

CABINET MEMBER FOR ENVIRONMENT – 27 MARCH 2014

PROPOSED PARKING RESTRICTIONS SHILTON PARK, CARTERTON

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions on the Shilton Park Estate in Carterton.

Background

2. Local representatives and members of the public have raised concerns regarding the danger posed by and to traffic, including the risk to pedestrians, from vehicles parked at junctions and on the bus route and main throughways of the Shilton Park Estate in Carterton.
3. In response to these concerns and in liaison with the local District Councillor, officers prepared a scheme of double yellow line restrictions (No Waiting at any time) covering junctions and other locations where parking was understood to restrict visibility and affect the free flow of traffic, particularly the estate bus service. In addition, Bus Stop Clearways were proposed to ensure that buses were able to wait at the kerbside. These initial proposals are shown at Annex 1.

Consultation

4. In March 2013 letters were sent to over 1500 households on the Shilton Park Estate and also to formal consultees. Public notices were also displayed on site and in the Witney Gazette. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Carterton Library. They are also available for inspection in the Members' Resource Centre.
5. A total of 42 responses (a less than 3% response) were received regarding the proposals which are summarised at Annex 2. Of those that responded 27 supported the proposals, 12 raised objections and 3 raised a query or needed clarification. Some residents requested additional restrictions. However, to include additional areas would have required further consultation which was not considered appropriate.
6. There were 3 main areas of objection, all of which concerned the following proposals for restrictions on Bluebell Way:
 - a) Double Yellow Lines on the complete lengths of both sides of the road between Monahan Way and the first roundabout;
 - b) Double Yellow Lines on the complete lengths of both sides of the road on the southernmost section to the rear of the shops;

c) Double Yellow Lines at the junction with The Oaks and Pear Tree Walk.
In addition one respondent objected in principle to any restrictions for the whole estate. Thames Valley Police have no objections to the proposals.

7. Officers discussed these responses with County Councillor Neil Owen and it was agreed to consider amending the proposals to allow parking to remain on the northern side of Bluebell Way (between Monahan Way and the first roundabout) and to allow parking to remain on the southern side of the southernmost section of Bluebell Way between the rear entrance to the shops and Orchid Way.
8. The objectors were sent details of the revised proposals and invited to attend a meeting with officers and District and County Councillors. At that meeting the revised proposals were presented to the objectors who were then invited to further amend the proposals to the extent that would remove their objections. These further revised proposals involved reductions in the proposed restrictions on the section of Bluebell Way near Monahan Way, at the Willow Drive junction, at the rear of the shops and at the Pear Tree Walk junction. The result of all these amendments is shown at Annex 3. One person still objects in principle to the scheme.

Financial and Staff Implications (including Revenue)

9. The cost of the consultation has been met by the Area Stewardship Fund and the cost of implementing the final scheme will be met from S106 funds.

RECOMMENDATIONS

10. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed parking restrictions for Shilton Park Estate, Carterton as advertised and amended and as described in this report and shown at Annex 3 to it.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

