

Divisions affected: *Grove and Wantage*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 13 OCTOBER 2022

WANTAGE: SPRINGFIELD ROAD & MARY SHUNN WAY - PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the new “No Waiting at Any Time” (double yellow lines) parking restrictions in Springfield Avenue Road and Mary Shunn Way, Wantage.

Executive summary

2. This report presents responses received to a consultation on proposed new “No Waiting at Any Time” (double yellow lines) parking restrictions in Springfield Avenue Road and Mary Shunn Way, Wantage as shown in **Annex 1** to address safety and congestion problems associated with parking at the north end of Springfield Road.

Financial Implications

3. Funding for the proposal, including consultation, if approved will be met from the County Councils Road County Council’s Accessibility and Road Safety Programme.

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 also of pedestrians walking on the footways (in particular on the western side of Springfield Road which is frequently over-run by vehicles).

Consultation

6. Formal consultation was carried out between 31 August and 30 September 2022. A notice was published in the Oxfordshire Herald Series newspaper and

an email sent to statutory consultees, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, , and the local County Councillors representing the Grove & Wantage divisions. A letter was sent to approximately 30 adjacent premises, and street notices placed on site in the immediate vicinity.

7. 33 responses were received during the course of the statutory consultation, comprising of seven objections (21%), three raising concerns (9%), 22 in support (67%), and one non-objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

9. Thames Valley Police raised no objection to the proposals.
10. Seven objections and three expressions of concern were received from member of the public, all local residents, which focussed on the loss of parking for residents of Springfield Road, and the resulting inconvenience, with concerns also being expressed on the possible adverse effect of the value of their properties.
11. While noting these responses, the proposals essentially make legally enforceable the guidance of the Highway Code that drivers should not park within 10 metres of a junction in respect of the proposals by the Mary Shunn Way junction, and also taking account that Springfield Road is not wide enough for parking on both sides of the road, and therefore the proposals for the west side of the road again formalise the advice of the Highway Code not to park where doing so obstructs the highway. The extension of the waiting restrictions on the east side south of the A417 Charlton Road junction will help address difficulties currently experienced due to turning traffic being unable to approach / clear the junction.
12. Additionally, it should be noted that several of the properties on the west side of Springfield Road have off-street parking, although site observations indicate that this is not always made use of.
13. Expressions of support were received from twenty-two members of the public, and accounted for around 70% of the overall responses received, and show an overall high level of local support for the proposals

