

## **CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020**

### **NORTH HINKSEY: NORTH HINKSEY LANE & LIME ROAD - PROPOSED WAITING RESTRICTIONS**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for Environment is RECOMMENDED to approve proposed no waiting at any time restrictions on North Hinksey Lane and Lime Road, North Hinksey as advertised.

#### **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 additional waiting restrictions at North Hinksey Lane and Lime Road, North Hinksey.

#### **Background**

4. The above proposals as shown at Annexes 1, 2 & 3 have been put forward as a result of concerns raised by the local member over the safety and movement of traffic in the area and, if approved, funded from her Councillor Priority Fund.

#### **Consultation**

5. The first formal consultation on the proposal was carried out between 26 September and 25 October 2019. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, North Hinksey Parish Council and the local member. Street notices were placed on site and letters sent to 205 properties in the immediate vicinity adjacent to the proposals.

6. Seventy-six responses were received to the first formal consultation with a number of objections. Following a detailed analysis of those responses the proposals were revised, including introducing sections of un-restricted parking near to the cemetery and allotment gardens, as well as sections of time-limited waiting (in place of the originally proposed DYLS) at the southern end of North Hinksey Lane, east of the southern bypass.
7. A second formal consultation on the proposal was carried out between 13 February and 13 March 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, North Hinksey Parish Council and the local member. Those who had responded to the original consultation were also informed by email of the new proposals.
8. Again, street notices were placed on site and letters sent directly to 205 properties in the immediate vicinity adjacent to the proposals.
9. Twenty-eight responses were received to the second consultation as summarised in the table below:

| <b>Proposal</b>                 | <b>Support</b> | <b>Object</b> | <b>Neither / Concerns</b> | <b>No opinion</b> |
|---------------------------------|----------------|---------------|---------------------------|-------------------|
| Lime Road                       | 9 (32%)        | 4 (14%)       | 4 (14%)                   | 11                |
| North Hinksey Lane              | 11 (39%)       | 4 (14%)       | 6 (21%)                   | 7                 |
| North Hinksey Lane Service Road | 9 (32%)        | 8 (28%)       | 4 (14%)                   | 7                 |

10. The responses are recorded at Annex 4. Copies of the full responses are available for inspection by County Councillors.

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

### **Lime Road**

11. Objections to the second consultation have been received highlighting concerns that the parking issues will be moved further away from the scheme limits, that other areas within the locality of the proposed scheme were not included in the scheme, commuter parking is caused by raised Oxford park and ride charges, lack of current parking enforcement and that the original proposals have been reduced.
12. In response to the first and second points, the extents of the scheme were proposed by the local member following complaints received from residents. There are currently no proposals to extend the scheme.

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13. With regard to the third point, the parking charges at Seacourt Park & Ride are beyond the scope of this report.
14. Responding to the fourth point, Civil Parking Enforcement in the Vale of the White Horse District is due to be implemented in 2021.
15. Regarding the fifth point, the original proposals to install restrictions in Lime Road have been changed following objections received during the first consultation.

### **North Hinksey Lane**

16. Objections to the second consultation have been received highlighting concerns that sections of unrestricted parking have been proposed, that the proposed restrictions are not covered by civil parking enforcement and parking by parents at school times will cause traffic issues
17. In response to the first point, these sections have been proposed to allow the use of local amenities and also to provide a 'natural traffic calming feature' to slow vehicles travelling along the Lane.
18. Regarding the second point, this location falls under the jurisdiction of Civil Parking Enforcement. Oxfordshire County Council's Parking Management Team who carry out Civil Parking Enforcement were consulted on these proposals.
19. With regard to the third point, there are sections of North Hinksey Lane near the school where parking is not permitted which will allow vehicles travelling along the Lane to safely pass and repass.

### **North Hinksey Lane Service Road**

20. Objections to the second consultation have been received highlighting concerns that the residents will lose on street parking places, that the restrictions allow parking on both sides of the service road at times, that more residents will pave their front gardens to park off carriageway and requesting the introduction of a Residents' Parking Scheme.
21. In response to the first point, all of the properties fronting the service road have off street parking, should residents wish to park on the carriageway the proposed restrictions still allow this to happen but not continuously in one place throughout the day
22. Regarding the second point, there are currently no restrictions in place so no change will occur if the proposals are implemented
23. In response to the third point, any works by the residents to provide further off carriageway parking would need to be compliant with current planning regulations

24. With regard to the fourth point, the type of restrictions proposed followed discussions with the local member. The restrictions proposed are in the interest of road safety and not to provide on street parking.

