

CABINET MEMBER FOR ENVIRONMENT – 13 FEBRUARY 2020

DIDCOT – COW LANE, TYNE AVENUE & EVENLODE DRIVE: PROPOSED WAITING RESTRICTIONS

Report by Interim Director Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions at Cow Lane, Tyne Avenue and Evenlode Drive as advertised and as extended following the consultation.

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. This report presents responses received to a statutory consultation to introduce further waiting restrictions on Cow Lane & Evenlode Drive and new waiting restrictions on Tyne Avenue, in Didcot.

Background

4. The above proposals shown at Annex 1 and 2 have been put forward by the Local Member as a result of residents' long-standing dissatisfaction with anti-social commuter parking on the Ladygrove housing estate.

Consultation

5. Formal consultation on the proposal was carried out between 4 December 2019 and 10 January 2020. 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, Didcot Town Council, South Oxfordshire District Council and local County Councillor. Street notices were placed on site and letters sent to 40 properties in the immediate vicinity adjacent to the proposals.
6. Ten responses were received during the consultation. Two objections, seven in support and one neither objecting nor supporting. All comments are recorded 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 did not object to the proposal.
8. Didcot Town Council have objected due to concerns that the restriction proposed for Tyne Avenue is not enough to remove the problems with parking along the road. They have requested that the planned restriction on Tyne Avenue be strengthened by extending it, to at least as far as the junctions with Lostock Place and Swarbourne Close.
9. In response and after confirming with the County Council's Legal team that a further consultation is not required, this request can be agreed and implemented.
10. An objection was received from a resident on the grounds of a) the prohibited parking time of noon - 1pm on the west side of Cow Lane was not long enough, and should be at least 9am - 3pm, if not 24hrs; and b) that the above restriction only applies Monday to Saturday but should also apply on Sundays as well.
11. In response to the first point an informal consultation was undertaken by the Local Member during April & May 2019 which demonstrated that most residents favoured single yellow lines with an hour's prohibition at lunch time (or slight variant), as proposed.
12. In response to the second point, the anti-social commuter parking is not believed to be a significant issue on Sundays.
13. In conclusion the proposed balanced restrictions should improve drivers' sightlines by removing dangerous and obstructive parking, whilst also providing the residents of nos. 3 to 19 Cow Lane, who have shared driveways, with some 'on street' overflow/visitor parking availability.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

15. Funding provided by the Didcot Ladygrove County Councillor through his Councillor Priority Fund.

JASON RUSSELL

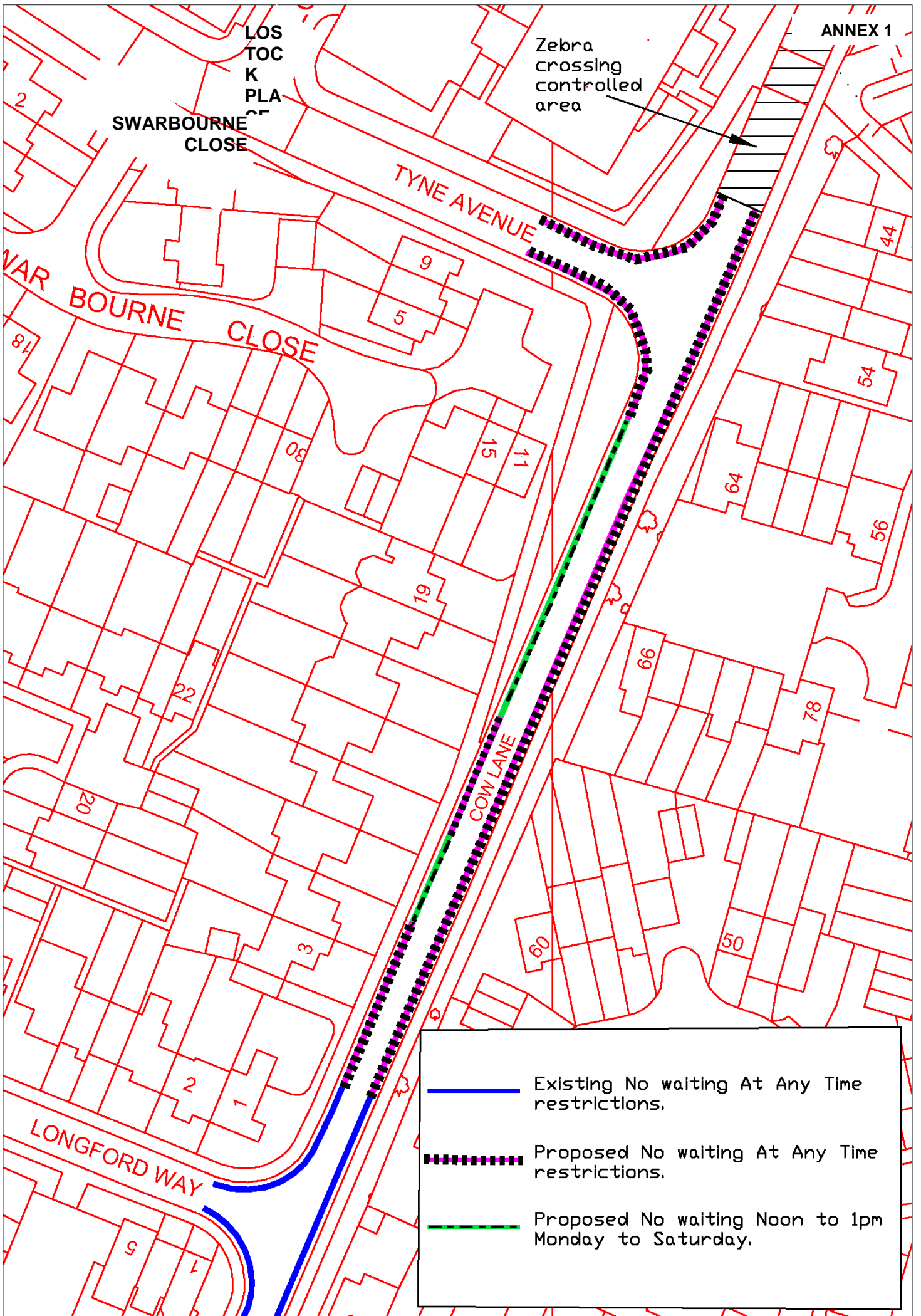
Interim Director of Community Operations

