

CABINET MEMBER FOR ENVIRONMENT – 10 OCTOBER 2019

WALLINGFORD: READING ROAD - PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve a reduced extent of additional waiting restrictions (rather than those as originally advertised) on Reading Road at Wallingford to protect the immediate vicinity of the new access to residential development and at the bridge as set out at Annex 2 to this report.

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. A proposal to introduce additional waiting restrictions at Reading Road, Wallingford as a result of the development of adjacent land was deferred by the Cabinet Member for Environment on 31 May 2019 to enable a revised proposal reducing the length of restriction to be considered. The report sets out the responses to the original consultation which are pertinent to that deferral and presents the detail of the revised proposal.

Background

4. The original proposal as shown at Annex 1 were put forward as a result of the development of adjacent land. Annex 2 shows the proposed amendment.

Consultation

5. Formal consultation on the original proposal was carried out between 20 March and 19 April 2019. A public notice was placed in the Oxfordshire Herald series newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Wallingford Town Council and the local County Councillor. Street notices were placed on site in the immediate vicinity of the proposals.

6. Seven responses were received to that consultation. 6 objections and one non-objection from Thames Valley Police. The responses are summarised at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposals but commented that enforcement of the waiting restrictions would be a low priority for police resources.
8. Six objections were received from members of the public - all residents of the road adjacent to the proposed restrictions - expressing strong concerns over the loss of parking and the consequent loss of amenity, possible adverse effect on property values and noting that the parking here following the construction of the new access for the development was not, in practice, causing any safety or congestion problems.
9. Following the deferral of a decision on the original proposal at the 31 May 2019 Cabinet Member for Environment decisions meeting, a site meeting was carried out with the interested parties including former County Councillor Lynda Atkins the local member at the time as a result of which officers understand that the revised proposals address the concerns expressed by residents to the original proposals and on that basis it was agreed that the extent of the restriction as originally advertised should be reduced as shown at Annex 2 so as to minimise or completely avoid residents' concerns while still ensuring adequate visibility at the new access. In support of that officers will be contacting residents regarding the detail of the revised proposals and will give an update on any further responses received.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

11. Funding for the proposed measures has been provided by the funding developers of adjacent land.

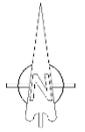
OWEN JENKINS

Director of Community Operations

Background papers: Plan of proposed waiting restrictions & Consultation responses

