

## **CABINET MEMBER FOR ENVIRONMENT – 14 NOVEMBER 2019**

### **ABINGDON – A415 OCK STREET: PROPOSED TIME LIMITED PARKING AND LOADING BAY**

**Report by Director for Community Operations (Interim)**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve a proposed extension of a time limited parking bay and the provision of a loading bay, also time limited, on the north side of A415 Ock Street Abingdon immediately west of its junction with Mayott's Road.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development, and when requested by the local member or local councils due to concerns over parking obstructing traffic and / or being detrimental to road safety.

#### **Introduction**

3. The report presents responses received in the course of a statutory consultation to extend a parking bay and provide a new loading bay on the north side of A415 Ock Street Abingdon immediately west of its junction with Mayott's Road.

#### **Background**

4. The above proposal as shown at Annex 1 & Annex 2 has been put forward because of the redevelopment of adjacent land.

#### **Consultation**

5. Formal consultation on the proposal was carried out between 18 September and 18 October 2019. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Abingdon Town Council and the local County Councillor. Street notices were placed on site and letters sent to 23 properties in the immediate vicinity, adjacent to the proposals.

6. Five responses were received. One objection, two making observations but no objection and two in support. The responses are set out at Annex 3 with copies of the full responses available for inspection by County Councillors.

### **Response to objections and other comments**

7. Thames Valley Police while expressing no objection to the extension of the limited waiting or the principle of the loading bay, objected to the proposed time limit applying to the loading bay (1 hour stay, with no return within one hour) on the grounds that the demand on police time to enforce this restriction was significant and, in practice, given other demands on police resources would, in effect, mean that the restriction would not be enforced. The police requested that the maximum permitted time for loading be reduced to 10 minutes, which would be sufficient for the majority of users of the bay and, were a police officer to be present when loading exceeded 10 minutes, they could use their discretion in respect of traffic restrictions to allow the vehicle to remain to complete loading without penalty. The police therefore requested that the proposed maximum stay be reduced to 10 minutes and that this change is also applied to the other loading bays in Abingdon which currently have the 1-hour maximum stay.
8. The above request is noted and officers will review the scope for reducing the permitted time to 10 minutes at the on-street loading bays in Abingdon where currently a one-hour maximum stay applies. Mindful that this will though take some time to carry out, it is recommended that the time limit as currently proposed be approved to ensure that adequate loading space is provided on the completion of the building works, on the understanding that the time period may be reduced following further consultation.
9. Abingdon Town Council expressed no objection to the proposal but requested that the layby is resurfaced noting its current poor condition. It is confirmed that the layby within the frontage of the development will be improved and that the part outside the scope of the restriction will be inspected for remedial surfacing works.
10. Three responses were received from members of the public. Two in support and one expressing no objection. Two responses requested a residents' permit parking scheme given the parking pressures here, in part due to the frequent use for parking by delivery vehicles for the adjacent 'fast food' businesses.
11. While an extension of the existing residents' permit parking scheme in the centre of Abingdon is, in principle, supported subject to funding and the introduction of civil enforcement within the Vale of the White Horse District Council area, it is beyond the scope of the current proposal, noting that the latter does result in additional two hour waiting spaces being provided, thereby helping, to some extent, to alleviate parking pressures.