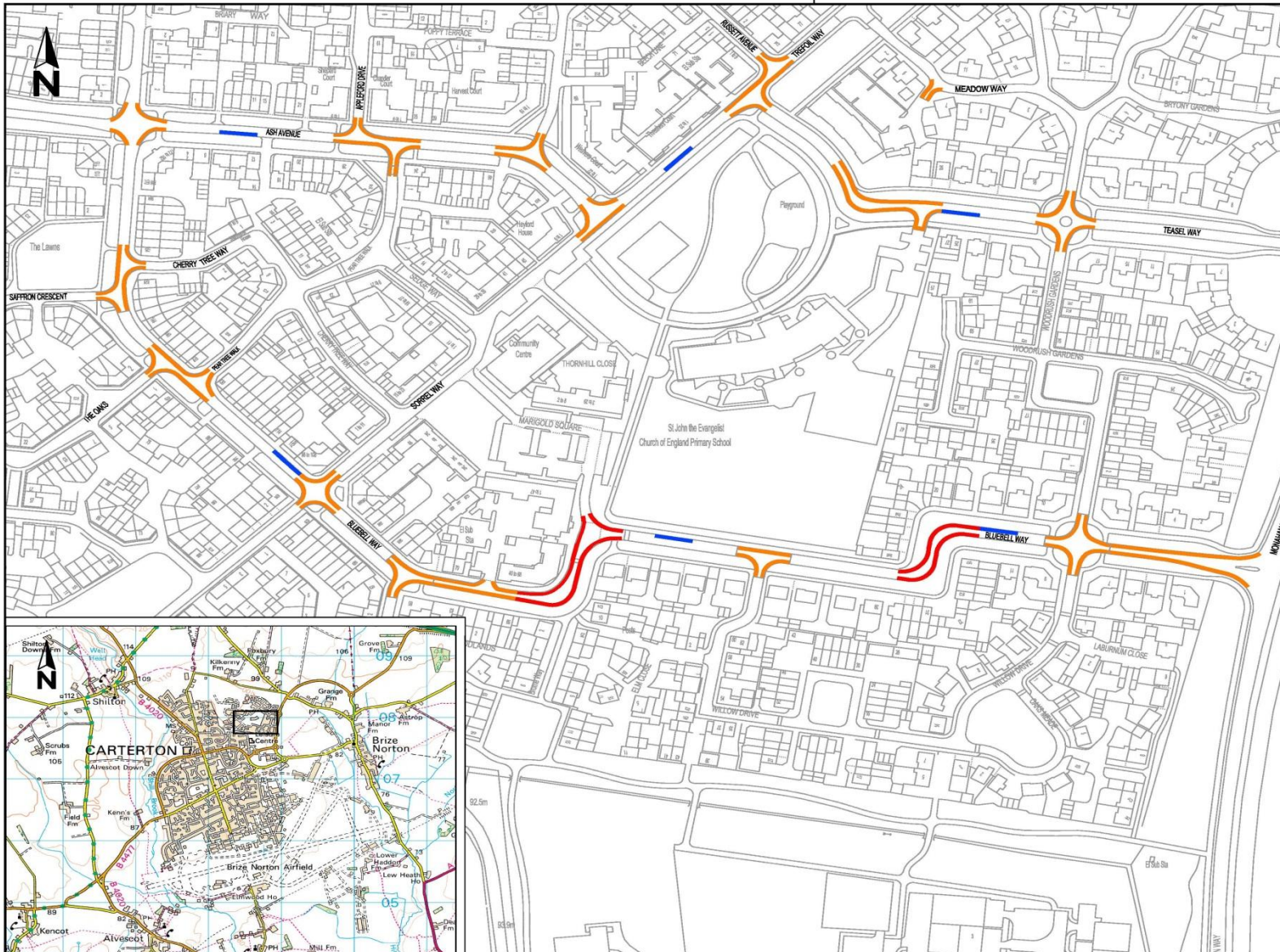
Contact Officers: Jim Daughton 01865 815803

February 2014

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Annex 1

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Drawing No. ANNEX 1 | Revision 1

- Existing double yellow lines
- Proposed double yellow lines
- Proposed Bus stop clearway 7am - 7pm

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| Rev. | Date | Description | By |
|------|----------|--------------------|-----|
| 1 | 15.02.13 | Amendments to plan | JaC |


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**CABINET MEMBER
 FOR ENVIRONMENT
 MARCH 2014**

Drawing title
**SHILTON PARK ESTATE
 CARTERTON
 PROPOSED RESTRICTIONS**

Drawing Status ISSUED FOR INFORMATION

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| | 15.02.13 | | |

Oxfordshire Project No. & File Ref

Drawing No. ANNEX 1 | Revision 1

RESPONSES TO CONSULTATION

| | LOCATION | COMMENT | OFFICER RESPONSE |
|----|------------------------|--|---|
| 1. | Thames Valley Police | No objection to these proposals. | Noted. |
| 2. | Carterton Town Council | Suggests a public meeting and asks if verge alterations are being considered. | Every resident on the estate was written to and consulted. Verge alterations are not part of this consultation. |
| 3. | Resident, Bluebell Way | Do not object in total but has one objection to part of the proposal concerning the total length of DYL on Bluebell Way between Monahan Way and the first roundabout. Also suggests that the Bus Stop Clearway is re-located in this section and has concerns regarding the proposed extension of the School with no increase in on-site parking which will further exacerbate the congestion on the Estate. | Noted. The Proposal has been amended at Annex 3. The Bus Stop Clearway is proposed at the site of the existing Bus Stop. They have raised their objections to the School expansion as part of the planning process. |
| 4. | Resident, Bluebell Way | Object the double yellow lines proposed at the beginning of Bluebell Way as parked cars slow traffic down compared to Teasel Way where DYLS are not proposed. Suggests a speed camera for Monahan Way. | The proposal has been amended at Annex 3. Teasel Way is wider than Bluebell Way. Referred to Road Safety Officers. |
| 5. | Resident, Bluebell Way | We are very concerned with your proposal to put double yellow lines outside our house they have multiple vehicles and there will be a probable reduction in house values. | The Proposal has been amended at Annex 3 regarding this length of road at the beginning of Bluebell Way. |
| 6. | Resident, Bluebell Way | Object to these unnecessary and un-proportional restrictions suggested in this proposal for the section of Bluebell Way from Monahan Way to Willow Drive. | The Proposal has been amended at Annex 3 regarding this length of road at the beginning of Bluebell Way. |
| 7. | Resident, Bluebell Way | Concerns and objections to some of the proposed restrictions primarily about the proposed No Waiting at Any Time restrictions near the Bluebell Way/Monahan Way junction. | The Proposal has been amended at Annex 3 regarding this length of road at the beginning of Bluebell Way. |
| 8. | Resident, Bluebell Way | I must object as a second vehicle has to be parked on the road. | The proposal has been amended at Annex 3 to allow additional parking along this length of road to the rear of the shops. |