Bill Cotton
Corporate Director, Environment and Place

Annexes

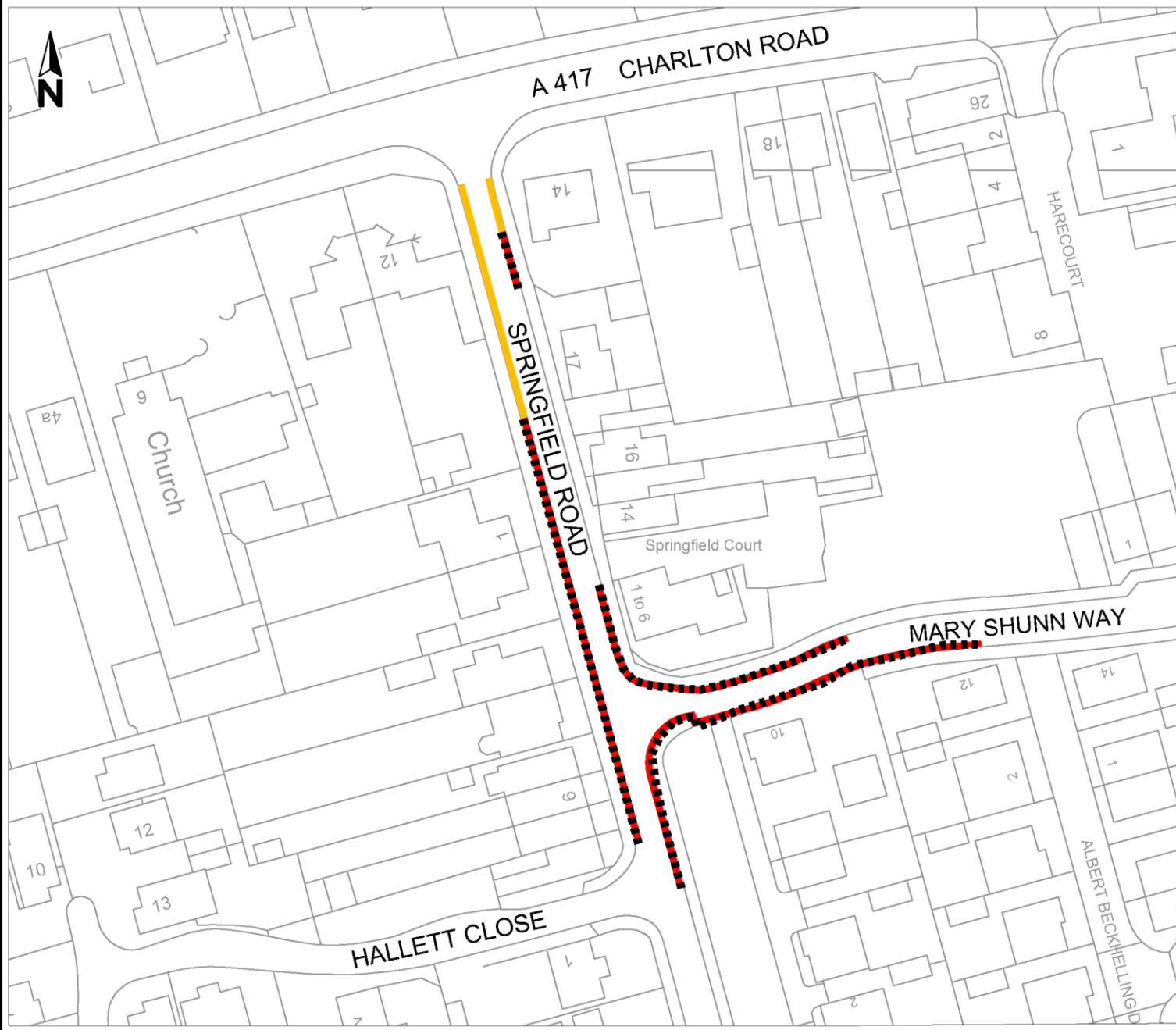
Annex 1: Consultation Plan
Annex 2: Consultation responses

Contact Officers:

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October 2022

Drawing No.		Revision	
		0	
Key			
		Proposed 'No Waiting at Any Time' parking restriction	
		Existing 'No Waiting at Any Time' parking restriction to remain	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
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PROPOSED PARKING RESTRICTIONS			
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Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 08/22	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local business, (Wantage, Fyfield Close)	Object - Policing of restriction
(3) Member of public, (Harwell, Fidler's Orchard)	Object - Reduction of parking availability for parents at school times will make the issues worse, not better.
(4) Member of public, (Wantage, Springfield Road)	<p>Object - The proposal dramatically reduces the parking available to residents in Springfield Road. There has been no consideration as to how the remaining existing parking can be allocated to those living in Springfield Road i.e permit parking. This road has reduced visibility due to excess parking during business hours because employees of Charlton Park Garden Centre choose to park their cars on this side street rather than their business premises. This proposal will cause unnecessary inconvenience to residents, when it should be their right to park outside their houses as they have done for decades. It will effectively reduce their house value.</p> <p>It is very frustrating as a resident of Springfield Road that the visibility was never a concern or a priority when it was a school. It is remarkable now the school has gone that this is being considered and can therefore only be because the East Gate site has been overdeveloped and appropriate planning was not put in place. The planning department have failed to safeguard the rights of existing residents.</p>
(5) Member of public, (Wantage, Springfield Road)	<p>Object –</p> <ol style="list-style-type: none"> 1. This proposal was not part of the original planning application for the housing development on Springfield Road. We purchased our house on Springfield Road in 2016, knowing that planning had been granted for the new houses to be built. However, had this planning application included putting DYLS outside the house we may have reconsidered the price we paid, or indeed buying the house at all. Not being able to park outside our house will have an impact on the value of our property in the future. 2. We agree that safety at the junction of Springfield Road/Mary Shunn Way needs to be addressed. However, the