Contact Officers: Hugh Potter 07766 998704 & Julian Richardson 07825 052736

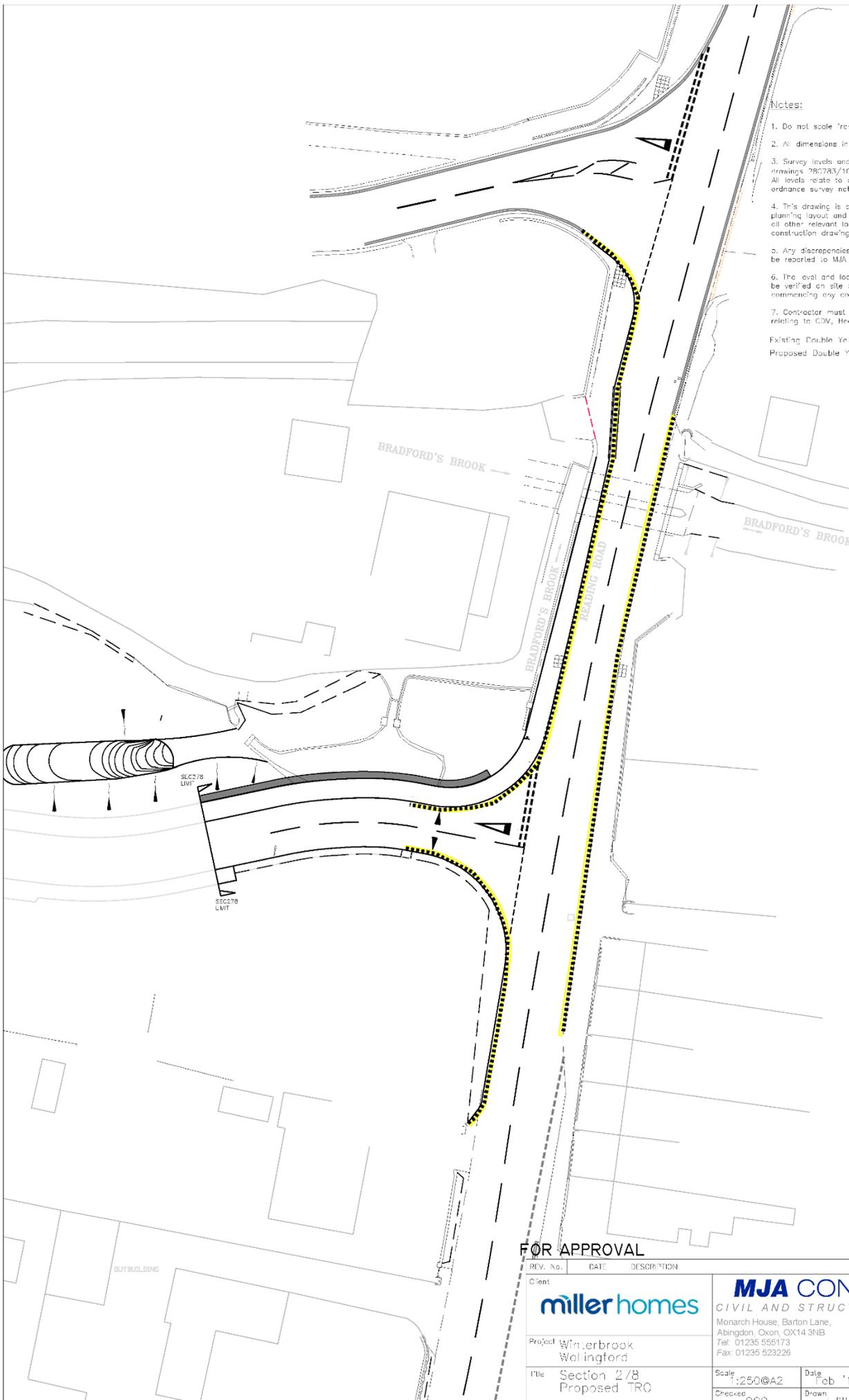
October 2019



Notes:

1. Do not scale from this drawing.
2. All dimensions in metres.
3. Survey levels and grid based on Stanville Surveys drawings TR0783/100-103 & GS&100490/100-107. All levels relate to Ordnance datum and grid is the Ordnance survey national grid.
4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant longitudinal sections and construction drawings.
5. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineer.
6. The level and location of all existing services shall be verified on site by the Contractor before commencing any construction work.
7. Contractor must comply with all current legislation relating to CDM, Health and Safety and COSHH.

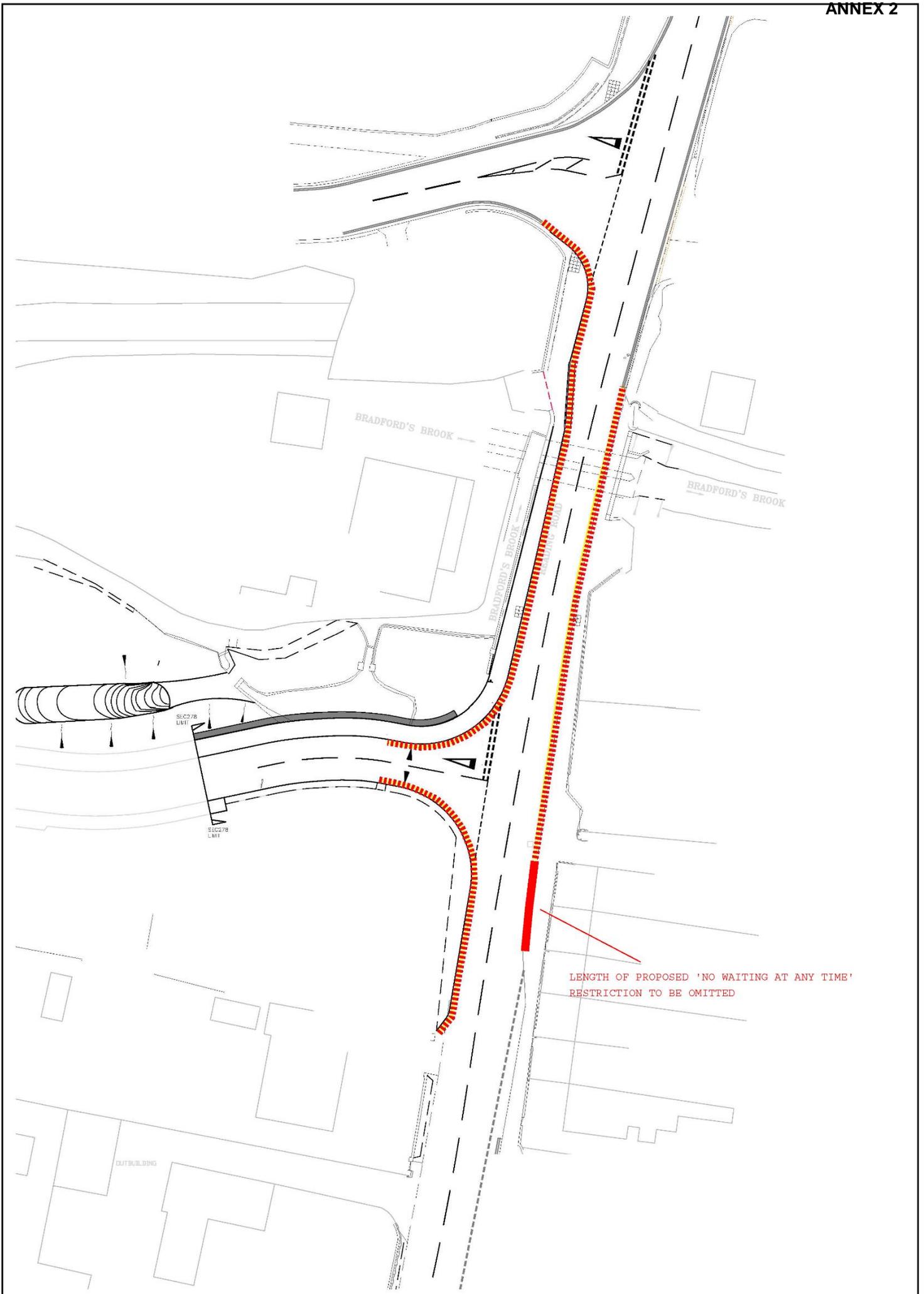
Existing Double Yellow Lines
 Proposed Double Yellow Lines