## **How the Project supports LTP4 Objectives**

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

## **Financial and Staff Implications (including Revenue)**

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

JASON RUSSELL

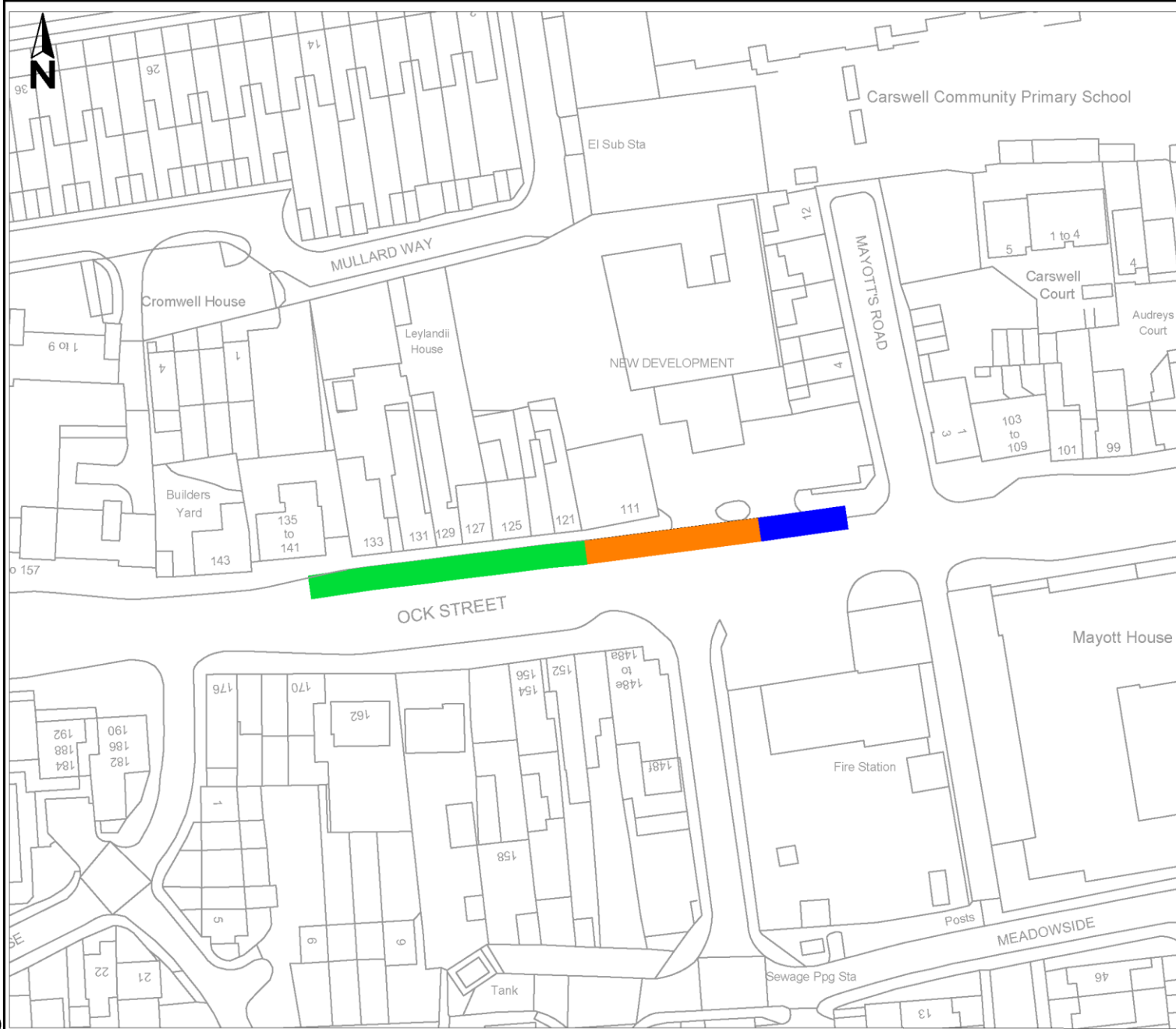
Director for Community Operations (Interim)

Background papers:           Plan of proposed time restricted waiting and loading places  
  Consultation responses

