

## **CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018**

### **PROPOSED WAITING RESTRICTIONS RADLEY STATION, RADLEY**

**Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report considers responses and comments received following the implementation of an Experimental Traffic Regulation Order introducing parking restrictions in the vicinity of Radley Station.

#### **Background**

2. Officers have been aware for a number of years of local concerns about commuter parking in the vicinity of Radley Station, particularly since the introduction of charges when the station car park was extended to meet the growing demand for parking there. Recognising that the station and associated car park management regime were leading to overspill into local streets, FGW (the operator of the station) provided funding to facilitate the introduction of restrictions.
3. A number of meetings have been held with Radley Parish Council, County Councillor Bob Johnston and local residents to discuss possible options. In 2015 an informal consultation was carried out throughout the village seeking views on the extent of parking restrictions and in the light of the responses received the scheme shown at Annex 1 was introduced as an Experimental Order in late 2016.
4. An Experimental Traffic Order is one where formal consultation takes place after the scheme is introduced but prior to deciding whether to make the restrictions permanent.

#### **Responses to the restrictions**

5. Immediately prior to the yellow lines being introduced letters were sent to over 500 properties around the village to advise of the forthcoming restrictions and inviting comments and objections to them. A total of 9 responses were received – most from residents in the village – all bar one of these was received within the first few weeks of the restrictions being in place. A summary of the responses received is at Annex 2. Copies of the

correspondence are available in the Members' Resource room. Whilst different points were raised by individuals there were two main issues raised by residents:-

- (a) The retention of some parking on Foxborough Road between Lower Radley Road and the Station entrance road – five respondents felt this should be removed and parking banned along the whole of this part of Foxborough Road
  - (b) The displacement of parking into sections of roads just beyond the ending of the yellow lines – two respondents raised this in respect of St James Terrace and another in respect of Stonhouse Crescent.
6. More recently, Thames Valley Police, Oxford Bus Company and Radley Parish Council were asked for their views on the operation of the restrictions in the light of experience. The Police and bus operator responded that they were working well and requested they remain in place. Radley Parish Council response made the following points:-
- (a) there are still often spaces in the station car park and the Bowyer Arms has had to put a parking scheme in place. There continues to be damage to commuters' cars, particularly those parked on Foxborough Road and St James Road;
  - (b) the Council has concluded that the restrictions should be made permanent but amended to add restrictions between Lower Radley and Spinneys Close (as cars parked on this make it difficult for people leaving Catharine Close who have to turn on to the wrong side of the road on a blind bend) and that the parking currently allowed on Foxborough Road between the station and the Lower Radley turn should be removed;
  - (c) that consideration should be given to further restrictions in St James Terrace/St James Road, but noting that some residents are concerned that these could push displaced cars further along St James Road to the junction with Selwyn Crescent. The Parish Council would welcome the opportunity to discuss alternatives to double yellow lines in this area to assist local residents.

## **Conclusions**

7. The restrictions have been in place for over a year and it seems that they have addressed many of the concerns previously raised, but that there remain a small number of localised issues. It is, therefore, suggested that the Experimental Traffic Regulation Order be confirmed and that officers work with the Parish Council and local Member to bring forward additional proposals in response of the issues raised by the Parish Council. Should there be any objections to these additional restrictions, they will be brought back for consideration and decision in the normal way.

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

8. The proposals implemented through the Experimental TRO have helped facilitate the safe movement of traffic, particularly buses.

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

9. Funding for the Experimental Order was provided by FGW (the train operator) and that will be sufficient for additional measures set out in this report.