FOR APPROVAL

REV. No.	DATE	DESCRIPTION	INITIALS
Client			
		MJA CONSULTING CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 523226	
Project Winterbrook Wallingford			
Title Section 2/8 Proposed TRC		Scale 1:250@A2	Date Feb '19
Checked OCC		Drawn LJW	Drawing No. 5540:620
			Rev P1

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - In principle I am not going to object, despite the fact the new road marking are already there. May I remind the Authority again that retrospective consultation is unacceptable and probably unlawful.</p> <p>In terms of the road markings I do not believe they are consistent with the current drawing no 5540:620 as the line on the east side does not extend south of the new junction and appears to have been blacked out.</p> <p>I should point out that restriction such as these features very low in terms of our current policing priorities and the introduction of Civil Parking should be actively encouraged and introduced.</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) Local Resident, (Wallingford)	<p>Object - The double yellow lines on Winterbrook opposite the access road to Winterbrook Park will remove parking for residents living in 3-13 Winterbrook. When Winterbrook Park was first proposed, this very loss of parking and safety at the junction was pointed out by the residents of Winterbrook, but clearly ignored. Now the concerns of these residents are being ignored once again.</p> <p>Where do you propose we park our cars ? These are 3-4-bedroom family homes, not urban flats. You can't expect us not to have cars. The loss of parking will adversely affect our property value.</p>

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<p>(3) Local Resident, (Wallingford)</p>	<p>Object - The roadside in front of 3-7 Winterbrook provide much-needed parking provision for the families living in these houses and the provision of double-yellow lines here will cause great inconvenience and exacerbate existing parking pressures along Winterbrook and The Murren.</p>
<p>(4) Local Resident, (Wallingford)</p>	<p>Object - I have been the home owner at Winterbrook Wallingford for the last twenty years and now find myself in the situation potentially losing the ability for myself and family to park anywhere near my house so I am strongly objecting to the application that has been submitted to extend the double yellow lines 20m past the junction. What has been proposed means we would lose any current parking outside number 5 and in front of my neighbour at number 3. There are absolutely no other alternative parking places available in the vicinity and the four spaces in front of Winterbrook have been taken up by cars at numbers 7, 9, 11 and 13. For all six properties the suggestion is to have only four parking spaces now instead of the current six.</p> <p>Without any parking at Number 3 and 5 puts us at risk as residents and will also significantly reduce the value of our properties. This is unacceptable and needs addressing urgently.</p> <p>The developers have not helped the situation we find ourselves in – the new grassed pavement in front of Winterbrook Park and opposite our houses has narrowed the road unnecessarily and only serves as decoration not for pedestrians. Secondly the pavement in front of Number 5 and 3 could be narrowed to the same width as in front of numbers 7-13 again to help widen the road and leave space to park in front of our properties and ease the trunking space out of Winterbrook Park. These are easy solutions to fix the problem.</p> <p>As you know we have always made it very clear throughout the resident’s development objections, the issues related to parking and the need to have spaces outside our houses. We were assured on several occasions that this would not be the case and has been minuted. We have suffered relentlessly throughout all the building works and have compromised on many an occasion. To put us at risk like this and devalue our properties is not acceptable and we ask you to extend the double yellow lines only as far as Orchard Close to allow continued on road parking outside of our properties.</p>
<p>(5) Local Resident, (Wallingford)</p>	<p>Object - We live opposite the Winterbrook Park development. We strongly object to the application to extend double yellow lines 20m past the new junction as this would prevent parking outside of both our property and that of our neighbour at No. 5 Winterbrook.</p>