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

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

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

26. Funding for the proposed measures has been provided by the Local Member using her Councillor Priority Fund.

### **Equalities Implications**

27. No equalities implications have been identified in respect of the proposals

JASON RUSSELL  
Interim Director of Community Operations

Background papers:           Plans of proposed waiting restrictions  
  Consultation responses

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September 2020

**Key**

Proposed 'No Waiting at Any Time' (Double yellow lines)

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**Project title**  
 PROPOSED PARKING RESTRICTIONS

**Drawing title**  
 LIME ROAD

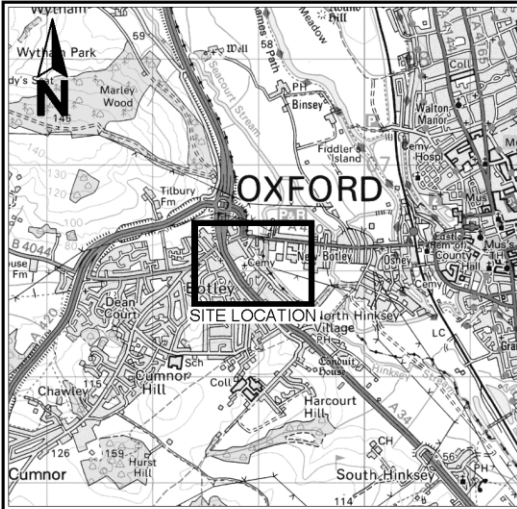
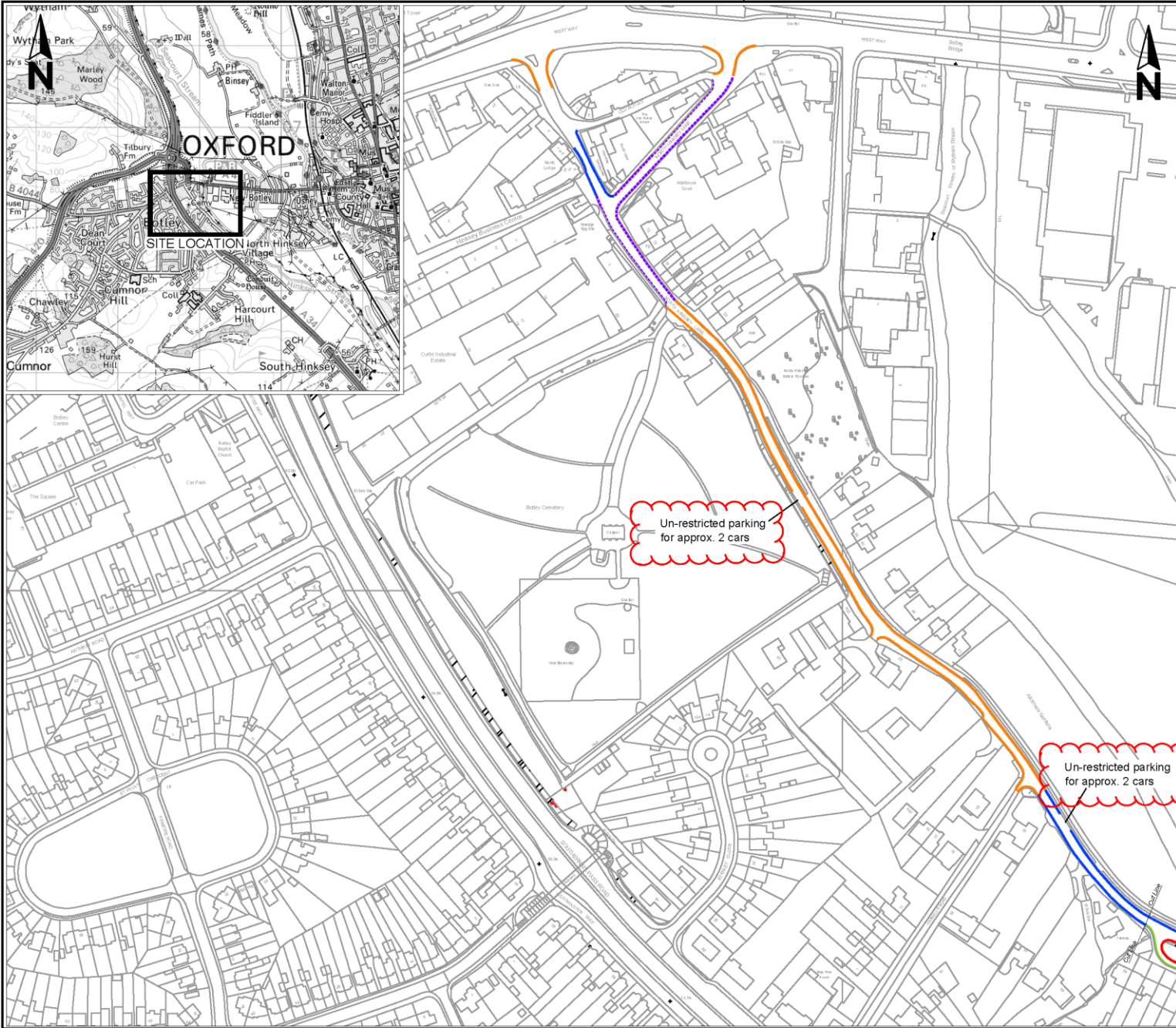
**Drawing Status**

