

## **Divisions Affected - Deddington**

### **CABINET MEMBER FOR ENVIRONMENT – 21 JANUARY 2021**

## **BODICOTE – HIGH STREET JUNCTION WITH WHITE POST ROAD & WYKHAM LANE: PROPOSED WAITING RESTRICTIONS**

**Report by Interim Corporate Director Communities**

### **RECOMMENDATION**

1. The Cabinet Member for Environment is RECOMMENDED to approve waiting restrictions as advertised at the High Street junction with White Post Road and Wykham Lane at Bodicote along with an extension to those proposals by up to 5 metres westwards on the north side of Wykham Lane subject to a detailed site inspection.

### **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. This report presents responses received to a statutory consultation to introduce waiting restrictions at the junction of High Street with White Post Road and Wykham Lane at Bodicote to reduce the risk of obstructive parking (Annex 1). The proposal has been put forward by Councillor Arash Fatemian to alleviate parking issues at this junction and improve safety.

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

3. Funding for the proposed measures has been provided by Councillor Arash Fatemian from his Councillor Priority Fund

### **Equality and Inclusion Implications**

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

### **Sustainability Implications**

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

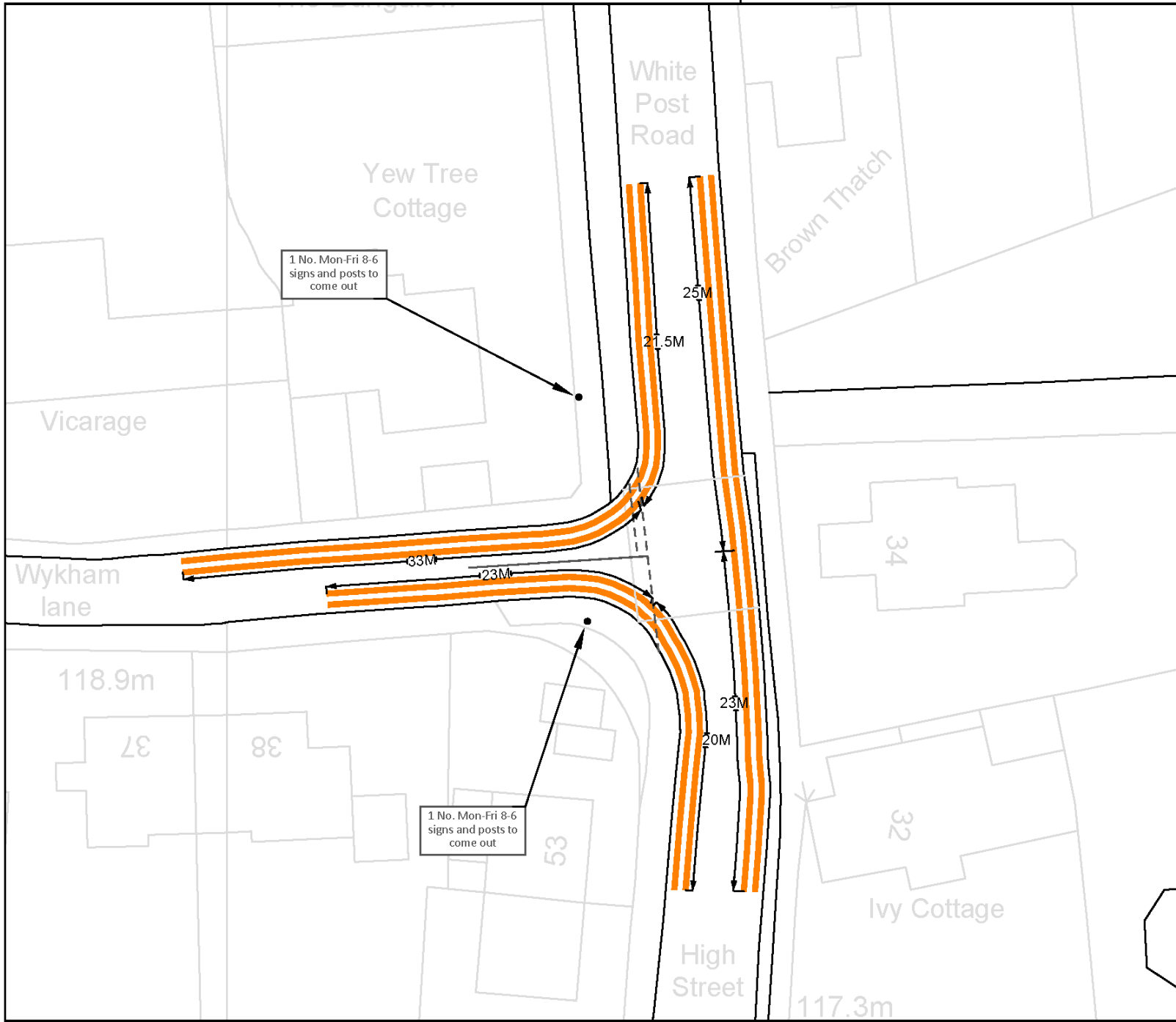
## **Consultation**

6. Formal consultation on the proposal was carried out between 19 November and 18 December 2020. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bodicote Parish Council, Cherwell District Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 40 properties in the immediate vicinity adjacent to the proposals.
7. Eight responses were received. One objection, one in support, one not objecting and 5 raising various concerns/suggestions.
8. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

