

CABINET MEMBER FOR ENVIRONMENT – 10 OCTOBER 2019

SHIPLAKE, MILL LANE: PROPOSED WAITING RESTRICTIONS

Report by Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposed waiting restrictions on Mill Lane at Shiplake 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 on Mill Road, Shiplake

Background

4. The above proposal as shown at Annex 1 has been put forward due to residential development on the east side of Mill Road, Shiplake.

Consultation

5. The original consultation on the proposal was carried out between 21 July and 18 August 2019. A public notice was placed in the Henley Standard newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Shiplake Parish Council and the local County Councillor.
6. Six responses were received. 2 objections, 1 neither objecting nor supporting, and 3 in support. The responses are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.
7. Due to expiration of the statutory time limit of two years from the start of a consultation to the implementation of Traffic Regulation Orders (TROs), a second consultation on the proposal was carried out between 23 August and 20 September 2019. A public notice was again placed in the Henley Standard newspaper and sent to statutory consultees including Thames Valley Police,

the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Shiplake Parish Council and the local County Councillor. Street notices were placed on site and letters sent to approximately 30 properties in the immediate vicinity, adjacent to the proposals.

8. Seven responses were received to this consultation. 1 objection, 3 neither objecting nor supporting and 3 in support (including the Parish Council). The responses are recorded at Annex 2 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 proposals but noted the many pressures on police resources and commented that enforcement of the restrictions would not be a high priority, noting also concerns over the maintenance of existing waiting restriction markings.
10. Shiplake Parish Council support the proposals whilst recognising the fact that there are already some parking restrictions in place.
11. The objection received to the current consultation was on the grounds of parking being displaced to other parts of the road further exacerbating pressures there, particularly in the context of the demand for parking caused by rail commuters using the nearby Shiplake rail station. The two objections received to the first consultation included a concern over the need for the restrictions and that the restrictions – unless applied to both sides of the road, rather than just the east side adjacent to the development – would increase the problems there.
12. Three responses were received to the current consultation expressing no objection or qualified support and raising queries about the likely effectiveness of the scheme noting that there was already a poorly respected single yellow line day time restriction targeting commuter parking in the vicinity and concerns that the scheme would not fully address the parking issues, leading to further pressures elsewhere in the vicinity, especially noting the new residential development. One response noted that as part of the works here a footway had been provided adjacent to the development and queried – given that there is no footway provision elsewhere in the vicinity – if pavement parking could be permitted
13. Noting the above, it is accepted that the proposals – as with any such restriction in areas where there is parking pressure – will not be a complete solution to the problems that exist in the area. However, they are considered proportionate taking account of the adjacent residential development funding the scheme and also noting that the suggestion received for allowing parking on the newly constructed footway would clearly not be desirable. Should the proposals be approved, an assessment of their effectiveness will be carried out, although noting that there are at present no specific funds available for further measures.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