	<p>number of cars parking on Springfield Road is not going to change, so the DYs are likely to make the rest of the road more congested. This will have a knock on effect on safety elsewhere on Springfield Road.</p> <p>Cars and other vehicles travel very quickly up and down the road and we feel this is a bigger safety concern.</p> <p>3. We want alternative options to be considered and discussed. For example, putting in a one way system in the new housing development, DYs covering a smaller area (on the Mary Shunn Way side of the road only), and traffic calming measures on Springfield Road to slow the speed of vehicles.</p>
<p>(6) Member of public, (Wantage, Springfield Road)</p>	<p>Object - We object to the proposed parking restrictions because they will put increased pressure on already oversubscribed parking spaces on Springfield Rd, meaning that when the parking spaces near our house are occupied, we will have to park some distance from our house, and travel on foot from our car to the house, often in the dark, and in wet weather, with our small children and/or our shopping and dog. Since that journey on foot would require crossing roads with traffic on them, it would be not merely an inconvenience, but a safety concern. There is already too much pressure on the parking spaces on Springfield Rd, partly because many of the staff from the Charlton Rd garden centre frequently park on Springfield Rd. The proposed restrictions would exacerbate this situation and it is for these reasons that we object to them in the strongest terms.</p>
<p>(7) Member of public, (Wantage, Springfield Road)</p>	<p>Object - Elements of the above proposal, viz extending double yellow lines on the North and East side of Springfield Rd where it joins Charlton Rd, and installing double yellow lines on the East side of Springfield Rd outside Springfield Court Flats into Mary Shunn way, will assist this proposal.</p> <p>However the extension of double yellow lines on the West side of Springfield Rd not only has little, if any, bearing on aiding pedestrians exiting or entering East Gate estate, but will serve to increase danger from vehicles speeding down Springfield Rd towards Charlton Rd from the South end of East Gate, upper Springfield Rd and Larkdown. Therefore OCC will be in breach of its responsibilities and I strongly object to the extension of double yellow lines on the West side of Springfield Rd.</p> <p>At present, residential parking on the West side of Springfield Rd from Houses Nos 3-8 inclusive, provides a "chicane", effectively slowing traffic.</p> <p>This type of adhoc traffic calming can be found in other close by residential locations such as Springfield Rd [East-West], Larkdown and sections of Ormond Rd, so is very much in keeping with the local area.</p> <p>There are no alternative OCC proposals to introduce traffic calming measures on Springfield Rd [North-South].</p>

	<p>In order to further aid safe passage of traffic and minimise danger to pedestrians, as well as ensuring this chicane effect does not get abused by non residents, the introduction of resident only permit/parking between Nos 3-8 would be highly desirable. [At present employees of the Charlton Rd Garden Centre frequently park on the East side of Springfield Rd near the junction with Charlton Rd and outside Springfield Court flats. If double yellow lines are introduced as proposed to these sections, it is likely that such employee parking will simply be transferred to other areas of Springfield Rd.]</p> <p>In addition to removing the above traffic calming measure if double yellow lines are installed between Nos 3-8, it will cause significant inconvenience to residents of those properties. Where are residents and any visitors supposed to park? Do OCC have any proposals for this? The East Gate new development is mandated to include parking for residents and visitors.</p> <p>If double yellow lines means "no waiting at any time" this will impact hugely on the safe unloading of very young and older residents, and deliveries of online shopping . It appears that residents of this section of Springfield Rd will be unfairly penalised by this section of the proposal to satisfy the Bovis Homes development.</p> <p>As residents Springfield Rd we have lived in this house for many years - One of the reasons for living here was that it was generally a quiet residential road (other than the start and end of 190 days of school), which had on street parking and thus easy access in and out for our family and visitors. I am concerned that if double yellow lines are installed outside it will impact on the value and saleability of our property in the future.</p> <p>I should welcome the opportunity to meet with you on site and discuss any of the above points with you and listen to your views and enlist your support in amending the current proposals as suggested above, to the benefit and safety of pedestrians, motor vehicle and other road users and residents of Springfield Rd,</p>
<p>(8) Member of public, (Wantage, Springfield Road)</p>	<p>Object - There had indeed been a marked increase in traffic whilst the construction of the new houses on the East Gate development was underway, but as construction is nearing completion the amount traffic using Springfield Road has decreased. I agree that occasional careless parking by some individuals can sometimes impair visibility for both pedestrians and drivers using Springfield Road and Mary Shunn Way. In Addition, Springfield Road is a long, straight road and it's frequently observed that some motorists exceed the speed limit causing safety concerns for pedestrians. The proposed double yellow lines do not address this issue, introducing no parking restrictions on the South of Springfield Road would potentially increase the likelihood of speeding motorists.</p>