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**Oxfordshire Project No. & File Ref**  
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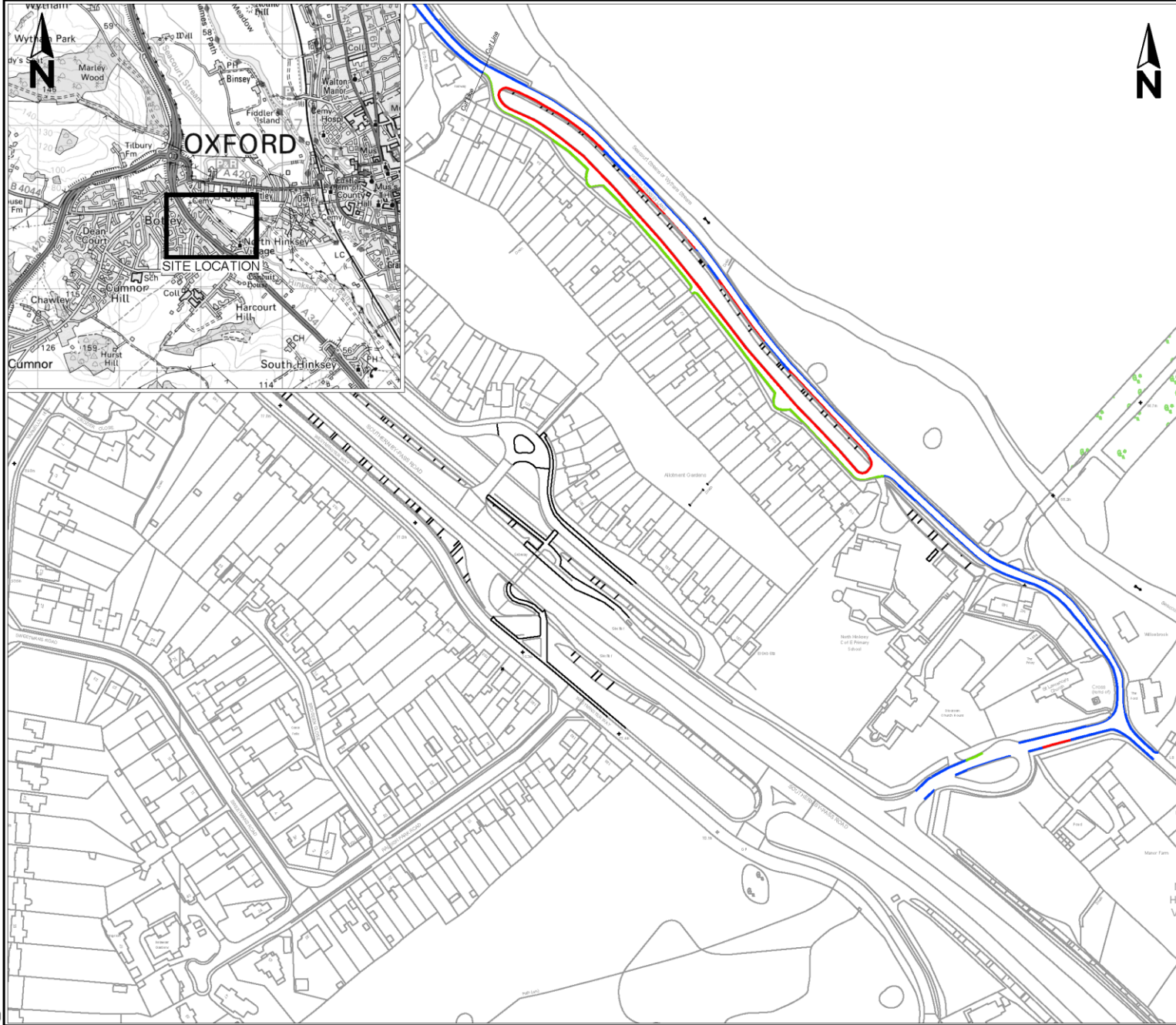
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| <b>Key</b>  |   |                     |               |         |            |
| <span style="color: orange;">—</span>   | Existing 'No Waiting at Any Time' to remain                   |                     |               |         |            |
| <span style="color: blue;">—</span>   | Proposed 'No Waiting at Any Time'                             |                     |               |         |            |
| <span style="color: green;">—</span>  | Proposed 'No Waiting' Monday to Friday 11am to 12 Noon        |                     |               |         |            |
| <span style="color: red;">—</span>  | Proposed 'No Waiting' Monday to Friday 1pm to 2pm             |                     |               |         |            |
| <span style="color: purple;">—</span>   | Existing 'No Waiting 8am to 6pm Monday to Saturday' to remain |                     |               |         |            |
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| Project title   |   |                     |               |         |            |
| PROPOSED PARKING RESTRICTIONS   |   |                     |               |         |            |
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| NORTH HINKSEY LANE<br>SHEET 1 OF 2  |   |                     |               |         |            |
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| <b>Key</b>  |  |                            |               |                |                 |
| <span style="color: orange;">—</span>   | Existing 'No Waiting at Any Time'                      |                            |               |                |                 |
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| RESPONDENT   | SUMMARISED COMMENTS  |
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| (1) Traffic Management Officer, (Thames Valley Police) | <p><b>No objection</b> - As the Parish of North Hinksey is subject to Civil Parking enforcement these restrictions place no burden on our officer's in terms of enforcement activity.</p> <p>These restrictions are extensive and remove considerable on street parking in the vicinity of North Hinksey School. Parked vehicles can act as a means of controlling traffic speed especially in the vicinity of schools, removing most of the parking may lead to increased traffic speeds which in term could compromise child safety. Less on street parking may also encourage greater use of this road in order to access the A34.</p>  |
| (2) Vale of White Horse District Council               | <p><b>No objection</b></p>   |
| (3) Local Resident, (Oxford)                           | <p>Lime Road – <b>No objection</b><br/> North Hinksey Lane - <b>Object</b><br/> Service Road – <b>No objection</b></p> <p>Specifically, to the modification of the original proposal - adding 4 unrestricted parking places to the northern end of North Hinksey Lane (the "Lane") is a dangerous and counterproductive proposal. My explanation below.</p> <p>a) I request that the road marking plan is updated to use the latest OS map data. This has been recently revised to incorporate a number of changes to the upper end of North Hinksey Lane. Of importance to consideration of the immediate traffic flows is the replacement of a single dwelling entrance at 18 North Hinksey Lane, now a private road "Halliday Lane" servicing five flats and five detached houses. Almost immediately opposite is the replacement of a single dwelling at 63 North Hinksey Lane with six flats including nine parking spaces.</p> <p>b) I am a nearby resident on this end of the Lane and my house is very close to the road. On the map, the Lane looks like a small sleepy unclassified road - in practice on weekdays it is anything but. It has no weight limits nor speed restrictions aside from a few speed bumps. It is a rat run for the southbound A34, services two industrial estates from</p> |