Contact Officers:               Hugh Potter 07766 998704

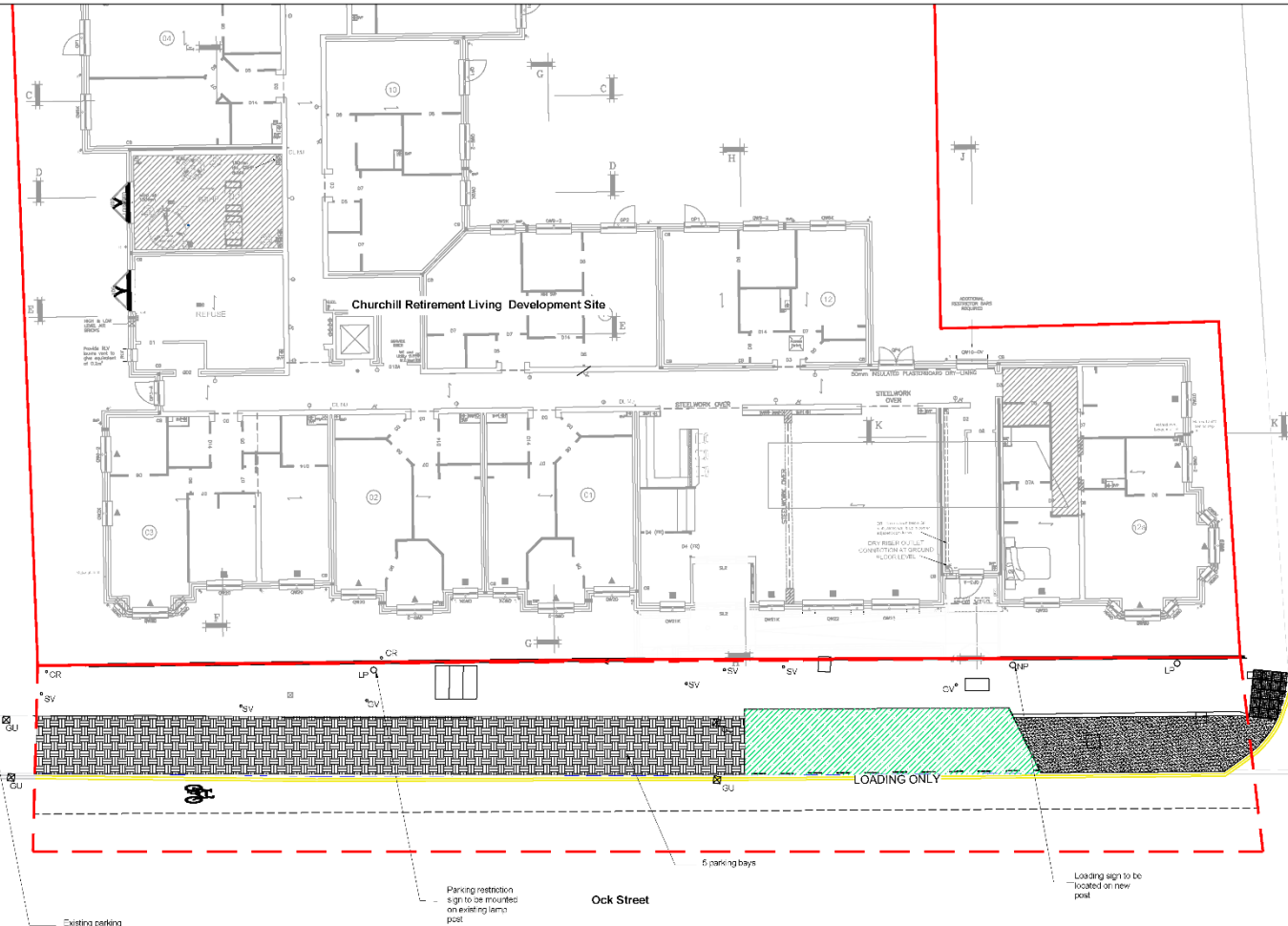
November 2019

C:\Users\jane.clark\OneDrive - Oxfordshire County Council\ITRO useful info\CAD plans\Abingdon Ock Street Parking Restrictions.dwg



Drawing No.		Revision 0	
<b>Key</b>			
		Existing Limited Waiting 2 hours return prohibited 1 hour 8.00am to 6.00pm Monday to Saturday	
		Proposed extension to Limited Waiting 2 hours return prohibited 1 hour 8.00am to 6.00pm Monday to Saturday (approx. 30 metres)	
		Vehicle Loading Bay 24 hours - 1 hour duration (approx. 15 metres)	
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
Project title			
PROPOSED PARKING RESTRICTIONS			
Drawing title			
ABINGDON A415 OCK STREET			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	09/19		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

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- Notes
- Do not scale from drawing.
  - All measurements in millimetres unless otherwise stated.
  - Parking bays to have red lines to separate each bay as per the existing parking in the area.