	<p>We'd also like to raise the following objections:</p> <ol style="list-style-type: none"> 1. Having 'no parking' restrictions outside properties on Springfield Road would cause a great inconvenience for loading and unloading, particularly for those without driveways 2. Where are residents supposed to park their cars if this proposal goes ahead? 3. It would undoubtedly devalue our property with the introduction 'no parking' restrictions 4. Extending the double yellow lines both East and West side of Springfield Road would surely increase the number of parked cars further North on Springfield Road, causing a safety issue in the vicinity of Sedge Smith Way <p>We'd like to ask whether alternative safety measures have been considered to improve pedestrian safety such as:</p> <ol style="list-style-type: none"> a. traffic calming b. pedestrian crossings c. perhaps a 'one way' traffic route around the East Gate Development to avoid two-way traffic entering & exiting both Mary Shunn Way and Sedge Smith Way d. Residents permit parking on Springfield Road <p>If parking restrictions are deemed necessary, then residents permit parking for Springfield Road would be our preferred option over double yellow lines; it would restrict the parking and improve pedestrian safety whilst causing the least inconvenience to residents.</p>
(9) Member of public, (Wantage, Appletons)	<p>Concerns - Again, Whilst I agree with the proposal. i have concerns regarding whether these would be enforced.</p>
(10) Member of public, (Wantage, Roman Way)	<p>Concerns - Again this just makes people park in more risky areas and doesn't solve the use of cars and need to park issue</p>
(11) Member of public, (Wantage, Springfield Road)	<p>Concerns - If this goes ahead I will lose parking for a second car, as a 4 bedroom house which would expect to have a 2 car household. I have parked outside my house for the past 14 years. Now the estate has been built, carefully calculated to allow all of their houses to have spaces for at least 2 cars as well as visitor parking spaces, I have to lose mine. Where will I park my second car? Other households on the West side of Springfield Road will also be parking their cars further up the road. I will end up parking outside other peoples houses causing them problems with parking their cars.</p>

	<p>I am in agreement for double yellow lines on the East side of the road to enable better visibility, especially at the beginning of the road by the T junction and around the entrance to Mary Shunn Way. Trying to exit Mary Shunn Way when cars are parked on the East side, right up to the turning, is very difficult.</p> <p>But I cannot see the need for extending double yellow lines up the West side. Having some cars parked here encourages other cars to drive slower as they navigate a chicane. When the road is completely clear some cars travel very fast as they see a clear route ahead.</p> <p>Has the option of 'residents parking only' on the West side been discussed. I know many people who are not residents, or visitors of residents, park on Springfield Road adding to the problem.</p> <p>Would it be possible to make the estate a one way system, as the school was? I believe this was suggested at the initial consultation for the building of the estate. If cars were only exiting from further up the road there would not be this problem.</p> <p>We have put up with so much noise, dirt, smells and all sorts of disruption for so many years with this development without any complaint it is the final straw to lose a second car parking space which the developers thought was crucial for their houses!</p>
<p>(12) Member of public, (Wantage, Russell Craggs Lane)</p>	<p>Support - I currently live on the new build estate off Springfield Road, and the parking on Springfield Road is particularly dangerous for those trying to pull out of Mary Shunn Way. People permanently park on Springfield Road opposite the Mary Shunn Way junction (despite this being illegal as stated in the highway code), as well as immediately to the right of the junction. This means there is absolutely no visibility to those pulling out of Mary Shunn Way. It means that you have to blindly pull your car out into the road and hope no one is coming down Springfield Road at the time. There are often near misses, and having to reverse back into the junction is often difficult, especially if a car has appeared behind you. The parking restrictions are crucial in the interest of public safety to stop an accident from taking place which is inevitably going to happen if these double yellow lines are not introduced and enforced. It will also be really necessary to enforce the double yellow lines, as I worry that even once they are in place those who park their cars on the road will continue to do so, so it would be great to have some enforcement even just for the first few months they are in place.</p>
<p>(13) Member of public, (Grove, Main Street)</p>	<p>Support - It is currently an accident waiting to happen. What wasn't the little parking space opposite the site office negotiated as parking spaces for the houses on Springfield Road</p>

