

Divisions affected: Wallingford

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

LONG WITTENHAM – HIGH STREET – PROPOSED WAITING RESTRICTIONS

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the waiting restrictions at Long Wittenham High Street as advertised.

Executive summary

2. Following provision of cycle bypasses in October/November 2020 at the two existing traffic calming build-outs in High Street, Long Wittenham complaints and comments have been received from cyclists that vehicles parking close to the build-out on the north side of the road have prevented cyclists from using the bypass. While it had been hoped that drivers would refrain from parking too close to the build-out without the need for waiting restrictions that has not been the case and the need for the latter has, unfortunately, been confirmed by recent experience. Therefore, no waiting at any time restrictions of the minimum length required to ensure safe and convenient access to the bypass are now being proposed (Annexes 1 & 2).

Financial Implications

3. Funding for the proposals has been provided from the Science Vale Cycle Network project.

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 cyclists.

Consultation

6. Formal consultation was carried out between 9 December 2020 and 15 January 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council,

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Long Wittenham Parish Council and local County Councillor. Public notices were placed on site in the immediate vicinity with letters also sent directly to approximately 60 properties adjacent to the proposal.

7. Eight responses were received to the consultation. 3 objections, 4 in support and one non-objection.
8. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object to the proposed waiting restrictions but commented that they would not be a high priority for enforcement.
10. Long Wittenham Parish Council and two local residents expressed a strong objection to the proposals on the grounds of their appearance within the Conservation area, an area of high visual amenity and noting that following local initiatives the problems with parking here had largely removed the problem and so felt that it would be appropriate to monitor the situation ahead of making a decision on whether to proceed with them.
11. Cycling UK, a group representing pedal cyclists, welcomed the proposals noting that the recently installed cycle bypasses were frequently obstructed by parked vehicles. Support was also received from three members of the public, two of whom were local residents and one a resident of Oxford.
12. While noting the concerns of the parish council and two local residents on the visual impact of the proposed double yellow lines, these need to be put into the context of the other road markings already in place including the centre lines and edge lines (white road markings) and the SCHOOL KEEP CLEAR zone (yellow markings) adjacent to the current proposals. The latter (School zone) markings – at approximately 50m in length - are both considerably longer than the proposed waiting restrictions (in aggregate approximately 16 metres) – and also much more visually prominent by virtue of their placement as zig zag lines projecting well into the carriageway and noting also that the double yellow lines will be in place of the existing white edge lines already in place on the approach to the road narrowing.
13. Mindful that the safety and amenity benefits of the cycle bypass depend on keeping the approach and exit from the bypass clear of parked vehicles, it is recommended that these are approved and installed without a further monitoring period. However, it is also recommended that, as in other Conservation areas where double yellow lines are very commonly provided, cream colour lines of the minimum legal width are provided to minimise any additional impact over and above the existing edge line markings in the immediate vicinity of the build-out and cycle bypass.

