

Divisions affected: *Didcot West*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 JUNE 2022

DIDCOT: B4493 WANTAGE ROAD – PROPOSED ‘NO WAITING AT ANY TIME’ RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the proposed no waiting at any time restrictions at the B4493 Wantage Road at Didcot.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed the proposal to introduce no waiting at any time restrictions to facilitate the safe and convenient use by cyclists, including that part of the road where a stepped cycle track has recently been constructed.

Financial Implications

3. Funding for consultation on the proposals and their implementation if approved has been provided by Road Safety and Accessibility programme.

Equality and Inclusion Implications

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

Sustainability Implications

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

Consultation

6. Formal consultation was carried out between 6 April and 6 May 2022. A notice was published in the Oxford Times & Oxfordshire Herald newspaper, and an email sent to statutory consultees, including Thames Valley Police, the

Drawing No. Revision 0

Key

Proposed No Waiting at Any Time (double yellow Lines)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
 PROPOSED PARKING RESTRICTION

Drawing title
 DIDCOT
 B4493 WANTAGE ROAD

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	Date drawn 01/22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Oxford Bus Company	No objection – We have no issues with these proposals.
(3) Member of the public, (Didcot, Wantage Road)	Object - I walk regularly along Wantage road. Can't tell you how many times there are cyclists on the pavement. When I ask why they didn't use the cycle track "they don't want to" Where are the cars going to park if yellow lines are introduced. They have to park somewhere. I would not object so much if the cyclists actually used the tracks the council has provided.
(4) Member of the public, (Didcot, Wantage Road)	Object - I live on Wantage Road and do not think that double yellow lines are needed, the road was perfectly ok until the cycle lanes were put in. What is needed is speed cameras both sides or speed humps as the road has become a drag strip, cars and motorbikes race from the roundabout up to Great Western traffic lights which is more of a danger for cyclists. I have seen several cyclists nearly knocked off their bicycles due to speeding vehicles and due to the road being narrower and large Lorries that frequently come down this road, I also feel that this is a danger to cyclists as the Lorries due to their width often have to straddle the cycle lane.
(5) Member of the public, (Didcot, Wantage Road)	Object - I am guessing this a knee jerk reaction to the van being parked on the road and causing traffic delays. With out this and the removal of the speed camera the road has become a 'see how fast you can go' road. Also, you have already removed the ability to park on the verge outside the houses on the even side, as you removed it for a cycle lane. So now the only option is the road. Why was the verge on the odd side not used where they have verge areas. And whilst I am talking verges, the state that the verge has been left in is shocking. The new curbs are higher and now the paths flood. It's a mess!

	<p>Not that any of this will be taken into account.</p>
<p>(6) Member of the public, (Didcot, Wantage Road)</p>	<p>Object - I object to the double yellow lines being placed on the B4493 Wantage Road Didcot . Living in this area we have only seen one vehicle parked on that stretch of road and they are parked on the road not on the cycle path.</p> <p>If you did paint double lines . The side streets will be used more. Living in Barleyfields they park opposite our drive, making it difficult to get in or out.</p> <p>Who is there to enforce parking on double yellow lines ?</p> <p>Regarding the cycle path from the Hospital to G W P Traffic lights. The cycle path is rarely used as it is.</p>
<p>(7) Member of the public, (Didcot, Wantage Road)</p>	<p>Object - I am a resident at the lower end of Wantage Road and would like to say I am not in favour of the proposed double yellow lines.</p> <p>The cycle lanes which caused a year of disruption in the process of installation, have to my mind made little difference to the safety of cyclists but have rendered the main carriageway narrower, reducing the space to pass by the cyclists, despite the designated lanes. I see few cyclists using these lanes, and presuming they should be travelling in the same direction of the traffic on their side, this is not always the case. Some still use the footpath between my house and the grass area.</p> <p>As a long term resident of Wantage Road, I am not aware that parking on the highway causes a problem, save for one vehicle which persistently parks, usually at the end of the day, in the road just beyond the junction with Manor Crescent. Double yellow lines seem to be a sledge hammer to crack a nut. I know this road has become much busier in recent years, but on the occasions when I wish to cross the road outside my house during the day, the only impediment is the volume of traffic, rather than any visual or traffic flow disruption, caused by parked vehicles.</p> <p>I would be much happier to see money spent on improving the footpath on the opposite side to the shops on Wantage road which is particularly difficult to navigate when it rains, because a huge puddle forms in the hollow and the only way round is to step into the road. Also, a proper footpath beyond Barleyfields to the entrance by Pill Pond is needed as it is a mud track when wet.</p>