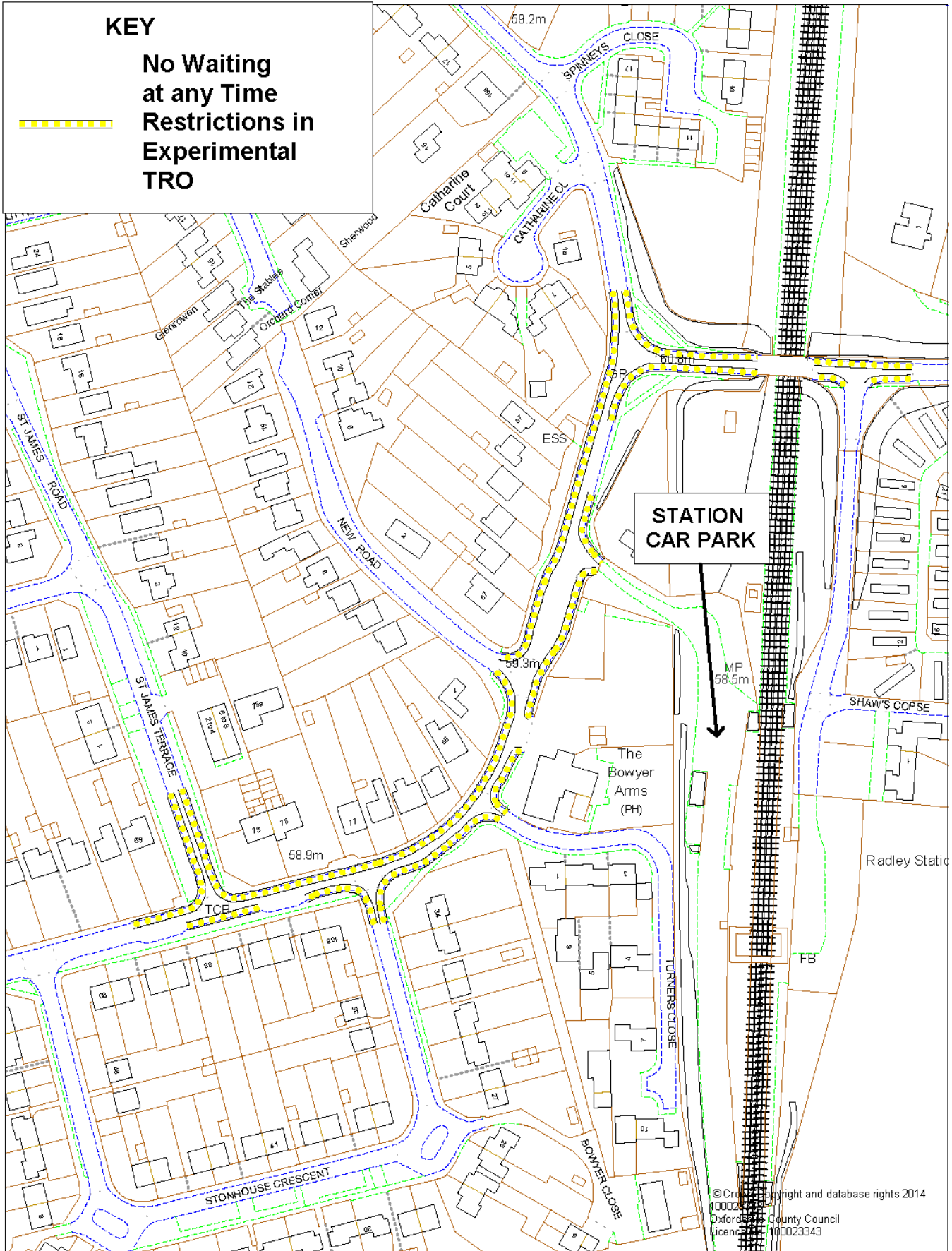
## **RECOMMENDATION**

10. **The Cabinet Member for Environment is RECOMMENDED to:-**
  - a) **approve the making of a permanent traffic regulation order for the parking restrictions in Radley that were the subject of the Experimental Order;**
  - b) **instruct officers to liaise with Radley Parish Council to develop additional restrictions, to carry out formal consultation and to report the results of that consultation to a future meeting (if required).**

OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:            Consultation responses

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March 2018



**PARKING RESTRICTIONS  
 RADLEY STATION  
 RADLEY**

SCALE	NTS
DATE	March 2018
DRAWING No.	
DRAWN BY	

RESPONDENT	COMMENTS
Resident, St James Road	Some of the areas which have had double yellow lines applied should instead be single yellow lined so that it has less impact on residents whilst still preventing commuter parking
Resident, St James Terrace	The areas not covered by the yellow lines now suffer from dangerous parking. Requests that restrictions be extended further along St James Road up to the junction with Selwyn Crescent
Residents, Badgers Copse	Is puzzled that an area outside the station still allows parking and continues to cause obstruction to traffic, particularly buses. Suggests that this parking is removed.
Resident, Radley (no address given)	Is pleased that action is being taken to manage the commuter parking in Radley but is concerned that the area immediately outside the station still allows parking which leads to obstruction to traffic.
Resident, Fox Road	Cannot understand why there remains a gap in the yellow lines on Foxborough Road near the station, the very place where parking causes a blockage
Resident, Radley (no address given)	Wants the gap in the yellow lines on Foxborough Road near the station, the very place where parking causes a blockage, to be filled in to stop parking there
Resident, Stonhouse Crescent	Very disappointed that the parking by the entrance to the station car park remains, causing difficulties for traffic and cyclists in particular. Also, as a result of the yellow lines is that commuters now park along Church Road (north of Lower Radley junction) and on Stonhouse Crescent, both of which need addressing
Resident, St Peters Road, Abingdon	Believes that rather than banning parking on-street the solution to the parking issues in the village would be to make the station car park free.