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| 9. | Resident, Bluebell Way | We are a two-car family and need to park one car in the vicinity. | The proposal has been amended at Annex 3 to allow additional parking along this length of road to the rear of the shops. |
| 10. | Resident, Bluebell Way | Extremely unhappy and perplexed at the proposed traffic restrictions. Need to park a second car to the front of their property where DYLS are proposed. | The property is practically opposite the entrance to The Oaks and parking there was not considered a safe alternative. However the proposal has been amended at Annex 3. |
| 11. | Resident, Bluebell Way | Strongly object to the proposals on a number of grounds Convenience of needing parking by their front door as have a young family Safety as parked cars provide a barrier for children etc. Would require compensation for devalued property and questions the need for the number of Bus Stops. | The proposals are designed to improve road safety. It would be safer for motorists to see any children and not have them emerging between parked cars. However, the proposal has been amended at Annex 3. The Bus Stops already exist. New ones are not proposed. |
| 12. | Resident, Bluebell Way | Needs to park a second vehicle to the front of their property. | The property is right on the corner at a junction and parking there was not considered a safe alternative. However, the proposal has been amended at Annex 3. |
| 13. | Resident, Bluebell Way | Objections to the above proposed order generally against the restrictions reducing available parking and will certainly devalue the price of our property | The restrictions are designed to improve safety and assist the freeflow of traffic, which should make the Estate a more desirable place to live. |
| 14. | Resident, Berryfield Way | Fully supportive of the restrictions and suggests restrictions at additional junctions. | Noted. Our initial Brief was to safeguard the junctions on the main throughways and the Bus Route and additional restrictions would require further consultation. |
| 15. | Resident, Blackthorn Green | Support the proposed traffic restrictions plus cars park close to front door & would like DYL there | Noted. Additional restrictions would require further consultation. |
| 16. | Resident, Bluebell Way | How happy we are to hear this news but concerned about lack of enforcement, displaced parking and driveway being blocked. | Noted. WODC are committed to the Scheme & will enforce. A white access protection marking may be appropriate. |
| 17. | Resident, Bluebell Way | Wish to express our full support for the proposed traffic restrictions but would like the DYL extended to include the front of their property. Queried Bus Stop Clearway only on one side causing a blockage if cars park opposite. | Noted. Additional restrictions would require further consultation. The intention of the bus stop clearways is to ensure buses can wait at the kerb, any blockage would only be temporary |