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the Westway/Botley Road junction, and further south accesses a highly utilised cycle path into Oxford, a nursery/primary school on the Lane, a very popular gastro pub and two sports clubs in North Hinksey Village. Residents traffic on this Lane is a minority.

c) The frankly weird proposal to add in a couple of totally unrestricted 2 place parking areas on some of the narrowest parts of the Lane completely contradicts the purpose of this proposal, namely " to deter commuter parking, reduce obstructive & inconsiderate parking in the area, and ensure that vehicles can progress safely, whilst improving the safety of all road users...". The side of the Lane adjacent to the Botley Cemetery appears particularly attractive to individuals seeking to park cars for several weeks at a time or even to dump vehicles - the last one removed last week. Cars parked in proposed space immediately create a single lane bottle neck endangering cyclists, especially small children on way to the local school. Queuing traffic adds unnecessarily to air pollution. As a nearby resident, I can guarantee such spots will be utilised from 7 am - 5 pm on weekdays by commuters to Oxford or contractors working on local building sites. This will not help access to the Nature Reserve immediately opposite (most users are pedestrians). Also rather dangerously, the proposed site by the Cemetery appears to straddle the existing speed humps(!) and may obscure the sightline from Halliday Lane. It is unnerving to watch cyclists trying to negotiate traffic on this stretch during weekday rush hours.

d) Following on, the proposed second small unrestricted parking site opposite 34 North Hinksey Lane appears to serve no realistic community purpose and is even more obstructive to the two-way HGV and cyclist traffic the Lane continuously experiences during weekday business hours. Also, there appears to be no awareness of the current development work at 34 North Hinksey Lane to change a single dwelling into three detached houses. This development has already been subjected to enforcement orders and enhanced planning applications by VoWHDC. For the continuing duration of construction (1 year +) large vehicles accessing this site not only manoeuvre over the proposed new unrestricted access parking, but also cross the grass verge and part of the pavement to be able to execute the necessary turning. In any case, introducing parking spaces on a narrow section of the Lane on rising ground close to a blind bend cannot be anything but dangerous for vehicles and cyclists.

e) Personally, the highways authority can make the Lane a purely residential side street by removing the A34 access and introducing weight limits / resident only on street parking. Or pragmatically more likely, working to improve the Lane as a streamlined and safe thoroughfare acknowledging the very heavy traffic volume this Lane carries now and into the future.

f) The absolute worst outcome would be to consider that some form of fudge on the above will benefit anyone - it WON'T.

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| <p>(4) Local Resident, (North Hinksey)</p> | <p>Lime Road – <b>No opinion</b><br/>         North Hinksey Lane - <b>Object</b><br/>         Service Road - <b>Object</b></p> <p>As a resident on North Hinksey Lane the issue on parking is around the school and Willow Walk. Also, are residents on the lane going to get passes so we aren't towed when parking in front of our house? These policies are good but they should not negatively impact residents.</p>  |
| <p>(5) Local Resident, (North Hinksey)</p> | <p>Lime Road – <b>No opinion</b><br/>         North Hinksey Lane - <b>Support</b><br/>         Service Road - <b>Object</b></p> <p>As a resident, I own two vehicles. I have driveway parking for one vehicle and utilise the road for my second car. Introducing new single yellow line parking restrictions will mean I am unable to utilise the kerbside parking to the front of the house and will have no option but to sell my second car, as it cannot be accommodated on the drive.</p> <p>I agree with the restrictions along North Hinksey Lane, which were introduced alongside the W.I and cemetery, as this has cleared the lane of dozens of parked vehicles.</p> <p>However, as a resident for over 20 years I have never experienced many issues with parking on the service road. During term times the road is used by parents collecting their children from the Primary School, which I have no issue with.</p> |
| <p>(6) Local Resident, (North Hinksey)</p> | <p>Lime Road – <b>No opinion</b><br/>         North Hinksey Lane - <b>Object</b><br/>         Service Road - <b>Object</b></p> <p>We wish to object to the restrictions as proposed, due to the following main concerns:</p> <ol style="list-style-type: none"> <li>1. Enforcement: We are concerned about how any restrictions are to be enforced. North Hinksey is located in the Vale of White Horse, which does not yet have a decriminalised enforcement regime like the adjacent Oxford City. We are not aware of regular enforcement by the police of the current restrictions further down North Hinksey Lane, and so would</li> </ol>  |