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	<p>This development was refused twice before being allowed at the third attempt. On each occasion the issues related to parking were raised by the residents, in particular the need to park on road outside of our properties as no other parking areas were available.</p> <p>We have lived here for over 30 years. Throughout this period we have enjoyed on road parking outside of our property. Painting double yellow lines outside of both No. 3 and No.5 simply creates further pressure on parking in Winterbrook and The Murren and effectively devalues our properties. Existing residents are being disadvantaged to the benefit of the incoming residents in Winterbrook Park, despite assurances at the appeal meeting that this would not be the case.</p> <p>Should this application be allowed we will have no choice but to park at the next closest location to our properties, which is on Portcullis Drive in the new development.</p> <p>We therefore request that the double yellow lines are extended only as far as Orchard Close to allow continued on road parking outside of our properties.</p>
<p>(6) Local Resident, (Wallingford)</p>	<p>Object –</p> <p>1 - In the time period since the roadworks have been completed to date, (and since the unauthorised double yellow lines have been 'blacked out'), there has not been any dangerous parking or potentially dangerous parking or incidents of that nature. The parking that has occurred outside 3-13 Winterbrook has been safe and has not caused any issues regarding traffic or safety. Therefore, this demonstrates that double yellow lines are not required in order to ensure protection from 'unregulated and potentially dangerous parking'. There has been no adverse effect on the effective and safe passage of traffic since the roadworks have been completed. There has been no congestion issues. Double yellow lines are therefore not required in order to cover and protect the new access road from unregulated or dangerous parking.</p> <p>2 - The County Council states that it has a responsibility to consider provision of available parking. Where, therefore, does the County Council consider to be available parking for 3-13 Winterbrook if the proposed plans are implemented? I ask this because by taking away the current parking that is available by implementing the proposal, there would not be suitable alternative available parking. As is now usual, each of the houses from 3-13 Winterbrook are a two car household at minimum. Those houses already have limited places to park their vehicles. If the proposed changes are implemented, it will remove the space for two cars outside 3 & 5 Winterbrook and many more spaces (approximately 4) outside 1 Winterbrook. Without those parking spaces the cars of those households will have to be</p>

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	<p>parked in other nearby residents' usual parking spaces, e.g. in The Murren, where there is already a lack of parking space for the residents that live there, let alone others. Implementation of the proposed plans will exacerbate a parking problem in an already congested area. If the County Council implements the proposed plans, the residents of 3-13 Winterbrook will require the County Council to make clear where available parking is for the two cars per household that the proposals will affect.</p> <p>3 - If the proposed plans are implemented, by removing parking for 3-13 Winterbrook, this will reduce the value of those properties and make it harder to sell the properties. On road parking is already undesirable compared to parking on a drive. Without the option of on-road parking, this will render the house less desirable to those with cars, which are the majority of house owners in this area.</p> <p>4 - The proposals were rejected twice before being approved a third time. It is not clear what has changed between the rejection and the approval. It seems nothing has changed. Residents have been given no clear reason why their concerns have not been listened to nor addressed.</p>
<p>(7) Local Resident, (Wallingford)</p>	<p>Object - My objection is specifically regarding the double yellow lines at the southern end of the proposal on the East side of the road outside numbers 3-13 Winterbrook. My reason are below;</p> <p>1 - Outside the above properties the road is of sufficient width that a row of vehicles can be parked safely with no danger to either road users or pedestrians. There is ample room on the road for 2 busses to pass with plenty of room to spare even when cars are parked. At the same time there is also plenty of room for a pram to be pushed unobstructed on the pavement side.</p> <p>2 - If the parking is removed from outside 3-13 Winterbrook then it will cause a parking deficit for local residents who have for the past 30+ years relied on the ability to park outside their properties. Should the yellow lines be implemented then residents will likely have to park either in the new estate across the road or on the Murren where there is already an overflow from existing residents. This will be highly disruptive for all concerned.</p> <p>3 - Implementation of the proposed plans will likely have a detrimental effect on the property value of 3-13 Winterbrook by removing the option of on-road parking</p> <p>4 - The proposals have already been rejected twice and there seem to have been no updates</p> <p>5 - The proposal is located within a protected conservation area designed to protect the character of the area. Painting</p>

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	<p>the place yellow does not seem to be in keeping with the character that is trying to be preserved.</p> <p>6 - The contractors going ahead with works that have already had planning permission rejected TWICE before is dishonest and surely illegal. Is there no process in place to enforce rejected planning applications and protect existing residents or will the contractors belligerence in this matter simply be allowed to continue.</p> <p>7 - As a parent with young children, the ability to park outside my property is essential.</p>
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