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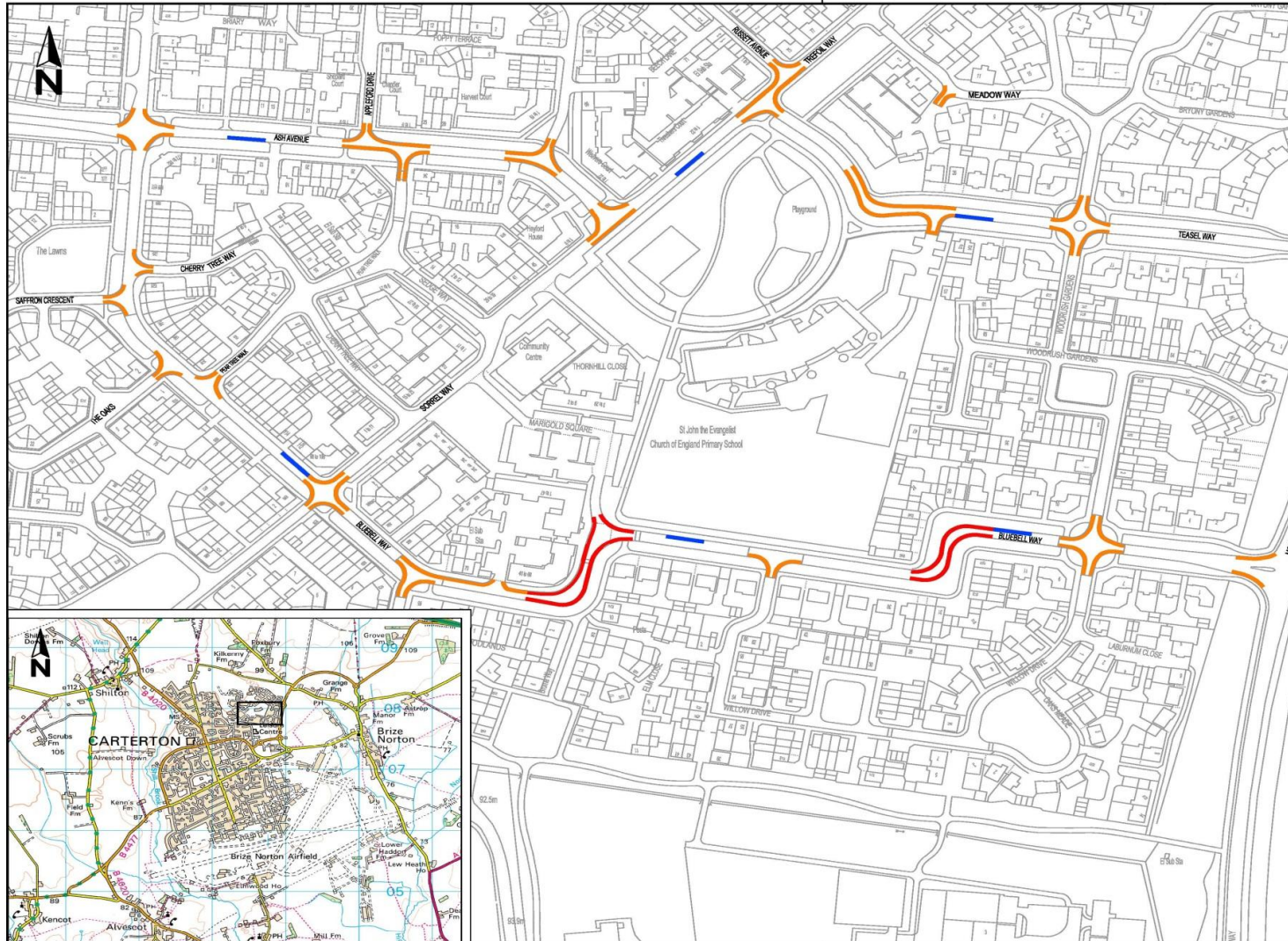
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| | | | while passengers board or alight. |
| 18. | Resident, Bluebell Way | Would like to support all proposed double yellow lines and them being policed. | Noted. WODC will carry out enforcement. |
| 19. | Resident, Bluebell Way | Generally we are in agreement with extending the double yellow lines plus we support the bus stop clearway would prefer it if you could extend the double yellow lines on the opposite side of the road. | Noted. Would not appear to be any traffic reason to justify this and additional restrictions would require further consultation. |
| 20. | Resident, Bluebell Way | The proposed traffic restrictions are good, but miss a crucial piece cites safety reasons and suggests that it would make sense to have the double yellow lines the entire length of Bluebell Way. | Noted. The proposals would improve safety, but a balance has to be struck with still allowing some parking. Additional restrictions would require further consultation. |
| 21. | Resident, Bryony Gardens | I wholeheartedly back the proposal. | Noted. |
| 22. | Resident, Elmhurst Way | I think your proposals are long overdue and would like all junctions in Elmhurst Way included. | Noted. Our initial Brief was to safeguard the junctions on the main throughways and the bus route and additional restrictions would require further consultation. |
| 23. | Resident, Elmhurst Way | Fully behind your scheme to implement parking restrictions on Shilton Park. Was promised there would be a ban on contractors (vehicles) parking on the roadside. | Noted. There may be this restriction in property deeds, but not it is not enforceable by OCC. |
| 24. | Resident, Harvest Crescent | Pleased and relieved that something is going to be done on the main routes Requests DYLS on the bend adjacent to their property. | Noted. Additional restrictions would require further consultation. |
| 25. | Resident, Harvest Crescent | Suggests DYLS on an additional Junction in Trefoil Way. | Our initial Brief was to safeguard the junctions on the main throughways and the bus route. Additional restrictions would require further consultation. |
| 26. | Resident, Magnolia Way | Support the proposed traffic restrictions. Additional residents parking must be part of this proposal. | Noted. Cannot create additional off street parking. Residents should utilise existing provision. |
| 27. | Resident, Marigold | I agree with the proposals. Have concerns about a recovery vehicle which parks close to the corner junction at Bluebell | Noted. We cannot restrict particular vehicles as part of these proposals. |