<p>(14) Member of public, (Wantage, Coates Close)</p>	<p>Support - I have a child attending Beavers and use this road to drive to the venue. It is very congested in the evenings at this junction and cars back up onto the main road</p>
<p>(15) Member of public, (Wantage, Sedge Smith Way)</p>	<p>Support - Safety of cars pulling out from Mary Shunn Way onto Springfield Road</p>
<p>(16) Member of public, (Wantage, Truelocks Way)</p>	<p>Support - Increase traffic flow.</p>
<p>(17) Member of public, (Wantage, Springfield Road)</p>	<p>Support - The main problem is cars coming out of May Shunn Way, without stopping or looking out for vehicles travelling in both directions up and down Springfield Road.</p> <p>Perhaps the parking problems may not be so bad when the building contractors finish. Maybe put a white line across Mary Shunn Way entrance.</p>
<p>(18) Member of public, (Wantage, Larkdown)</p>	<p>Support - Parking arrangements are currently dangerous</p>
<p>(19) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Support - I live on Mary Shunn Way and visibility and access to and from Springfield Road is so poor that without the proposals, it will only be a matter of time before there is a serious accident, rather than the multiple daily near misses. Turning out of Mary Shunn Way as it is, is a leave of faith as parked cars on Springfield Road make it impossible to see if it is safe to pull out. Also turning onto Springfield Road from the roundabout is often impeded by parked cars too close to the junction. I fully support the proposal as it will improve road and pedestrian safety.</p>
<p>(20) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Support - I live on Mary Shunn Way, it is incredibly dangerous trying to navigate up and down springfield road. You cannot see oncoming traffic because of parked cars immediately opposite and along the east side of Springfield Road. There have been so many near misses in the past 18 months. As a pedestrian trying to walk into town you have no choice but to pop out from behind parked cars and you can barely see up or down to check no cars are coming. As an electric car driver I am fully aware of how hard it is to hear them and there are multiple in the area. I had a near miss with a mother and pram a few months ago because the vans parked on Springfield Road (VW camper and residents</p>

	<p>trade van) created complete blindness for the woman. Luckily I was going slowly enough to stop but if someone was trying to get out of the way of oncoming traffic they may have been going faster and unable to stop! Multiple times there have been cars so tightly parked that an ambulance would struggle to get through, let alone a fire engine! As a minimum we need parking restrictions immediately opposite the junction for Mary Shunn way to allow people to move in and out safely without causing an obstruction. I would welcome the owners of the cars on Springfield to park on Mary Shunn as it is better than the obstruction they cause at the moment!</p>
<p>(21) Member of public, (Wantage, Sedge Smith Way)</p>	<p>Support - I live on the new Bovis estate where Mary shun is and these corners where you want to put in the lines are an absolute MUST before a bad accident happens or someone gets knocked down. People parking on the corners is a HUGE blind spot and only living here since December we have nearly had many of prangs buy people not being able to see us or vice versa.</p>
<p>(22) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Support - I live on Mary shunn Way. Turning out of this road onto Springfield Road is unbelievably dangerous as you can't see oncoming traffic due to the number if cars oarked in Springfield Rd. Additionally residents park exactly opposite the junction making it more unsafe. When turning onto Springfield from the new roundabout, people just park immediately as you turn and you are faced with standing vehicles.</p>
<p>(23) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Support - The current parking situation poses a significant safety risk. Vehicles regularly park opposite the access to Mary Shunn Way and right up to the junction on the northern side, which means the visibility for all carriageway users is reduced to well below standards set out in MfS and the Oxfordshire Residential Design Guide. Drivers are forced to edge out of Mary Shunn Way and risk getting hit by vehicles driving south from Charlton Road. I have had to reverse back into the road many times, which is unsafe if there are vehicles behind you. I have witnessed drivers mounting the pavement of Springfield Road, to manoeuvre past oncoming vehicles, given they didn't see them coming. Once a pedestrian pushing a buggy had to give way. As confident cyclists, even my partner and I have had to mount the pavement to swerve out of the way of cars that we just couldn't see. I am informed that one resident living on East Gate almost reversed into someone crossing Mary Shunn Way behind him. By extending the DYLS into Mary Shunn Way, it should not just move the problem from one road into another. Maybe the parking by the school access wasn't an issue because it was an entrance only, so no visibility was required along Springfield Road. Lastly, the access from the Charlton Road mini roundabout is also dangerous when cars are parked too close to the junction. I regularly see vehicles blocking the through traffic along Charlton Road because there is not enough carriageway to wait safely. This poses the risk of rear shunt collisions.</p>