Background papers: Plans of proposed waiting restrictions
Consultation responses

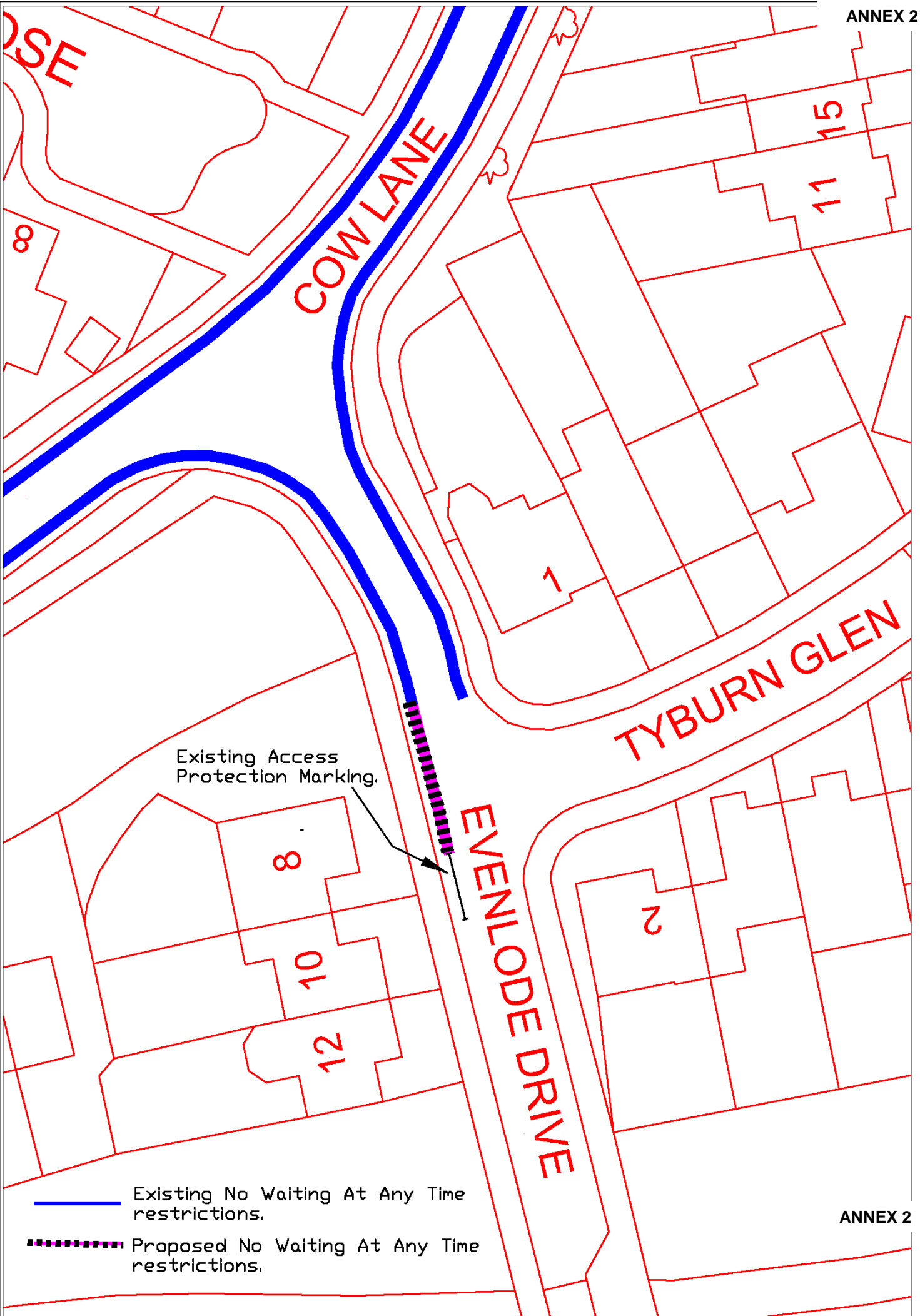
Contact Officers: Hugh Potter 07766 998704/Lee Turner 07917 072678

February 2020

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Existing Access Protection Marking.

