

Bayswater Road Barton

General Comments/Requests

The following points were taken from letters and e-mails received during the consultation period.

Each point has been considered within design standards and constraints. A summary of the comments, together with recommendations are listed in the table below.

Comments

1. They believe the problem of inadequate parking provision within the development should have been anticipated by the developer, as it was built for young professionals or others who tend to have two cars. Their visitors also tend to arrive by car.
2. They feel that there was a failure by the planning department at the planning application stage in not insisting upon adequate parking for the development.
3. They mention a problem of Buses clipping the kerb as they turn into North Way, which is quite intimidating and potentially dangerous to those waiting to cross at the junction.

Response

1. & 2. These comments concern planning issues, and are therefore not relevant to this consultation. However, the amount of parking was subject to the original planning process which has already been determined following public consultation.
The overall provision complies with the local plan and is designed to limit the amount of car ownership and encourage the use of more environmentally friendly means of transport.
3. This a matter for the bus companies to address.

Recommend: No TRO Change.

Delbush Avenue Sandhills

General Comments/Requests

The following points were taken from letters and e-mails received during the consultation period.

Each point has been considered within design standards and constraints. A summary of the comments, together with recommendations are listed in the table below.

Comments	Response
Believes that the proposals are "a step in the right direction".	Noted.
Asks if there is any possibility of extending the restrictions down as far as the junction with Edgecombe Road on both sides of North Way rather than just on the Ellington Court side of the road, as it would greatly improve the area.	It is not believed that parking in this area of the road represents a particular hazard. Additionally parking here would be useful for those visiting Ellington Court.

Recommend: No TRO Change.

North Way Barton

General Comments/Requests

The following points were taken from letters and e-mails received during the consultation period.

Each point has been considered within design standards and constraints. A summary of the comments, together with recommendations are listed in the table below.

Comments	Response
<p>They applaud the efforts to ease some of the residents' problems but feels that this is not the best solution. They have lived in Ellington Court since June 2005 and believes that no problems have been caused by the parking on this stretch of road.</p>	<p>This length of road on the same side and to the north of the development is on the inside of a bend which goes down hill from the entrance to Ellington Court. Officers have observed that parked cars obstruct visibility when exiting Ellington Court.</p>
<p>They state that the road is wide and vehicles do not have problems in passing and they do not have problems in pulling out from the development.</p>	<p>The proposals will not prevent parking on the opposite side of the road, north of the existing Bus Stop, which is currently little used. It is therefore unlikely that car would be displaced into the area described.</p>
<p>They believe that if the proposed double yellow lines are installed, the troubles with parking would intensify on other local roads which are even less able to tolerate such parking.</p>	<p>This is a matter for Thames Valley Police, who have not raised any concerns about this scheme. However, the uncontrolled length of road opposite the proposed restrictions is only a little less convenient.</p>
<p>Crime in the area is troubling and I have witnessed cars being burned out. If I have visitors it would be more convenient and safer for the cars to be parked in this well lit area which has generally been safe.</p>	<p>There are no properties adjacent to the uncontrolled length of road opposite the proposed restrictions.</p>
<p>They say that the managing their agents are planning to implement restricted parking within the development. If this and the double yellow lines were put in place any visitor would be forced to park outside somebody else's house.</p>	<p>It is believed that each property was provided with an allocated off street parking place. The development is also located relatively close to Public Transport Links (Coach) to London.</p>
<p>Concerned that it would affect the value of properties in Ellington Court. The biggest selling point of the development is the ability to commute to London. Consequently there would be little point in buying a flat if there was nowhere to park.</p>	<p>As mentioned previously parking in the remaining uncontrolled sections opposite would be safer (from a traffic management point of view) and only a little less convenient.</p>
<p>They state that many of the residents are young professional couples with 2 cars with one parking space per residence within the development. As a result the proposals would really affect their lives.</p>	

They state that the length of road between the entrance to Ellington Court and Edgcombe Road is used by residents of Ellington Court, many of whom have two cars per flat and only one off street parking place.

They believe that the proposals will contribute to congestion and create dangers by displacing the parked vehicles (owned by residents) into Edgcombe Road or on the opposite side of North Way where it would obstruct busses..

They suggest imposing the proposed restriction on the south side of North Way as proposed and on the north side only from the main road to the entrance of Ellington Court.

This length of road on the same side and to the north of the development is on the inside of a bend which goes down hill from the entrance to Ellington Court. Officers have observed that parked cars obstruct visibility when exiting Ellington Court.

The proposals will not prevent parking on the opposite side of the road, north of the existing Bus Stop, which is currently little used. It is therefore unlikely that car would be displaced into the area described. Parking on the unrestricted side would not obstruct buses as there is sufficient room for two way traffic. In addition we have not received any concerns from either of the bus companies which operate services or our Public Transport section.

This would not achieve any significant improvement to visibility for vehicles exiting Ellington Court.

Recommend: No TRO Change.

**Roman Way
Wantage**

General Comments/Requests

The following points were taken from letters and e-mails received during the consultation period.

Each point has been considered within design standards and constraints. A summary of the comments, together with recommendations are listed in the table below.

Comments

Response

They own two flats in Ellington Court and believe that ample outside street parking was a sales point.

The proposals will not prevent parking on the opposite side of the road, north of the existing Bus Stop, which is currently little used and far safer than where parking occurs at present.

They state that most flats have 2 cars, but only one off street parking place. The second being parked on the road in North Way predominately on the north side of North Way close to Ellington Court.

This location is on the inside of a bend which goes down hill from the entrance to Ellington Court. Consequently cars parked there obstruct the view of southbound vehicles from those exiting Ellington Court.

They believe that if the proposals were implemented cars would park to Edgecombe Road and further down North Way beyond the Edgecombe Road junction– worsening the existing parking there.

It is believed that the little used length of road opposite the proposed restrictions would be more attractive than the area suggested. As a result the feared worsening of the parking in Edgecombe Road etc. is unlikely to occur.

They say their experience is that the only area of potential danger is the actual turnoff into North Way from the Headington Roundabout– Therefore they suggest imposing the proposed restriction on the south side of North Way as marked (covering the bus stopping area and therefore safeguarding the passengers), and on the north side only from the roundabout to the entrance to Cress Hill Place or Ellington Court.

This would not achieve any significant improvement to visibility for vehicles exiting Ellington Court.

Recommend: No TRO Change.