15. The full costs of the proposed scheme would be met by the developers.

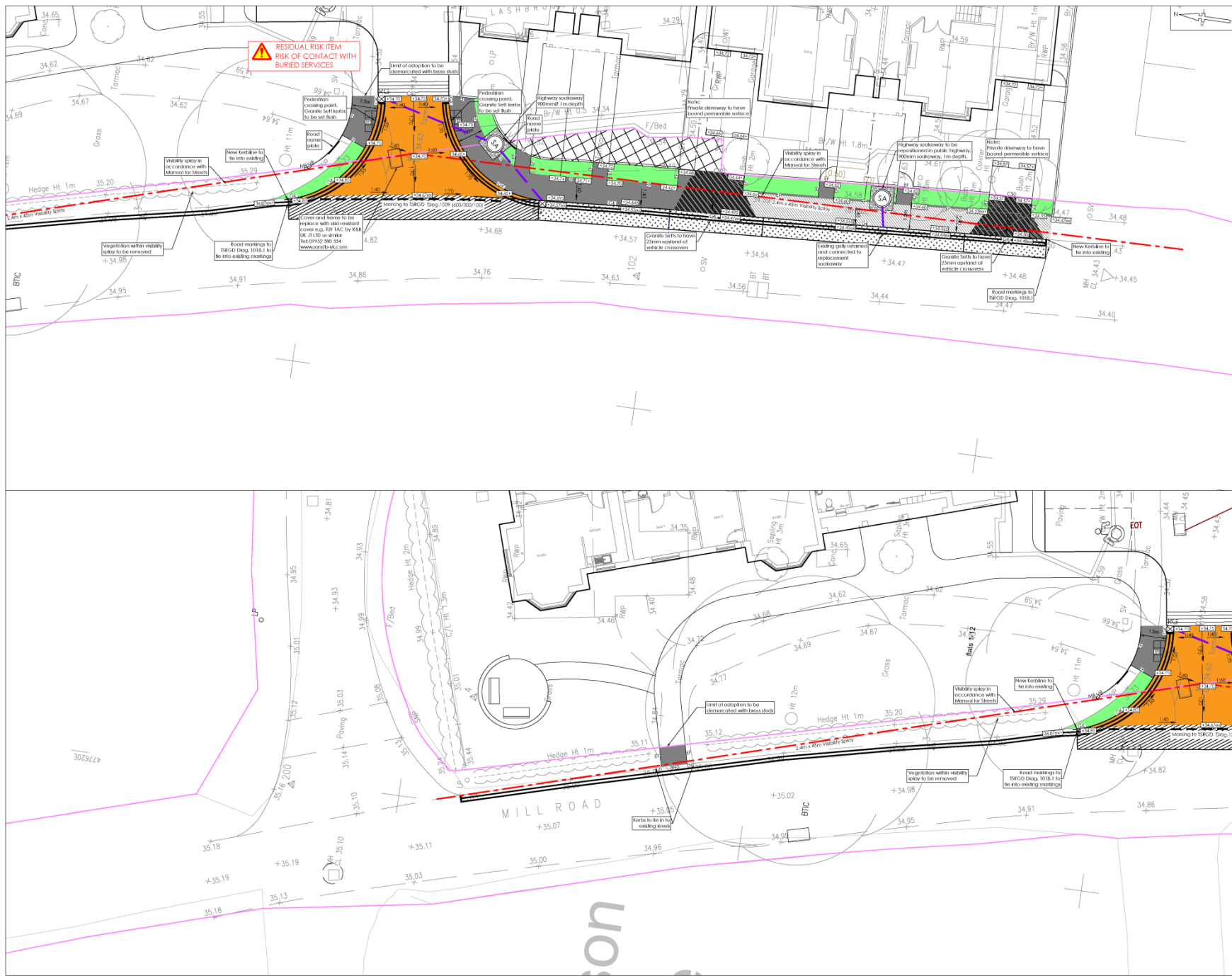
OWEN JENKINS

Director for Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

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October 2019



CLIENT INFORMATION
 Client Ref: 15-1897-0104-011543
 CRG NUMBER: 1508_1000_00
 Project Ref: 15-1897-0104-011543
 TRF Architects: 0160-84288
 CRG NUMBER: 20140401
 DATE RECEIVED: 26/09/2015

NOTES

- All dimensions and levels are in metres unless otherwise noted
- This drawing is to be read in conjunction with the relevant Architect/Engineer's drawings, specifications and CDM documentation
- This drawing has been produced electronically and may have been updated, reduced or enlarged when copied. Work to reported dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
- This drawing contains coloured lines / information that may not be seen if reproduced in black and white.

Legend

- Highway Status to be Removed
- New Footway Construction
- New Footway Construction
- New Vehicle Crossover Construction
- Footway Reinforcing (200mm of R.C. 4 dense set P20/10 (M310B-1))
- Construction Joint Overlay, Where new cantonment construction abuts existing
- New Highway Verges - to be grass only (150mm topsoil & seed or turf)
- Kerf, Kerf, Kerf or similar approved
- Blinder Course & Surface Course to be replaced in kind of New Kerbs (Blinder Course 300mm)
- P.C.C. edged roadway (Blinder to drawing for size)
- Highway Chord (Adopted)
- Road gully (Proposed) D400
- Existing Highway Boundary