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|   | <p>like further detail about plans for enforcement of the proposed new restrictions.</p> <p>2. Design of parking restrictions: We are concerned about the following aspects of the design:</p> <ul style="list-style-type: none"> <li>- We are not sure how you can have parking allowed on both sides of the Lane service road adjacent to the properties including ours. At present, residents and visitors only park on the side of the service road adjacent to the properties, as it's not possible to park on both sides and allow vehicle access. In this context, we believe that the opposite side of the service road to the properties should be designated as no waiting at any time.</li> <li>-We are concerned about designation of 'no-waiting at any time' all the way between the school access and zebra crossing on the main North Hinksey Lane, as believe that this could lead to displaced parking from this area to the service road where only temporary restrictions are in place.</li> <li>-We would prefer that the parking restrictions are designed as a residents parking zone, with limited waiting areas also designated (e.g. 1 &amp; 2 hour waiting areas). However, we recognise that this is difficult prior to the Vale of White Horse area taking on decimalised enforcement.</li> <li>-We are concerned that restricting parking on the North Hinksey Lane service road may lead to more residents paving over their front gardens to park off-street, potentially leading to further drainage issues along the lane (we already have periodic flooding on the service road and the main lane).</li> <li>- We think that there should really be 'no waiting at any time' restrictions added over driveway entrances along the North Hinksey Lane service road, otherwise there may be confusion about where people can park and not park along the road.</li> </ul> <p>It will also make it impossible to manoeuvre on and off our driveway if a vehicle is parked opposite.</p> |
| <p>(7) Local Resident,<br/>(Oxford)</p> | <p>Lime Road - <b>Object</b><br/>North Hinksey Lane - <b>No opinion</b><br/>Service Road - <b>No opinion</b></p> <p>The proposed Parking Restrictions are probably necessary, but I object to them based on the following:</p> <ol style="list-style-type: none"> <li>1) The need for them has been partially caused by poor planning on behalf of the Vale of White Horse DC in allowing</li> </ol>  |

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|   | <p>the development that Turner Drive is part of. It was obvious that the increased traffic would lead to problems yet these concerns were ignored.</p> <p>2) We live further along Lime Road towards Arnolds Way and can virtually guarantee that these restrictions will only move the "problem" to the other end of Lime Road.</p> <p>3) The causes should be addressed rather than the symptoms. The parking is partially owing to people parking and commuting into Oxford either by bus or bike. This is directly as a result of the decision by the City Council to increase parking charges at Seacourt Park and Ride. In addition, Brookes University at Harcourt Hill have introduced parking restrictions recently which has led to a significant number of people parking in Lime Road and walking across to the College rather than paying to park there.</p> <p>4) Given the complete lack of enforcement of existing parking restrictions in the area it feels like a complete waste of paint unless it is going to be regularly enforced.</p> <p>I therefore object to the proposals as, unless the causes are addressed, then it will simply move the problem elsewhere and is therefore pointless.</p> |
| <p>(8) Local Resident,<br/>(Oxford)</p> | <p>Lime Road – <b>No opinion</b><br/>North Hinksey Lane - <b>Concerns</b><br/>Service Road - <b>Support</b></p> <p>I have just one further comment to make. Can the section that runs along the edge of the school to just past the zebra crossing be 'No waiting from 11am to 12noon' or 'No waiting from 1pm to 2pm instead of no waiting at all? Quite a few parents park there to collect their children from school and preschool</p>  |
| <p>(9) Local Resident,<br/>(Oxford)</p> | <p>Lime Road – <b>No opinion</b><br/>North Hinksey Lane - <b>Concerns</b><br/>Service Road - <b>Concerns</b></p> <p>Regarding the proposals on the parking restrictions on North Hinksey Lane and the service road I am confirming my concerns over some of the proposals, and also have further suggestions.</p>   |

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I am pleased you have included in the revised proposal no waiting gaps in the parking area along the West side of North Hinksey Lane adjacent service road.

### Concerns:

I am still concerned that the 1 hour restrictions on parking along the service road will not work. This will stop commuter parking, but what are residents or their visitors expected to do with their cars if they don't use their car every working day and are unable to park on their drive?