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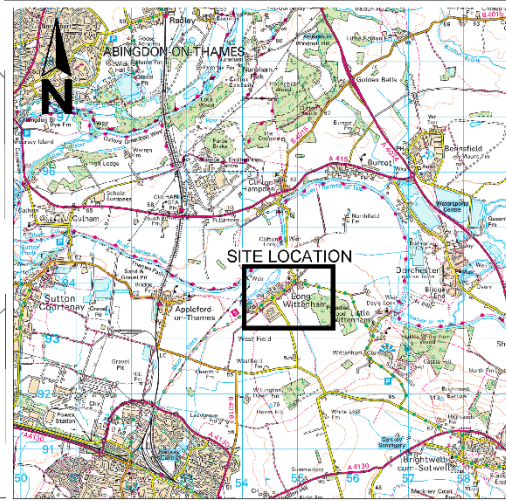
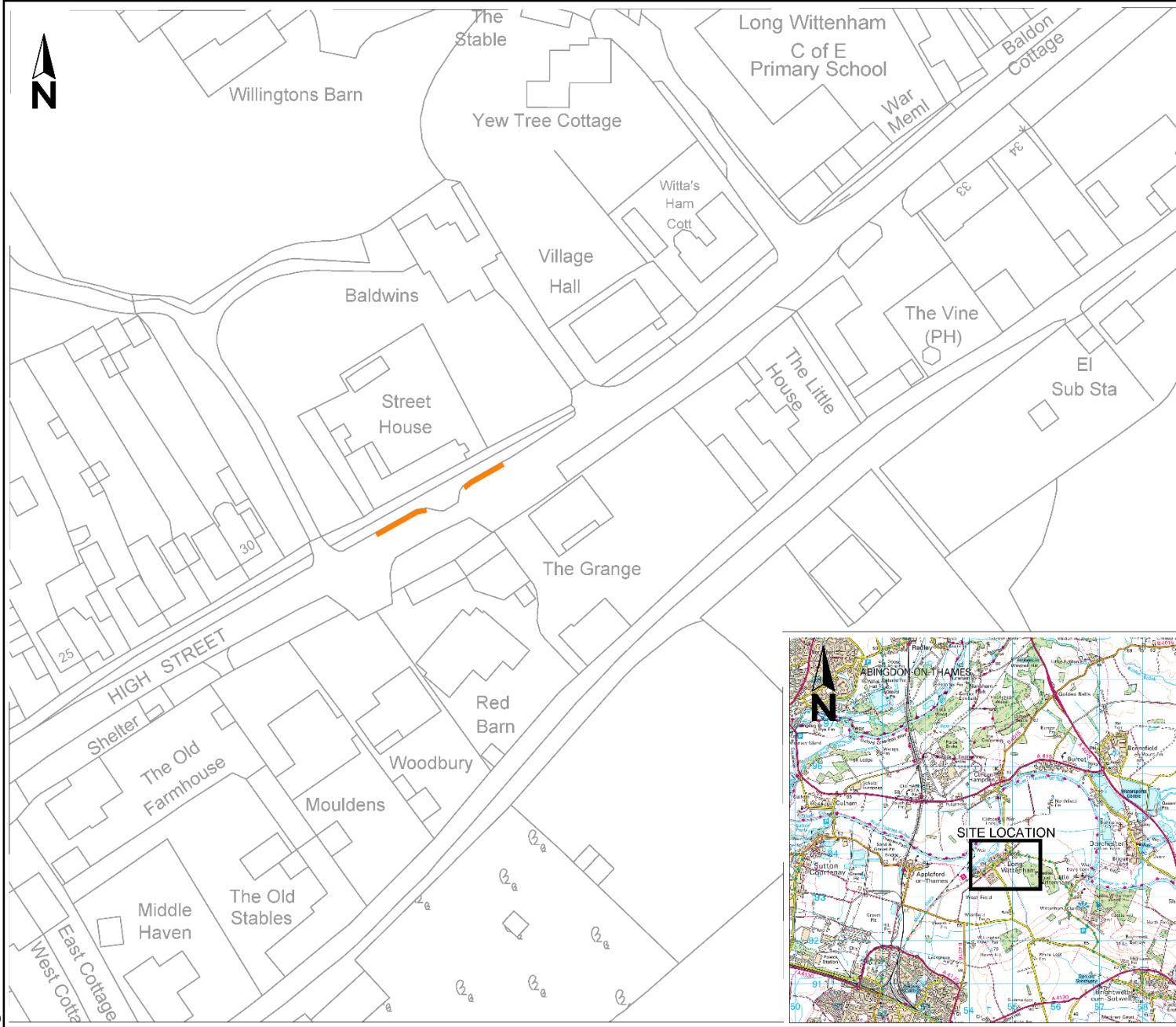
Interim Corporate Director Communities

Annexes Annex 1: Plan of proposed waiting restrictions
 Annex 2: Plan of proposed waiting restrictions
 Annex 3: Consultation responses

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February 2021

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Drawing No. _____ Revision **0**

Key

Proposed 'No Waiting at Anytime'

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
**HIGH STREET
LONG WITTENHAM**



Drawing title
**PROPOSED 'NO WAITING AT ANY TIME'
PARKING RESTRICTION**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
Date drawn	Date checked	Date approved	
12/20			

Oxfordshire Project No. & File Ref

Drawing No. _____ Revision **0**

- Key:**
- G** Replace existing carriageway gullies with 'cycle friendly' gully gratings and frames.
 - B** Remove existing wooden barriers on buildouts and replace with new wooden bollards with weathered tops & reflective band.
 -  New K1a Kerbing to HSD/1100/140 to match existing upstand. Verges behind new kerbs to be reinstated with topsoil as necessary and grass seeded .
 -  AC 10 Close Surf 70/100 (Clause 912) 40mm deep surface course with regulating material where necessary.