## **Response to objections and other representations**

9. Thames Valley Police did not object but noted that effectiveness would depend on local acceptance of the restrictions including from those taking pupils to and from school, noting that the police do not have capacity to carry out regular enforcement.
10. One objection and five expressions of concern were raised. The objection specifically related to concerns over the loss of parking for residents living adjacent to the proposals and requested consideration of the provision of residents parking spaces to ensure that residents or their visitors would not be disadvantaged by the proposal. While noting this request, until the anticipated introduction of civil parking enforcement in the Cherwell District it is not viable to consider such requests and, even when civil enforcement is in operation, the introduction of residents parking schemes will be subject to funding and an assessment of priorities.
11. Other concerns raised included the loss of parking both for residents and parents and staff at the nearby primary school and the displacement of parking to the detriment of other residents. Some respondents requested a more comprehensive scheme to reduce parking, noting also the impact of adjacent approved major residential development on parking pressures in the area.
12. One specific request was made for an extension of the proposals on the north side of Wykham Lane by 5 metres to help ensure that a driveway remained unobstructed by any displaced parking. In principle it is agreed that this would be appropriate as a minor adjustment to the proposals as advertised but will be subject to a detailed site assessment to confirm the exact length of any extension to a maximum of an additional 5 metres.





Drawing No. Revision

**KEY TO RESTRICTION**

No Waiting  
 (Double Yellow Line)

**ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED**

- Key
- Wykham lane NS from J/W High St. for 33M
  - Wykham lane SS from J/W High St. for 23M
  - White Post Road WS from N kerb line of Wykham lane for 21.5M
  - White Post Road WS from S kerb line of Wykham lane for 20M
  - White Post Road ES from centre of J/W Wykham lane N for 25M
  - High Street ES from centre of J/W Wykham lane S for 23M
  - 10m single yellow line on White Post Road corner, 12m on High Street corner
- Removing. 2 No. Mon-Fri 8-6 signs and posts to come out.



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title**

Proposed Parking Restrictions

**Drawing title**

White Post Road - High Street - Wykham lane Bodicote

**Drawing Status**

Scale @ A3	Drawn by	Checked by	Approved by
NTS	LN	xxxxx	xxxxx
	Date drawn 08/09/2020	Date checked xxxxx	Date approved xxxxx

Oxfordshire Project No. & File Ref

Drawing No. Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – The junction has suffered from collision history and complaints to Police where obstruction and residents difficulty for access and so the matter was taken to the Highway Authority for consideration to parking control measures which are limited to the key area and contained within the documents.
(2) Local Resident,	<p><b>Object</b> – Whilst I applaud the initiative to reduce parking in close proximity to the junction of White Post Road and Wykham Lane, I am concerned that the double yellow lines would effectively take away a hitherto convenient parking space for guests and visitors, not to mention delivery drivers (now that we are all having to purchase more online).</p> <p>I have an elderly father who still drives - I would hate for him to have to walk a long way when he stays with us - something that might soon become more permanent.</p> <p>Could I propose we have 2 residents' parking bays incorporated into the double yellow lines - therefore effectively reserving the reduced number of parking spaces for residents only.</p> <p>I understand the need to not block the corner for lorries heading to the construction site, but a parking bay shouldn't be controversial and would also preclude intensive parking by people visiting the council or drop offs at the school.</p>
(3) Local Resident, (Bodicote)	<b>Concerns</b> – Will limit even further the parking access to bishop loveday school. Currently no car park Available for the school which only leave nearby roads to park on. By restricting this even further where will the parents park?
(4) Local Resident, (Bodicote)	<b>Concerns</b> – I am a resident on Wykham Lane, my property being the first house on the north side as you head away from the High Street / White Post Road junction. In the proposed change, the "No Waiting at Any Time" markings would extend westwards along the north side of Wykham Lane for approximately 33 metres: This would result in the parking restrictions stopping to the east side of my driveway entrance. Difficulty is experienced turning in to the drive or exiting the property when vehicles are parked closely to either side of the entrance, due to the narrowness of the lane preventing sweeping past the parked vehicles without mounting the kerb on the south side of the lane (and

