon-Fri
No waiting 9am-10am Mon-Fri
Lower Shiplake
OXFORDSHIRE COUNTY COUNCIL
ENVIRONMENT & ECONOMY
www.oxfordshire.gov.uk
Experimental parking restrictions Lower shiplake
SCALE 1 : 2000
DATE August 2012
DRAWING No.
DRAWN BY

ANNEX 2

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT
Two residents of the central section of Station Road, Shiplake	The restrictions in place on parts of Station Road have simply moved the commuter parking away from the section nearest the station and it now takes place on the section between Brocks Way and Crowsley Road. This has made it difficult for residents reversing off driveways as visibility is reduced and traffic restricted to a single lane. Suggests that a 1-hour restriction is applied on each side of the road to prevent commuter parking but still allow visitors to park at other times
Two residents of the central section of Station Road, Shiplake	The restrictions in place on parts of Station Road have simply moved the commuter parking away from the section nearest the station and it now takes place in the remainder of Station Road. This has created blockages outside properties between Brocks Way and Crowsley Road, made it difficult for residents reversing off driveways as visibility is reduced by parking on both sides of the road and made it dangerous for children to cross the road due to reduced visibility. Suggests that a 1-hour restriction is applied on each side of the road to prevent commuter parking.
A resident of the central section of Station Road, Shiplake	The new restrictions have divided residents of Station Road into those who have the yellow lines and those who have the commuter parking; for the latter there are problems egressing driveways due to parking being too close. Markings are needed at each driveway to keep them free of parking.
A resident of Shiplake	Suggests that there should be some relaxation in the restrictions at the eastern end of Station Road to allow some commuter parking there and thus reduce the pressure on other parts of the road. Suggests that commuter parking is allowed on one side of Brocks Way – the current restrictions are excessive and allowing commuters to park here will reduce the pressure on Station road. Suggests there could be a reduction in the length of restriction on Station Road opposite Brocks Way.
Several residents of Oaks Road, Shiplake	Object to the Experimental Traffic Regulation Order as it is incomplete and inconsistent with respect to the objectives and inevitable displacement effects which causes potential hazards and road restrictions

ANNEX 3


Additional length of restriction
No Waiting at any time
Additional length of restriction
No Waiting 9am-10am Mon-Fri
Lower
Shiplake
Key to Restriction Types Displayed
Waiting Restricted
No waiting at any time
N
W
E
S
© Crown Copyright and database rights 2013 100023343
Oxfordshire County Council
Licence No: 100023343
OXFORDSHIRE COUNTY COUNCIL
ENVIRONMENT & ECONOMY
www.oxfordshire.gov.uk
DRAWING TITLE
Proposed additional restrictions Shiplake
SCALE 1 : 2000
DATE August 2013
DRAWING No.
DRAWN BY