Material Legend

Mat Ref	Type	Dimensions	Notes
CR1	CB1	150x150	Flush kerb laid with edge fall to channeling gully
CR2	Granite Set	300x300	Channel kerb set with edge fall to channeling gully
CR3	CR	50x150	Square edged path edging laid flush with kerb
CR4	Traffic paving		Colour buff for unimproved pavements or use for legal controlled pavements

Level Data

+100.000	Existing survey level (By others)
+100.000	Existing level
+100.000	Proposed level

REVISIONS

Rev	Drawn by	CHKD by	Comments	Date
P02	BNK	AJD	Kerf types amended, additional gullies and footways added & kind of blinder amended following receipt of OGC Technical Advice	12/09/17
P01	WUP	AJD	Initial issue	15/11/16

DRAWING TITLE
 Section 278 Works

PROJECT
 Sidney Harrison House
 Mill Road
 Shiplake
 Oxon

DESIGNED BY AJG **DRAWN BY** SNN **APPROVED BY** IST

DATE 11/11/2016 **SCALE** **SUBJECT TO TECHNICAL APPROVAL**

SCALE 1:200 @ A1

CLIENT

JOB NUMBER 15-1897 **DRAWING NUMBER** 20 **REVISION** P02

PROJECT: 15-1897-0104-011543 - Sidney Harrison House Section 278 - Drawing of CRG 01-1507-001

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer (Thames Valley Police)	<p>No Objection - In line with previous consultation response in 2017 I do not object, however 2 years on I see little justification for these proposals.</p> <p>Having visited the location yesterday there are considerable builder's vehicles parked in the road outside of the development. Existing restrictions along this road are poorly maintained and barely visible. Such restrictions will not feature for any level of targeted enforcement 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) Shiplake Parish Council	<p>Support – the Parish Council are supportive of the proposal recognising that there are already some parking restrictions in place.</p>
(3) Local Resident (Shiplake)	<p>Object - The result will be that the residents of the new housing units, and people who park in Shiplake using the train, will park outside my house. The commuters are a real problem, and your proposals will add to the problem.</p>
(4) Local Resident, (Mill Road, Shiplake)	<p>No Objection – but would make the following comments:</p> <p>1) the proposed restriction will help to keep this narrow section of Mill Road clear, but it will undoubtedly prove onerous for the residents of the new houses there as their off-road parking space for their cars is limited, not to mention drop off calls from visitors, delivery vans and couriers etc....consequently it will be hard to see how this restriction can or will be enforced in practice.</p>

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	<p>2) it should be noted that there is in fact already a "No waiting after 10am" restriction on both sides of the road from here to the junction with Station Road, introduced to kerb rail commuter parking, but now with the signage overgrown in places and the single road-line largely faded or tarmacked over. This would presumably be revamped at the same time, but any "knock on " implications would need to be considered.</p> <p>3) the narrowness of the road along this section is accentuated by the overgrowing bushes and trees on the verge of the property and land opposite...clearing this back would widen the road for users and improve visibility on the approach from both the south and particularly the north sides, and hence safety for road users along this stretch of what used to be a quiet road but now is busy, not just with cars but increasingly with heavy i.e. wide good vehicles.</p>
<p>(5) Local Resident, (Lowes Close, Shiplake)</p>	<p>Neither - Our first comment is that we are surprised a footpath has been laid at all in the section of Mill Road immediately outside the new Sidney Harrison House development. Other parts of Mill Road don't have a footpath. The reason being that the new footpath narrows the road such that it makes it impossible for two vehicles of size to pass each other! Therefore, it seems there are two alternatives (assuming the footpath stays):</p> <ol style="list-style-type: none"> 1. Allow parking on part of the footpath - which is convenient for those residents moving in to the new development (and their visitors); this would be our preferred solution; this, or remove the footpath... 2. Impose parking restrictions - but this simply moves the problem on to somewhere nearby. Given the somewhere nearby could well be Lowes Close, can you confirm the double yellow lines will be continued into Lowes Close under this scenario? <p>Also, how will the double yellow lines be enforced? If this is not done effectively, then we will see parking in Mill Road anyway. Option 1 above is, therefore, a pragmatic way of spreading the parking load.</p>
<p>(6) Local Resident, (Shiplake)</p>	<p>Support - I agree with the proposal. What about a restriction also on the west side of the road? Stopping parking on the east will just move cars to the west side</p> <p>Banning parking on this stretch of road will inevitably push cars to park in the entrance to Lowes Close. This has been used over the past year by contractors working on the Sydney Harrison development resulting on numerous occasions when the refuse collection lorry cannot enter Lowes Close and lack of sight lines at the junction. If parking is pushed by the proposed restriction into Lowes Close then access for emergency vehicles could be restricted. I would ask the</p>