This one hour restriction on the service road will probably not help with parking generated from the local school. Cars associated with the School, residents and their visitors would need to move their cars between 12:00 and 13:00 from one side of the road to the other to comply with the proposed regulations. Residents would then have to move their cars again, ready for the 11:00 to 12:00 restriction. All these unnecessary vehicle movements would be bad for the environment

The 1 hour restrictions on the service road will also mean that for all times, other than during the restricted parking times, vehicles will be parked on both sides of this narrow service road. Currently it is rare for cars to be parked on the island side of the service road. The effect of this parking restriction is likely to increase "dangerous & inconsiderate parking within the area" and make it very difficult for vehicles to move safely - the exact opposite of your "statement of reason".

### Suggestions:

As I suggested in the original consultation, if any parking restrictions are put on the service road I feel a better solution would be to put "no waiting at any time" restrictions on the island side. Any further restrictions should allow residents / visitors to park at any time.

To help school cars that may need to park in the area an additional area of restricted waiting rather than a "No waiting at any time" could continue on the West side of North Hinksey Lane between the southern end of the service road and Zig-Zag markings for the Zebra crossing with the proviso that the steps to the footpath and the junction are kept clear.

Also, rather than having the all the parking on West side of North Hinksey Lane having the same 1 hour restriction, the different sections could have different 1 hour restrictions, so when cars are moved there is no need for them to be moved onto the service road.

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| <p>(10) Local Resident,<br/>(Oxford)</p>        | <p>Lime Road - <b>Support</b><br/>North Hinksey Lane - <b>Support</b><br/>Service Road - <b>Support</b></p> <p>I fully support new No Waiting Any Time (DYL's) between North Hinksey School and St Lawrence Church. Access to property and visibility on bend are compromised by commuter parking. School drop-off creates problems.</p>  |
| <p>(11) Local Resident,<br/>(Oxford)</p>        | <p>Lime Road - <b>Object</b><br/>North Hinksey Lane - <b>Support</b><br/>Service Road - <b>Support</b></p> <p>For the proposal in Lime Road. One main problem is that when exiting sycamore road and proceeding left along Lime Road, the curve in the road prevents visibility of oncoming traffic. This is only a problem because there aren't any spaces where one can pull over to let cars with the right of way come through. Sometimes we cannot reverse due to traffic and eventually pull into a private drive. I thought there was going to be a place where dyl allowed drivers to see oncoming cars, and also to pull over to let cars come past.</p>   |
| <p>(12) Local Resident,<br/>(North Hinksey)</p> | <p>Lime Road - <b>Object</b><br/>North Hinksey Lane - <b>No opinion</b><br/>Service Road - <b>No opinion</b></p> <p>Object to the Lime Road proposals as a waste of money and poorly thought out not taking into consideration the bus route on the whole estate route. The 4A bus frequently gets stuck at the Arthray / Finmore junction and Crabtree Road near the roundabout due to the amount of parked cars.</p> <p>The yellow lines at the top of Sycamore Rd are a waste of money and these should be relocated to the top of Hurst Rise Road opposite the school. The bus is more frequently stuck here due to parked cars and this area is much more dangerous.</p> <p>The lines in Lime Rd won't solve problems for people living there. As a resident of Lime Road I have more serious concerns about speeding vehicles. The present situation does mean that most cars will pass more slowly. However, yellow lines will see an increase in car speeds on a clear road. I would not like to see yellow lines without speed</p> |

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|  | <p>humps in place to slow traffic down.</p> <p>The problems in Lime Road are largely caused by over development elsewhere especially the Matthew Arnold School which has expanded without a sensible plan for access. Lime Road is not a suitable access route for this amount of traffic. Better overall plans are needed for the area and bus route not these silly little schemes wasting money.</p> <p>I've also heard that Cllr Judy Roberts talking about buses passing each other getting stuck. This is wrong, the service buses generally move one way through the estate and the area needs a better look at the bus route and access to the school. No surprise that a local Councillor is so badly informed.</p> |
| <p>(13) Local Resident,<br/>(Botley)</p> | <p>Lime Road - <b>Support</b><br/>North Hinksey Lane - <b>No opinion</b><br/>Service Road - <b>No opinion</b></p> <p>This is a much improved proposal compared to the original one. The key areas are now double yellows and no extra unnecessary areas.</p>   |
| <p>(14) Local Resident,<br/>(Oxford)</p> | <p>Lime Road - <b>No opinion</b><br/>North Hinksey Lane - <b>Support</b><br/>Service Road - <b>Support</b></p> <p>I support all the proposed changes that should be helpful. Additionally, the current parking situation just outside N.13-15 North Hinksey lane (Frog Cottage) is very dangerous as people are parking across pavements forcing pedestrians into the road, just around a blind corner due to the sharp bend in North Hinksey lane. I feel that double yellow lines are required on this section, too.</p>   |
| <p>(15) Local Resident,<br/>(Oxford)</p> | <p>Lime Road - <b>Object</b><br/>North Hinksey Lane - <b>No opinion</b><br/>Service Road - <b>No opinion</b></p> <p><i>No comments.</i></p>  |



