

Great Western Park Residents Association - Response to road consultation

On behalf of the GWPRA, we would like full consideration to be given to the following which is in response to consultation reference CM/12.6.189.

OCC has stated that the reasons for its proposed introduction of a 20mph speed limit and parking restrictions are:

- To implement a speed safety zone
- To prevent obstruction to through traffic
- Make it safe for pedestrians and all other road users.

OCC also states its responsibility is:

- To consider the provision of convenient and safe movement of motor vehicles and other traffic and
- The provision of parking places.

1. It is clear that OCC has failed in these responsibilities in allowing planning permission to create a major housing development with:
 - A spine road (Sir Frank Williams Avenue) which has a width of approximately 10% less than roads through other local housing developments
 - Bus stops which are on the road carriageway rather than recessed off the carriageway
 - Insufficient parking places, inadequate provision of visitor spaces and/or road widths within housing areas which prevent safe vehicle parking.
2. There is no evidence that OCC has conducted a survey of residents to understand the issues raised above and then propose effective solutions. It is likely that OCC has simply followed the wishes of the major developer which had already imposed severe parking restrictions (without consideration of the impact on GWP residents) in order to ensure the speedy movement of construction traffic through GWP rather than use the temporary 'construction traffic only' access road.
3. In response to the specific proposals, GWPRA:
 - a. Supports the introduction of a 20mph zone but would wish to know how it will be enforced.
 - b. Opposes the introduction of 'double yellow lines' as shown on the plans and believes that some form of parking should be permitted in order to:
 - i. Give easy access to houses from a parked vehicle in those areas of Sir Frank Williams Avenue where there is housing directly fronting the road i.e. where there is only a pedestrian pathway between the carriageway and the boundary of a house.
 - ii. Acknowledge that residents working unsocial hours should be able to safely park vehicles on returning home, especially during the hours of darkness.
 - c. Supports the limited use of parking restrictions at road junctions in order to maximise visibility of pedestrians and other traffic but opposes the use of parking restrictions 24x7.

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4. Alternatives should first be considered to establish more effective means of addressing the stated aims of OCC. These should include:
 - Use of traffic calming 'directional flows' at intervals throughout Sir Frank Williams Avenue, particularly as some are already in use in the vicinity of Boundary Park.
 - Creation of safe pedestrian controlled crossing points at intervals throughout Sir Frank Williams Avenue.
 - Increase the number of dropped kerbs to reflect key crossing points.
 - Re-position bus stops to allow the parked bus to halt off the main carriageway.
 - Enforce the use by contractor vehicles (including vans and cars) of the temporary contractor access road.
 - Installation of 'speed advisory' signs which record the speed of the approaching vehicle.
 - Residents parking systems with controlled hours or times in specific locations.

5. In support of the above, we believe that:
 - The arbitrary introduction of 24x7 parking restrictions would:
 - Cause considerable inconvenience to residents who need immediate access to their property, for example in the loading/unloading of goods and/or safe movement of children or those with disabilities.
 - Prevent the appropriate use of resident parking where spaces are already restricted or where parking during night times may be necessary or safer for residents, particularly those with children, disabilities or unsocial hours work.
 - Create unnecessary inconvenience to visitors who are more likely to require parking outside day-time work hours and at week-ends.
 - Create unnecessary inconvenience to delivery vehicles (and possibly increase cost which is passed on to customers).
 - Potentially impact on the resale value of houses if access to parking is a key criteria for those seeking to buy.

We believe that our proposals will meet the stated aims of OCC AND provide a safe environment for the residents of and visitors to GWP. We would be willing to participate further with OCC in progressing changes which are sensible and effective.

David Slingo
Chair, Great Western Park Residents Association