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	council to consider full parking restrictions on Lowes Close for say 50 metres from its junction with Mill Road to prevent this.
(7) Local Resident, (Oxford)	Support – <i>No comment</i>

ANNEX 3 ('Original' 2017 Consultation Responses)

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>No objection - Please be aware such restriction feature very low in terms of any enforcement activity by Thames Valley Police and should be reliant on good driver compliance.</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) Local Resident, (The Crescent, Lower Shiplake)	<p>Object - Having looked at the plan, it appears only one side of the road has the restriction. I feel this should be extended to both sides, as commuters will still park in the road and cause huge congestion, disruption for vans and cars, as well as road safety to pedestrians using the road</p>
(3) Local Resident, (Mill Road, Lower Shiplake)	<p>Object - I see no need for the subject proposal and would make the following comments by way of background reasons.-there is already in fact a single yellow line parking restriction (No Parking 9-10am. Mon-Fri) along that section of Mill Road which was introduced by Shiplake PC in conjunction with OCC Highways as part of a village-wide scheme to remedy the (mainly commuter-related) parking problems experienced across the village in Mill Road and Station Road -- as a nearby resident I can confirm that this resolved the problem of parking in front of the Sidney Harrison House while this was open, with any infringements being reported to our local PCSO, whose action proved quite a deterrent!</p> <p>- the real problem now is that the line marking in question has since been totally obscured by leaf and other debris as a result of a lack of road cleaning, hence (with the demise of the SHH building) enforcement has lapsed</p> <p>The introduction of double yellow lines is unnecessary and would furthermore lead to an unintended consequence when the two pairs of semi-detached houses are eventually built there because such lines would prevent the new house-holders themselves (and their visitors) from parking outside their own houses, which would inevitably cause knock-on problems.</p>

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	<p>My view is that the parking along that section of Mill Road can be satisfactorily controlled -as before-by simply cleaning, and thereby effectively re-instating, the single yellow line restriction and enforcement which worked perfectly well.</p>
<p>(4) Local Resident, (Lowes Close, Lower Shiplake)</p>	<p>Support - I support this proposal but would like it noted that some cars already park actually in Lowe`s Close and my hope is that this restriction in Mill Road does not mean that more people will try to park in our road.....</p>
<p>(5) Local Resident, (Lowes Close, Lower Shiplake)</p>	<p>Support - These yellow lines should become permanent since cars parked by people visiting the community facilities at Sydney Harrison House park on the verge blocking the sight line when exiting Lowes Close. Lowes Close should not become an alternative parking place for operatives carrying out construction work on Sydney Harrison house or as a place for delivery truck to turn around. We are well aware of the effects on the narrow Mill Road of construction blocking the road or restricting the road width by parking on verges adjacent to sites.</p>
<p>(6) Local Resident, (Lowes Close, Lower Shiplake)</p>	<p>Support - Given that this restriction will move commuter parking closer to Lower Shiplake Station (car park is full by 0800hrs), please can OCC consider introducing no waiting in Lowes Close for a stretch of some 50 metres from its junction with Mill Road.</p> <p>The entrance is narrow and any parked cars already present problems for the rubbish collection vehicles and could obstruct emergency vehicles from entering the Close.</p> <p>This measure would also prevent the parking of construction vehicles in the re-building of Sydney House and the obstruction they would cause.</p>