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| <p>(16) Local Resident,<br/>(Oxford)</p>        | <p>Lime Road - <b>Support</b><br/>North Hinksey Lane - <b>Support</b><br/>Service Road - <b>Support</b></p> <p>Many thanks for sending your email regarding the reconsultation for these parking restrictions. To summarise I support these proposals and look forward to their implementation resulting in a safer and more considered approach to parking in this area.</p> <p>I reiterate my comment regarding parking by North Hinksey Primary School. Currently there is a "keep clear" area outside the school and I believe this needs to be extended further along the service road to prevent cars stopping/parking on the bend which is a narrow bend and results in vehicles being unable to manouvre around the bend past the parked cars. This creates danger for other people - pedestrians &amp; cyclists in particular. The grass bank opposite the "keep clear" area has been heavily damaged by vehicles mounting the kerb to get past the parked cars. The bend is simply too narrow for purpose.</p> <p>I refer to "d) include two 10 metre sections of un-restricted parking close to the cemetery &amp; allotment gardens". Whilst I support this in principal to allow access for the cemetery and allotments I wonder if a maximum parking time (2 hours perhaps) would ensure that they are not occupied by commuters for the whole day thus negating their real use.</p> <p>I would also be grateful if you could detail how these parking restrictions will be enforced. Currently there is a car parked on double yellow lines on North Hinksey Lane which has been there for many weeks without any tickets being issued.</p> <p>Many thanks for your work on this matter and consideration of the residents' views. You are welcome to contact me if that would help.</p> |
| <p>(17) Local Resident,<br/>(North Hinksey)</p> | <p>Lime Road - <b>Support</b><br/>North Hinksey Lane - <b>Support</b><br/>Service Road - <b>Support</b></p> <p>I am opposed to the 2 x 10m unrestricted parking areas. This is because 1. it is not clear who they are for (essentially they will be used as alternatives to the P&amp;R), and 2. unless they are very well enforced, they are likely to encourage further parking, starting with 'one of my wheels is not on the yellow line' and extending to the kind of multi-car lane</p>  |

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|  | <p>blockage that we lived with for more than a year.</p>   |
| <p>(18) Local Resident,<br/>(Oxford)</p> | <p>Lime Road - <b>No opinion</b><br/>North Hinksey Lane - <b>Support</b><br/>Service Road - <b>Object</b></p> <p>The current proposal will encourage vehicles to park on both sides of the North Hinksey Lane service road, which will make the road difficult to navigate and will prevent visibility of cyclists and pedestrians, ultimately causing an unsafe situation. This could be prevented by making the side of the road opposite houses 'no waiting at any time'.</p> <p>The plans seem to suggest a continuous single yellow line outside the houses on the service road. This could cause problems for residents (including myself, neighbors and visitors). If these lines were stopped in front of driveways, this would allow people to park outside their own home, but still prevent commuter parking.</p> |
| <p>(19) Local Resident,<br/>(Oxford)</p> | <p>Lime Road - <b>No opinion</b><br/>North Hinksey Lane - <b>Neither</b><br/>Service Road - <b>No opinion</b></p> <p>My comments relate only to the proposed section of unrestricted parking alongside the North Hinksey Lane Allotments (approximately opposite No. 34 North Hinksey Lane).</p> <p>I am pleased to see that a 10m section (approx 2 cars) of unrestricted parking has been proposed. This contributes positively the continued use of the Allotments.</p> <p>It would be better for allotment users if this space was a little larger (e.g. 3-4 cars) assuming that any increase in unrestricted parking space would not adversely affect safety at the Yarnells Road junction and the shared access to 36/38/40 North Hinksey Lane.</p>  |
| <p>(20) Local Resident,<br/>(Oxford)</p> | <p>Lime Road - <b>Support</b><br/>North Hinksey Lane - <b>Support</b><br/>Service Road - <b>Support</b></p>  |

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|   | <p>I strongly support the new restrictions but PLEASE give consideration to extending the restriction into North Hinksey Village, or at least, if double yellow lines are undesirable in a conservation area - and they are- some form of signage that indicates daily parking is not allowed. Once the North Hinksey Lane restrictions are in force the occasional commuter parking in the village will increase to constant parking. as above; I strongly support the new restrictions but PLEASE give consideration to extending the restriction into North Hinksey Village, or at least, if double yellow lines are undesirable in a conservation area - and they are- some form of signage that indicates daily parking is not allowed. Once the North Hinksey Lane restrictions are in force the occasional commuter parking in the village will increase to constant parking.</p> |
| <p>(21) Local Resident,<br/>(Oxford)</p>      | <p>Lime Road - <b>Support</b><br/>North Hinksey Lane - <b>No opinion</b><br/>Service Road - <b>No opinion</b></p> <p>I think this is very good idea as there are often cars parked in these areas causing problems for the 4A bus and large vehicles such as the bin lorries. I suggest that the lines go further into Turner Drive: up to the lamp post on the East side and up to the driveway of #2 on the West side. This is because there are frequently cars parked here too which cause problems at the junction between Turner Drive and Lime Road</p>   |
| <p>(22) Local Church, (North Hinksey)</p>     | <p>Lime Road - <b>Support</b><br/>North Hinksey Lane - <b>Support</b><br/>Service Road - <b>Object</b></p> <p>Whilst supportive of restricting parking on North Hinksey Lane, the proposal to make all but a short part of the service road no parking at any time will have a significant impact on the attendees at St Lawrence church. This is the historic parish church of North Hinksey and has services every Sunday and Thursday as well as occasional concerts and other events. As there is nowhere else to park in proximity to the church, access will be impossible for those less physically mobile, as even car shares would be prohibited. I believe that implementation as planned will have a detrimental effect on the church and the life of the North Hinksey community as a result.</p>  |
| <p>(23) Local Resident,<br/>(Cumnor Hill)</p> | <p>Lime Road - <b>Neither</b><br/>North Hinksey Lane - <b>Neither</b></p>  |