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| | Square | Way | |
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| 28. | Resident, Oaks Meade | The proposals are very sensible and have covered most of the really dangerous parking and crossing points on the estate. Suggests some additional DYLS on Bluebell Way for safety | Noted. The restrictions as proposed would improve safety and a balance has to be struck with allowing some parking. Additional restrictions would require further consultation. |
| 29. | Resident, Park View Lane | Fully concur with the proposal especially that for Bluebell Way. Assuming the roads on this estate have now been adopted suggests DYLS for additional junction areas. Suggests switching off certain pavement lighting to make savings. | Noted. Some roads on the periphery have still to be adopted. Our initial Brief was to safeguard the junctions on the main throughways and the bus route. Additional restrictions would require further consultation. Referred to Street Lighting Officers. |
| 30. | Resident, Saffron Crescent | Fully support the new parking restrictions. Suggests additional DYLS in Saffron Crescent. | Noted. Additional restrictions would require further consultation. |
| 31. | Resident, Tamarisk Crescent | Wholeheartedly agree with the proposal and requests DYLS adjacent to their property where there is no pavement and is an access road. | Noted. Additional restrictions would require further consultation. |
| 32. | Resident, Teasel Way | Cars currently park at the proposed bus stop clearway on Teasel Way. Concerns about displaced parking blocking the road and suggests extending the DYLS. | The bus stop clearway will be enforced and will allow buses to wait at the kerb. Any possible blocking will only occur temporarily while passengers board. |
| 33. | Resident, Teasel Way | The plan, as far as it goes, is excellent. Advocates DYLS along the entire length of Teasel Way and compares with Bluebell Way. | Noted. This would be too restrictive and outside our Brief. Additional restrictions would require further consultation. Teasel Way is wider than Bluebell Way. |
| 34. | Resident, Trefoil Way | My husband and I fully support the proposed plans. Currently have safety concerns exiting their driveway | Noted. |
| 35. | Resident, Weavers Court | Agree with the nature of the proposal but object to the bus stop clearway opposite Weavers Court as buses stopping at the stop currently cause an obstruction to exiting traffic. | Noted. The proposed bus stop clearway is not directly opposite this entrance and in fact it is felt that this clearway would regularise where the bus stops and actually assist the movement of traffic. |
| 36. | Resident, Willow | Support the objectives fully. | Noted. |

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| | Drive | | |
| 37. | Resident | Support for the proposed changes plus concerns about speeding traffic. | Noted. Referred to Road Safety Officers. |
| 38. | Resident | Very pleased to receive the recent proposal but concerns about displaced parking and enforcement. | Noted. Restrictions would be monitored with a view to possible amendment or addition. Enforcement will be by WODC. |
| 39. | Resident | Look forward to the planned parking restrictions but how will it be enforced. | Noted. WODC will carry out enforcement. |
| 40. | Resident | The proposals are a good idea would be good to add some pedestrian crossings as well. | Noted. Referred to Road Safety Officers. |
| 41. | Resident | Queries the date of a public meeting. | As above. Objections will be determined at a public meeting with Cabinet Member. |
| 42. | Resident | Your proposed plans for improving the flow of traffic on this estate are most welcome Suggests DYs on much more of the Bus Route | Noted. This would be too restrictive and a balance needs to be struck. Additional restrictions would require further consultation. |



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|-------------|---------|----------|---|
| Drawing No. | ANNEX 4 | Revision | 3 |
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- Existing double yellow lines
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|------|----------|--------------------------|-----|
| 1 | 15.02.13 | Amendments to plan | JaC |
| 2 | 12.11.13 | Nov 2013 revisions added | JaC |
| 3 | 26.01.14 | Jan 2014 revisions added | JaC |

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Drawing title
 SHILTON PARK ESTATE
 CARTERTON
 PROPOSED RESTRICTIONS
 JAN 2014 REVISION

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| | Date drawn | Date checked | Date approved |
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