- Notes:**
1. Ramped by-pass lanes to be 1.2m wide.
 2. Existing road markings to be repositioned to provide 0.8m wide cycle approach lanes or refreshed as necessary. New road markings required as shown.
 3. SEC to move illuminated sign from the north buildout to the verge, at the start of the works.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1	08.02.12	Amend resurfacing depth.			LMD

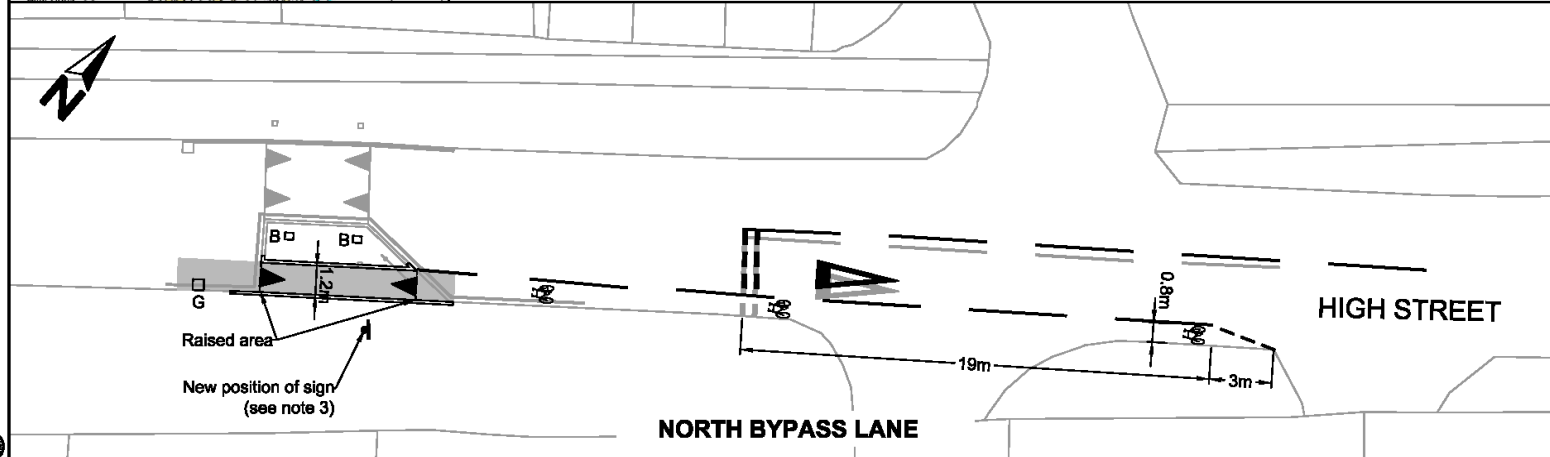