<p>(24) Local Cllr, (Wantage, Mary Shunn Way)</p>	<p>Support - It is so unsafe, me and my husband find we can not safely see whilst leaving Mary Shunn way, and have many times got into near collisions due to hindered views, we have many times ended up having to mount on pavements due to not having enough space and find it quite concerning on a daily basis</p>
<p>(25) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Support - As previous I am for parking restrictions as it is a challenge to exit safely</p>
<p>(26) Member of public, (Grove, Blenheim Gardens)</p>	<p>Support - Entering Springfield Road has been made increasing difficult with parked cars blocking your field of view. This has now become worse with the new estate and again navigating around the junctions is very awkward where cars are parked very close to the turns, again blocking the field of view. Extending the yellow lines should help. This may also help, further up the road at the other turnings into Springfield Road & Larkdown.</p>
<p>(27) Member of public, (Wantage, Albert Beckhelling Drive)</p>	<p>Support - The way people currently park there is dangerous. Parking on both sides of the road creating a slalom, including opposite Mary Shunn Way. Parking right near the corner making it hard to see when pulling out of Mary Shunn.</p>
<p>(28) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Support - I support the proposal because of the significant difficulty getting in and out of Mary Shunn Way to or from the Springfield Road. Poor visibility and traffic coming from Charlton Road is on the wrong side of the road because of parked cars and cannot be seen until drivers from Mary Shunn Way are committed and halfway across the road. I have seen many cars have to mount the pavement to get out of the way of oncoming cars. Cars parked directly opposite the entrance to Mary Shunn Way are also a hazard. I have frequently seen cars attempt to negotiate around the parked cars only to have to attempt to reverse back into Mary Shunn Way to allow oncoming traffic which could not have been seen to continue - have seen several near shunts as cars reverse back while other cars attempting to exit Mary Shunn Way continue forward not realising what has happened. I am very much in favour of the double yellow lines but question whether they should be on the opposite side of Springfield Road so that traffic coming from Charlton Road will be on the right side of the road and totally visible from the junction with Mary Shunn Way.</p>
<p>(29) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Support - I support the proposal for the following reasons:</p>

	<p>Exiting from Mary Shunn Way is extremely difficult as there are vehicles parked opposite the junction and then on both sides of the path to the roundabout onto Charlton Rd.</p> <p>This makes it a serious safety risk due to significantly reduced visibility and no ability to maneuver in an emergency scenario.</p> <p>I have seen a number of near misses where individuals have pulled out cautiously only to nearly have a head on collision with a vehicle coming up Springfield Rd. Also the sudden stop of vehicles has nearly led to a number of rear endings.</p> <p>Not only this but as it is the main exit for an estate it sees substantial foot traffic and this just adds to the danger, particularly if someone pulls out onto Springfield Rd only to have to reverse back onto Mary Shunn Way, due to oncoming traffic, risking the wellbeing of pedestrians and other users who may not be as mobile such as children or elderly individuals.</p> <p>I have seen on a number of occasions, particularly with larger vehicle such as trucks, where one vehicle has had to mount the kerb to avoid collision with a car approaching from the other direction as visibility is non existent until moving all the full line of cars. This is also the case for vehicles trying to exit driveways along this stretch of Springfield Rd.</p> <p>This is a bad enough aspect when there is the time to maneuver but for emergency vehicles accessing the estate or adjoining roads it is unacceptable.</p>
(3.) Member of public, (Wantage, Albert Beckhelling Drive)	<p>Support - Dangerous with cars parked</p>
(31) Member of public, (Wantage, Mary Shunn Way)	<p>Support - I live in the new east gate development and currently find it very difficult pulling out onto the Springfield road - extremely dangerous.</p> <p>If there were a possibility to extend double yellows on both sides all the way that would completely increase visibility.</p>

<p>(32) Member of public, (Wantage, Mary Shunn Way)</p>	<p>Support - The junction out of Mary Shunn way is becoming very dangerous with cars parking opposite and on the bends. You cannot see when cars are coming from either direction. We live in Mary Shunn way. Ideally the double yellows need to be on both sides all the way to the roundabout to allow clear view of both the junction of Mary Shunn way and the roundabout. I have found on a few occasions, turning off of the roundabout and immediately queuing to overtake the parked cars on Springfield road and sometimes you can't clear the roundabout before the queue starts risking someone driving in to the rear of my car. Also coming out of Mary Shunn way the hedge on the left is too far forwards causing an obstruction of view up Springfield road causing you to have to nudge out in to the road to be able to see.</p>
<p>(33) Member of public, (Wantage, Westfield Way)</p>	<p>Support - because when you turn off Charlton Rd into Springfield Rd you are met with cars parked on your near side leaving you blind to traffic coming down Springfield Rd.</p>