- Key to symbols
- Churchill Retirement Living site boundary
  - Cycle lane
  - Pebble surface
  - Road edge detail
  - Condition 5 works boundary
  - Existing sign post
  - New sign post
  - Stop valve
  - Gas valve
  - Cable riser
  - Utility cover
  - TRO - Parking Bay
  - TRO - Loading Bay

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Reference drawings

Rev	Date	Drawn	Description	SC	LW
A	24/07/2018	JIS	Traffic Regulation Order information	SG	LW

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Client

**Churchill Retirement Living**

Churchill House  
 Parkside  
 Church Road  
 Ringwood  
 Hampshire  
 BH21 3SG

Title

**Abingdon - Ock Street Frontage Traffic Regulation Order (TRO)**

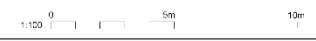
Designed	J Stubbs	JIS	Eng check	S Gosson	SG
Drawn	J Stubbs	JIS	Coordination	J Stubbs	JIS
Dwg check	K Lee	KL	Approved	J Weeks	JW
Scale at A1	Status	Rev	Author	Security	
As shown	For Info	A	STD		

Drawing Number  
**388833-MMD-XX-XX-DR-C-0101**

Sign	TSRGD No.	Details	Mount Height (mm)
	TSRGD Schedule 4 - Part 4 - Item 2	Mon - Sat 8am - 7pm No return within 40 mins	2100
	TSRGD Schedule 4 - Part 4 - Item 5	Loading only with symbol on the left side	2100

Road Markings Schedule									
TSRGD No.	Description	Width (mm)	Line (mm)	Gap (mm)	Length (mm)	Colour	Legend	Legend Height (mm)	Notes
1057	Cycle Symbol	750	-	-	1215	White	-	-	Symbol size to be checked on site by contractor and reported to designer if different.
1012.1	Double Yellow	300	Continuous	-	-	Yellow	-	-	
1006A	Cycle Lane	100	600	300	-	White	-	-	Dimensions are to match existing. Contractor to confirm on site.
1028.4	Loading Bay	75	600	600	-	White	"LOADING ONLY"	700	

Plan  
 Scale: 1:100



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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Object</b> - In principle I do not object to extending the limited waiting bay, however I do object to the proposed loading only bay based upon the timed restriction. I accept any enforcement by TVP will be very limited, having confirmed in previous consultations that parking enforcement features very low in terms of any policing priorities.</p> <p>The reason for my objection is based upon the waiting time allowed for vehicles to load and unload of 1 hour. A number of years ago advice was given to officer's that in order to achieve a successful prosecution to such offences constant monitoring by an officer has to take place. With the current demand placed upon our officer's this rule made enforcement impossible.</p> <p>As a result of this internal rule all loading bays within Henley Town Centre were changed to a maximum stay of 10 minutes duration. Although this may seem short in time I wish to confirm that providing there is evidence of actual loading and unloading taking place discretion to exceed the waiting time would be exercised by our officer's .</p> <p>At two recent Traffic Advisory meetings in Abingdon attended by me and an OCC Officer vehicle loading bays featured on their Agenda. I believe that Abingdon Town Council would support a move to lower the waiting time on ALL loading bays within the Town Centre consistent to Henley.</p> <p>I therefore propose that all loading bays named within this new draft Traffic Order are change to a maximum stay of 10 minutes.</p>
(2) Abingdon-on-Thames Town Council	<p><b>No objection</b> - Members of the Planning, Highways &amp; Consultations Committee noted the above and had no objections. However, they asked if the County Council would also consider re-surfacing the lay-by and the surrounding road area which has been in very poor condition for a number of years.</p>
(3) Local Resident, (Abingdon)	<p><b>No objection</b> - providing this does NOT jeopardise or shorten the amount of spaces for residents parking. It would be a great idea if "we" the residents could get parking permits for the spaces outside our property and not have the fast food outlets delivery drivers take our spaces when collecting food orders. I have also noticed that these delivery</p>

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	drivers drive their cars in and out of the spaces at high speed, I fear someone will get hurt or an accident happen.
(4) Local Resident, (Abingdon)	<b>Support</b> – No comments.
(5) Local Resident, (Oxford)	<b>Support</b> - I am broadly in support of the proposal. As parking and loading restrictions are being discussed for this northern layby, can I suggest that residential parking for the properties on this street (Ock Street 121-133) should be considered. Several of the residential properties here do not have off street parking and changing it from a 2-hour limited waiting to a 30-minute limited waiting unless residents, would be very useful for this layby, which gets very busy with traffic for the nearby takeaway restaurants.