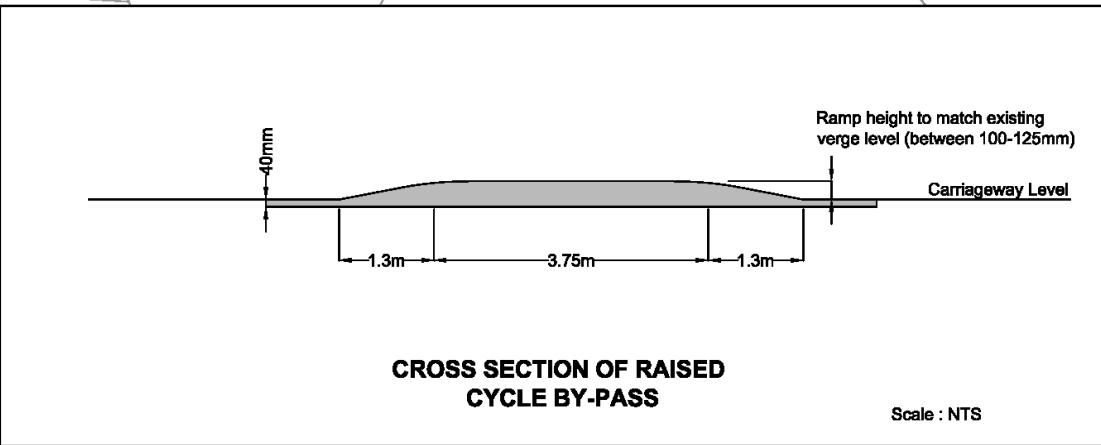
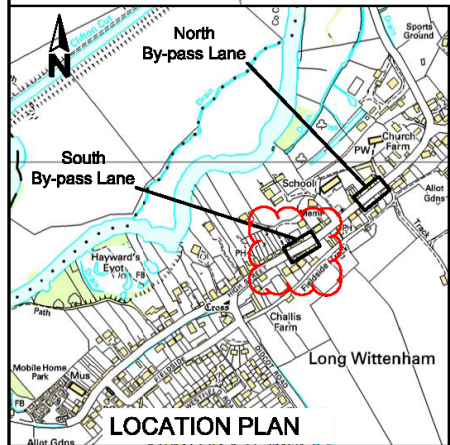
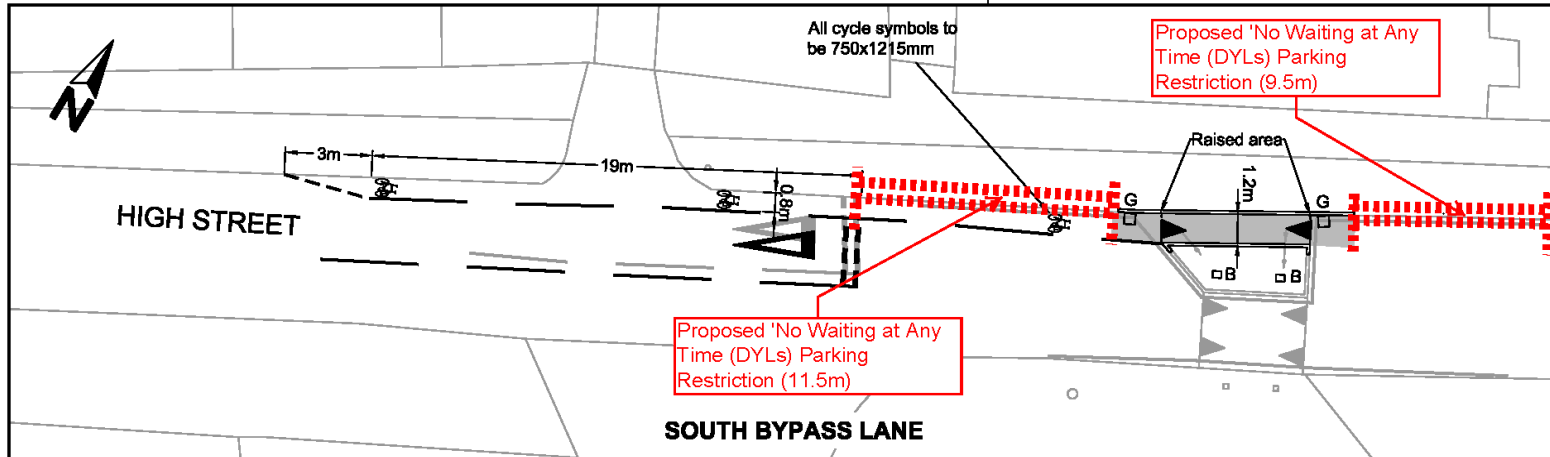

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Project title
SVUK CULHAM TO LONG WITTENHAM CYCLE ROUTE
DETAILED DESIGN

Drawing title
HIGH STREET, LONG WITTENHAM CYCLE BY-PASS IN EXISTING BUILDOUTS

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:200	SRF	LMD	AJP
Date drawn	Date checked	Date approved	
19.01.12	03.02.12	08.02.12	