<p>(8) Member of the public, (Benson, Sands Way)</p>	<p>Concerns - many of the houses along Wantage Road have no parking for themselves let alone visitors or family members. Where are they supposed to park? It is good to consider putting in double yellow lines but you need to provide parking for family and visitors to those who do not have enough parking spaces for their household in the first place. You can't take away something without providing visitor spaces elsewhere within a close distance.</p>
<p>(9) Member of the public, (Didcot, Drake Avenue)</p>	<p>Concerns - Support the introduction of yellow lines but they are short sighted in relation to the spill over effect on the local roads, which already have major issues.</p>
<p>(10) Member of the public, (Didcot, Wantage Road)</p>	<p>Concerns - Cycle lane unsafe and poorly maintained. One white van regularly parks on the road leaving lane clear but cramped. Better than no Cycle lane.</p>
<p>(11) Member of the public, (Didcot, Wantage Road)</p>	<p>Concerns - I think that the principle of restricting parking in the cycle lanes on Wantage Road is a good one.</p> <p>But there are different zones along the road with different problems. Not all of the problems will be solved by this parking restriction.</p> <p>South side Wantage Road: The south side cycle lane is built in the carriageway of the road, for most of the length, so using double yellow lines along the length is a good choice to stop people blocking this route. Properties on the south side of Wantage Road also have wide grass verges, so there is space for deliveries/visitors to stop off the main carriageway.</p> <p>A major problem on the south side comes from people visiting Sainsbury's who do not want to use the car parks. At rush hour and evening times, many cars pull up on the pavements, and block them. It can get quite crazy and heated sometimes.</p> <p>I notice in the current plan, there is a gap in the proposed lines from the Wheatsheaf pub to Sainsbury's. If this gap is maintained, it will be exploited by people stopping to shop.</p> <p>Beyond the garage, heading west, I have never noticed any problems with the cycle lane being blocked.</p> <p>North side Wantage Road: The north side cycle lanes on Wantage Road have a different layout to the south side. In some places, the cycle lane</p>

is in the main carriageway, eg going past the Coop garage and shops. In other places the cycle ways have been made from the verge/pavement and so are out of the main carriageway.

There are 3 zones to think about:

East zone from roundabout to Manor Crescent (cycle way on verge)

Central zone from Manor Crescent, passing the shops, and Coop Garage (cycle way in carriage way)

West zone from Coop garage to the hospital (cycle way on verge)

For east and west zones, there is confusion about where the carriage way starts/stops. Some people park up against the carriageway edge, leaving the cycle way clear. Others choose to park over the cycle way. Some park on the pavement and expect pedestrians to use the cycle way to walk.

So, on the north side, where will the double yellow lines be? On the cycle way, or on the carriage way? If on the cycle way, I think people will still park on the carriageway. If on the carriageway, people will park on the cycle way.

The central zone is often blocked by people going to the shops and takeaways. The funeral home has been a particularly stubborn offender, even building concrete ramps out to block the cycle way. When people visit the takeaways in the evening, they park everywhere, even blocking up the pavements.

The central zone DEFINITELY needs double yellow lines, as the road is quite narrow at this point.

I notice in the documents here, that alongside double yellow lines, the road is proposed to be a CLEARWAY with no stopping at any time. This will be a BIG problem for the east and west zones, as there will be nowhere for delivery/parcel/tradesman vehicles to pull up and stop.