- Existing No Waiting At Any Time restrictions.
- Proposed No Waiting At Any Time restrictions.

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – Formal parking restriction in remote residential areas are reliant on good driver behaviour and will not feature for any targeted enforcement activity by Thames Valley Police.</p> <p>Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p>
(2) Didcot Town Council	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Object <u>Evenlode Drive</u> – Support</p> <p>Didcot Town Council is concerned that the restriction proposed for Tyne Avenue is not sufficient to remove the problems with parking along the road. The restrictions planned would merely move the problem further down the Avenue, where there is no restriction planned. Didcot Town Council requests that the planned restriction be strengthened by extending it, at least to as far as the junctions with Lostock Place and Swarbourne Close.</p>
(3) Thames Travel Bus Company	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p>

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<p>(4) Local Resident, (Didcot)</p>	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p> <p>Dangerous and obstructive parking by car drivers is a daily occurrence in Ladygrove and in these locations in particular. The parking obscures the view of drivers when they leave junctions or driveways and causes queues on what are meant to be mainly residential roads which have become parking havens for daily commuters that do not live on Ladygrove.</p> <p>The extension of yellow lines on Evenlode Drive will ensure that cars leaving the junction of Tyburn Glen and Evenlode Drive will have a clearer view. They will not face parked cars opposite the junction which is against the Highway Code and would currently require them to drive on the wrong side of the road close to the junction of Cow Lane. It will also ensure that cars backing up on to Cow Lane will be minimised as they will have less parked cars to wait behind as they travel along the beginning of Evenlode Drive away from Cow Lane.</p> <p>Evenlode Drive is used by both car drivers and pedestrian children as they both make their way towards and home from All Saints School which is close by. Removing the ability to park opposite a junction (by extending the double yellow lines) here will make the area clearer to view for both these drivers and young pedestrians.</p>
<p>(5) Local Resident, (Didcot)</p>	<p><u>Cow Lane</u> – Object <u>Tyne Avenue</u> – Object <u>Evenlode Drive</u> – Object</p> <ol style="list-style-type: none"> 1. I do not believe the marked green lines on the West side of Cow Lane are accurate as they cover the single access/egress for houses 19 - 9. 2. I would strongly advise that the Prohibited parking times noon -1pm areas on the west side of Cow Lane are not long enough this should be at least 9am - 3pm as the Road is often used as overflow parking for the Orchard Centre visitors and Staff and not just Rail commuters (I see it every day). 3. Why no Sunday Restrictions!!! We still have to access the Single drive and often the Road is Full (Orchard Centre & Rail Commuters) Sunday is a normal day.

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	<p>4. Once the new development at the West side of Ladygrove is in use the Restrictions as proposed won't work as it's only 1 hr leaving it free for parking for the other 23hrs! Trains run late and shops stay open late.</p> <p>4. Why are full double lines with all these restrictions not being considered for the whole proposed area. By introducing the Marked green prohibited & timed areas you're not solving anything and as such as someone who has lived with this traffic issue for many years, I think the Plan is Flawed, unless my points above are addressed.</p>
(6) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p>
(7) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – No opinion <u>Evenlode Drive</u> – No opinion</p>
(8) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p> <p>Residents need protection from lengthy parking times where commuters and other rail users park on residential streets and often contrary to the Highway Code.</p>
(9) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – Support <u>Evenlode Drive</u> – Support</p>
(10) Local Resident, (Didcot)	<p><u>Cow Lane</u> – Support <u>Tyne Avenue</u> – No opinion <u>Evenlode Drive</u> – No opinion</p>

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I live in Cow Lane and note the proposed parking restrictions for the road outside of the houses here. I agree that there is a need to restrict parking here as the road is being used for parking daily by commuters and shoppers.

This is frustrating as we share a driveway with 3 other neighbouring houses so cannot often park all cars off road and we often cannot park anywhere near my house because of commuter parking (some cars are left for days or weeks outside my house without moving). There is also often no parking space for visitors. The extent of parking along here has also become dangerous as it severely reduces sightlines for vehicles coming out of driveways and side roads and I have witnessed many near misses.

I, and some other neighbours to whom I have spoken, would like to see a residents' parking permit scheme which is not an option in the consultation. However, I would prefer to see the proposals implemented rather than no action taken.