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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object but must make you aware that isolated restrictions in such remote locations will NOT feature for any level of targeted enforcement activity by our officers.</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) Long Wittenham Parish Council	<p>Object – Long Wittenham Parish Council objects to this proposal.</p> <p>When the cycle lanes were first installed, cars did park there, mainly at school drop-off times. The parish council has since spoken to the school and appealed to residents via our website and social media to respect the cycle lanes. As a result, the problem is happening far less often.</p> <p>Long Wittenham High Street is in the village's conservation area and the council considers such measures would have an inappropriate 'urbanising' effect.</p> <p>As the cycle lanes were only completed a month ago, the council suggests that OCC Highways monitors the situation for three months or until the final Safety Audit has been completed and only installs yellow lines if the parking problem is still deemed to be significant after that period.</p>

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<p>(3) Local Group, (CyclingUK Oxfordshire)</p>	<p>Support - Selfish parking of vehicles frequently blocks access to the cycle bypasses, eliminating the safety benefits of this infrastructure.</p> <p>The proposed Double Yellow Lines would make this parking illegal, and if enforced should stop it. Initial enforcement will be important in ensuring this measure is successful.</p>
<p>(4) Local Resident, (Long Wittenham)</p>	<p>Object – As I write this, the new Cycle Lanes have only been in for about a month. Whilst I accept that there were a few cars parking on the lanes when these were first installed, since then there has been an appeal to School Parents and Residents reminding them that it is not appropriate to park on the cycle lanes. This polite request has resulted in the lanes being clear 99% of the time now. It is far too soon to take the step of painting double yellow lines in the middle of a Conservation Area, simply because a small number of people have objected to the, now pretty much non-existent, parking. Surely it would be more appropriate to wait for a few months to see if people continue to respect the new Cycle Lanes. I walk and drive along the High Street often and can't remember when I last saw a car parked in the cycle lanes. I have NEVER seen a Traffic Warden or Police presence, so what exactly will the yellow lines achieve, other than turning our rural village and Conservation Area into something that looks more like an urban sprawl. Please reconsider this, it is an unnecessary move on the part of OCC Highways.</p>
<p>(5) Local Resident, (Long Wittenham)</p>	<p>Object – I strongly object to this proposal to put double yellow lines along the High Street. We are a village and do not want to be an urban area.</p> <p>It is already illegal to drive or park in a cycle lane marked by a solid white line so adding yellow lines is unnecessary. What is needed is enforcement of this law. The Parish Council should be given the power to identify culprits and report them to the authorities - just as has been done with vehicles travelling through the High Street exceeding the weight limit.</p> <p>As the owner of the house most affected by this proposal, Street House, I did not want the cycle lanes, but I accept them in the spirit of making cycling safer, even though it will involve me, my family and friends some inconvenience. Adding double yellow lines</p> <p>to a road in a conservation area destroys the concept of conservation and will probably affect property prices. As others have said the money should be spent on the cycle lane to Clifton Hampden. This road is a much greater hazard.</p>

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(6) Local Resident, (Long Wittenham)	Support – I'm a regular cyclist and have already been unable to use the new cycle lanes due to cars parking on either side of the new lane. Without the yellow lines I think this will inevitably continue
(7) Local Resident, (Long Wittenham)	<p>Support – I am pleased that these double yellow lines are being introduced. I was injured two years ago in a cycle vs car accident through one of the chicanes with a driver who didn't cede priority. I still use the road daily for commuting and taking the children to school and so was pleased to see the lanes being installed. At the moment it is too dangerous to cycle through the village with children at peak times contending with the ""wacky races"" of drivers trying to accelerate/force their way past cyclists through the chicanes.</p> <p>I hoped this risk would be mitigated so we could cycle to school. However, at school drop off more than 50% of the time there is a vehicle parked not just making progress difficult for cyclists, but parking against the chicane meaning passage by bike is impossible.</p> <p>This can actually make things more dangerous as it is usually the exit that is blocked. Some drivers seem to expect you to use the cycle lane, which makes conflicts more dangerous.</p> <p>Parking is unsafe already in the proposed DYL area and so the lines simply formalise an area where careful and competent drivers should not be parking. They will significantly enhance cycle safety, especially with children. I hope they are painted as soon as possible.</p>
(8) Resident, (Oxford)	Support – Cycling should be encouraged