General thoughts

If the double yellow lines are put in place, there will be a knock on problem for parking for takeaways and shops. There is a big carpark behind the Wheatsheaf pub. Negotiation to make this a district carpark could be beneficial and solve a lot of the parking/stopping issues.

When Wantage Road was upgraded, a lot of care and attention was made to reduce visual clutter in the street. Excess road signs were removed, electricity poles reduced in number, and the amount of road paint reduced, eg omitting the central white lines. It has made the road very pleasant to use as a pedestrian, a driver and a cyclist.

	<p>Whilst double yellow lines are needed along some of the proposed length, reducing the extent would help to keep the amount of visual clutter down, as I presume there will also need to be new sign poles to hold no stopping signs etc.</p> <p>Therefore I would propose that double yellow lines stop at Drake Avenue on the south side, and at Sherwood road on the north side.</p>
(22) Online response, (Unknown)	<p>Concerns – There is already a current issue with parking and using the side roads as a rat runs.... Whilst this seems a good idea at first, typically there seems no forward planning for the over spill for the local residents who are typically pedestrians, only for the cycle users. What is going to be done to alleviate the spillover traffic/parking into the local roads feeding into Wantage Road in this proposal for the pedestrians safety?</p>
(12) Member of the public, (Didcot, Peacock Mews)	<p>Support - Parked cars create danger for people cycling. I cycle down Wantage Road, Didcot regularly and parked cars cause issues when you have to leave the cycle track and enter the carriageway to get around them. Also makes it easier to cross the road on foot if you don't have to navigate around parked cars. Also I assume it will make parking on the pavement/cycle-track easier to enforce on these roads since the double yellows will apply to the whole road.</p>
(13) Member of the public, (Didcot, Slade Road)	<p>Support - I support this. Parked cars on Wantage Road have always been a pain, and parking is especially dangerous since the cycle way has been installed. It's a main road and shouldn't have parked cars.</p> <p>But there is no car park for those visiting the undertaker, restaurants and takeaways in the parade of shops so the side roads will probably see an increase in parked vehicles. The forecourt in front of the shops is restrictive and very uneven - a bit of work to help improve access would be most welcome to those using the shops.</p>
(14) Member of the public, (Didcot, Wantage Road)	<p>Support - I support the proposal of parking restrictions on Wantage Road, in order to encourage the safe use of the cycle path, discourage the abandonment of van's along the road & the parking in the cycle path that happens when people are using the shops.</p>

(15) Member of the public, (Didcot, Wantage Road)	Support - Cars will park over the cycle lanes or next to the cycle lanes causing problems
(16) Member of the public, (Didcot, Wantage Road)	Support - We are residents of Wantage Road and drive and cycle along this road regularly. We fully support the installation of the cycle lanes. Recently there has been a number of dangerous incidents where cars have moved into the cycle lane to create extra room due to a parked car or van blocking the road, and cyclists are then forced out of their own lane creating additional danger to themselves and others. No parking on the main road should be allowed and we therefore support the proposed changes.
(17) Member of the public, (Didcot, Wantage Road)	Support - The bike is unusable at various points in the day, especially around school start and finish when the cycle lane is most needed
(18) Member of the public, (Didcot, Wantage Road)	Support - I live on Wantage Road and see the problems and dangers from motorists parking along the road. I don't cycle but if I did I don't think I'd confidently use the new cycle path due to the obstructions. I think double yellow lines the whole length is a good idea and I fully support it.
(19) Member of the public, (Didcot, Wantage Road/Abingdon Terrace)	Support - I think this would be a marvellous idea as long as the restrictions are enforced and it doesn't turn out to be another waste of paint.
(20) Member of the public, (Didcot, Wantage Road)	Support - I am strongly in favour of the parking restrictions along this section of the road. I live alongside the cycle path and often see it blocked with cyclists (often schoolchildren) trying to navigate around parked vehicles. Would it also be possible to improve the signage on the cycle path to make it clear that each side should be for travel in the direction of the traffic. I also see people travelling the wrong way down the cycle path and struggling to avoid others travelling in the opposite direction.
(21) Member of the public, (Crowmarsh Gifford, The Street)	Support – No comments