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|   | <p><b>Service Road - Object</b></p> <p>I object to the parking restrictions. This is not a long-term solution and is blaming drivers who park their cars on north hinksey lane unfairly. Most of the concerns from north hinksey c of e school (I have 2 children attending) are concentrated in access for vehicles during school drop offs and the safety implications for children walking along north hinksey lane. The new proposals will not address this, apart from the DYL areas for short sections on the lane, to allow vehicles to pass. Traffic will still be chaotic in the mornings, the road will remain congested and the only net result will be the penalising of drivers who park there occasionally during the day (who are not the problem). The island adjacent to north hinksey Lane is often overgrown an inaccessible. In addition to building a walkway to allow kids dropped off on NH lane to avoid the road, could the council considering widening the island? Many large vehicles use NH lane to access the A34 during school drop offs, often travelling at fast speeds. Perhaps access to the A34 could also be restricted during school drop off hours to address this?</p> <p>Overall, from my perspective, the problems are during the drop off hours and these plans do not address this. Nearby residents may object to people parking nearby for extended periods but these cars have a minimal impact on congestion and child safety during the time of day that should be the focus of these proposals.</p> |
| <p>(24) Local Resident,<br/>(North Hinksey)</p> | <p><b>Lime Road - No opinion</b><br/><b>North Hinksey Lane - No opinion</b><br/><b>Service Road - Object</b></p> <p>Many residents along the service roads park their cars outside their houses. It would be better to issue permits to all residents (and for their guests) therefore allowing them to be able to continue to do this. Ultimately it is not the residents parking their cars that is the issue.</p> <p>I would extend the 'no waiting at any time' to include more of the service island - the lane and the service road are narrow and parking can be very dangerous. This would help create 'passing places'. At the apex' of the island (where the lane meets the road), this should certainly be 'no parking at any time'.</p>   |
| <p>(25) Local Resident,<br/>(Oxford)</p>        | <p><b>Lime Road - No opinion</b><br/><b>North Hinksey Lane - Object</b><br/><b>Service Road - Object</b></p>  |

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|                                  | <p>I see absolutely no point in the no waiting parking restrictions from 11-12 and 1-2. Presumably it is to stop cars parking there during the day. It achieves nothing. The danger of North Hinksey lane is at school drop off and pick up when traffic is trying to pass the line of parked cars and thought should be given to managing this safely before there is a serious accident. One option would be to have designated parking spaces with occasional double yellow lines to allow cars to pull in so that cars coming in the opposite direction can pass. It would also be sensible to have a path on the 'island' to allow children to walk there rather than the road.</p> <p>The road is also used as a short cut through to the A34 which is a problem as a lot of these cars travel along the road at a dangerous pace.</p> |
| (26) Local Resident,<br>(Oxford) | <p>Lime Road – <b>No opinion</b><br/>North Hinksey Lane - <b>Support</b><br/>Service Road - <b>Support</b></p> <p>And it seems that new "No-waiting-at-Anytime" zones (DLY's) are proposed for both sides of the southern parts of NHL between the school and St Lawrence Church which I fully support on grounds of safety and congestion.</p>  |
| (27) Local Resident,<br>(Oxford) | <p>Lime Road - <b>Support</b><br/>North Hinksey Lane - <b>No opinion</b><br/>Service Road - <b>No opinion</b></p> <p>I think the changes to the parking restrictions in Lime Road make perfect sense. Thank you for listening to the residents comments and concerns, common sense has prevailed.</p> <p>Still would like you to contact Brookes as most of the cars that are illegally or dangerously parked belong to there students, they have a car park so the students should be forced by Brookes to use it and not park there cars out side residents property for days on end causing problems.</p> <p>Perhaps you could arrange a traffic warden along Lime Road during the week to check, and Mathew Arnold School!</p>   |
| (28) Local Resident,<br>(Oxford) | <p>Lime Road - <b>Support</b><br/>North Hinksey Lane - <b>Support</b></p>  |

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### Service Road - **Support**

I am in full agreement that these proposals are brought into effect. However, I am significantly concerned with the impact of these restrictions on neighbouring roads, as these restrictions will displace commuters. For example, people who park on Lime Road daily will merely move their cars into neighbouring roads. I live on Turner Drive, and I and visitors frequently struggle to park as people who work at, study at or use the gym at Harcourt Hill park on Turner Drive and walk over the field, as we have free parking and Brookes doesn't. If Lime Road parking is restricted without also restricting parking on Turner Drive, commuters/students/gym users will simply move to where they can park, further clogging up Turner Drive.

I would suggest that parking in all of Botley is reviewed and, in light of the new Westway shopping centre, this problem is only going to get worse.