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	<p>subsequent damage to wheel rims...) I would therefore request that the parking restriction be extended to approximately 38 metres from the junction, to ensure at least one of our two entrances is kept clear to permit ingress &amp; egress from the property. I do not suggest extending the parking restrictions for the full frontage my property, as some of my immediate neighbours do not have the luxury of off-road parking, so have to park in the road outside my property. However, if double yellow lines could also be installed in front of the second, westerly driveway (allowing sufficient swing into and out of the property), this would be greatly appreciated.</p> <p>As Wykham Lane is very narrow, I would propose that if parking is permitted on the north side of the road, then NO parking should be permitted on the south side at any point until past the houses, heading west out of the village. Hence I suggest that the "No Waiting at Any Time" markings be extended the full length of the south side of Wykham Lane.</p>
<p>(5) Local Resident, (Bodicote)</p>	<p><b>Concerns</b> – I would like to make some comments regarding the proposed parking on White post Road. I have contacted the highways department on more than one occasion for help with our on going issues concerning parking and gaining access to our driveway. I originally contacted Cherwell District council who then told me to contact the highways dept and then was told to contact the police! We have been going round in circles for years. I live on White Post Road. We regularly have cars parking over the white lines (and actually blocking our drive). This is a daily occurrence for ourselves and our neighbours. We are often unable to see both to the left and right when pulling out due to the parking and have had to drive across the grass banking on several occasions causing damage to the underside of our vehicles. When asking people if they would kindly move their vehicles we are regularly faced with verbal abuse ending in 'it's not illegal to park over a white line'. There have been many times that I am unable to swing on and off when going to work or coming home. I have a van for work and when cars are parked opposite our driveway and up to the edges (or partially blocking) there is absolutely no way I can get on or off.</p> <p>There is a bus stop a few metres from our driveway which is regularly parked over resulting in the bus stopping in the middle of the road for passengers to disembark. Cars then pull up to both ends of the bus and we have been out on many occasions to stop arguments because everyone is refusing to move/backup. School children walk in and out of the parked cars daily and we often hear cars skidding to a stop. It's an accident waiting to happen. I have suggested many times that double yellow lines should run from the council offices junction to where you are proposing outside Ivy Cottage. By just having the yellow lines stopping outside Brown Thatch will only make our problems worse and I am very unhappy about this. I have also spoken to my neighbours and they have asked that we also share their concerns. We have had a lot of very near misses. On my last phone call I was told to park our vehicles out on the road so we could go to and from work! I'm sure by having a large van parked outside would only cause more problems. I know that it's busier at school times but it's not just school traffic. I have asked many people parking and they have</p>

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	<p>said that they have meetings at the council offices and have been told to park on White Post Road! In our opinion there is a simple way to solve the problem and that would be to run the double yellow lines as previously suggested. I have attached a sketch of what we think would work. Please help us and the bus drivers and the children at risk. I await your thoughts,</p>
<p>(6) Local Resident, (Bodicote)</p>	<p><b>Concerns</b> – This should increase visibility for vehicles travelling North and visiting schools, CDC and playing fields, but if flow is increased how will pedestrians and cyclists be protected especially to the South of this junction into the old village (Conservation Area) where roads and pavements are narrow.</p> <p>Flow was not such a problem until recent years when Wykham Lane and Broad Gap became a magnet for through traffic, this access has been greatly exacerbated by the many new developments close by which continue apace. The volume has increased considerably and without restriction on weight or size of vehicle. At the junction of Broad Gap and High Street we see many near misses. Many families use this junction en route to schools walking and cycling - many with small children walking alongside pushchairs etc. How will they be protected here? Will a new link road relieve this or still allow unrestricted access?</p> <p>The Government has promised to take a more balanced approach between vehicles, cyclists and pedestrians. When is this going to happen in North Oxfordshire?</p>
<p>(7) Local Resident, (Bodicote)</p>	<p><b>Concerns</b> – With regards to the above proposal, the concern we would have is how this restriction is going to affect the rest of White Post Rd. It would possibly push the parking to the other end of White Post Rd, nearer to where the new road is being constructed for the new housing estate.</p> <p>That in turn could affect the ability to view traffic from the right when trying to exit Saltway Lane so would it be possible to at least mark the entrance to the Lane with a white line to deter parking right up to the entrance of the lane.</p> <p>If this cannot be done in conjunction with the above proposals could it be incorporated into the work for the new housing estate taking place now as I'm sure there will be new road markings anyway once it's been constructed.</p>
<p>(8) Local Resident, (Banbury)</p>	<p><b>Support</b> – The parking restrictions need to be extended further to include onto and around and along Sycamore Road. Parking by school parents/carers is dangerous, frequently parking all around the island and right up to the junction of Sycamore.</p>

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<p>(9) Local Resident (Bodicote)</p>	<p><b>Concerns</b> – Will soon be living on High Street and I am aware that many of the residents affected do park their cars outside their houses as many of the houses have very little off road parking. What is being done within this proposal to help this situation? Parking further down the High Street will only push the problem of narrow street congestion to that area.</p> <p>I do understand the need for restrictions as the village as a whole suffers from severe traffic issues as it is used as a “rat run “ from the main Oxford Road. The Wykham lane junction is certainly a bottleneck exacerbated by parents’ car parking during term drop off and collection times for the Bishop Loveday primary school. White Post road and the High Street is now the main bus route from and to Banbury. This was moved from Broad Gap (second turn). Surely this would be a better route and circuit. The road is wider and has the advantage of avoiding the school at busy times and the Wykham lane bottleneck.</p> <p>I think that Bodicote deserves a more holistic approach to its traffic management issues with the potential for speed limits below 30mph, one way systems ( there are 4 entry and exit points into the village) traffic parking restrictions, resident parking permits, speed bumps and “No Waiting” restrictions that are enforced.</p>
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