

Divisions affected: *Didcot East*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 8 SEPTEMBER 2022**

### **EAST HAGBOURNE: MAIN ROAD – PROPOSED PARKING RESTRICTIONS & RAISED TRAFFIC CALMING**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed measures on Main Road in East Hagbourne as follows:
  - a. New 'No Waiting at Any Time' (double yellow lines) parking restrictions, and
  - b. A full-width road hump to be located approximately 20 metres west of the junction with Manor Farm Lane.

#### **Executive summary**

2. This report presents responses received to a consultation on proposals to introduce new sections of 'No Waiting at Any Time' (double yellow lines) on both sides of Main Road, and a new traffic calming feature in the vicinity of East Hagbourne C of E Primary School, which have been put forward as a result of the development of adjacent land for residential purposes as shown in **Annex 1**.

#### **Financial Implications**

3. Funding for consultation on the proposal and its implementation if approved has been received from the developers of adjacent land.

#### **Equality and Inclusion Implications**

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.
5. Of the 6 responses received online; 66% were male, and 66% reported that their day-to-day activities were not limited because of a long-term illness, health problem or disability. The ages of those that responded online varied between 35 & 74 years old.

## Sustainability Implications

- The proposals would help facilitate road safety including for those walking and cycling.

## Consultation

- Formal consultation was carried out between 21 July and 19 August 2022. A notice of proposal was published in the Oxford Times newspaper, and an email sent to statutory consultees & key stakeholders, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, East Hagbourne Parish Council, South Oxfordshire District Council, the local District Cllr, and the local County Councillor representing the Didcot East & Hagbourne division. Street notices were also placed on site in the immediate vicinity of the proposals.
- Nine responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
Parking restrictions (DYLs)	1	4	3	1	9
Raised traffic calming	1	2	3	3	9

- The full responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
- Thames Valley Police expressed no objection to the proposals.
- The local County Councillor expressed support for the proposals.
- East Hagbourne Parish Council while supporting the proposed traffic calming measures expressed a concern on the proposed waiting restrictions on the grounds that although extra spaces in the village car park are being provided, many places are taken by school teachers and assistants, and asked if this can be reviewed in the interests of safety.
- Hagbourne Village Hall expressed an objection to the proposed waiting restrictions citing existing pressures on parking by the school and the impact of the proposals particularly on parents and the school itself, together with a concern that the removal of parking will increase speeds; their response also expressed a concern about the proposed road hump on the grounds that there was already sufficient calming on the road.
- A further five responses were received from members of the public including three concerns, and one expression of support for the parking proposals and

one objection, one concern and one expression of support for the proposed traffic calming.

## **Officer response to objections/concerns**

### 15. New 'No Waiting at Any Time' (double yellow lines) parking restrictions

- a. Thames Valley Police raised no objection to the proposal, but did request that the current 'School Keep Clear' markings were made mandatory which would assist with enforcement.
- b. Without the restrictions being implemented, the creation of a new priority junction on the north side of Main Road, to serve the consented development, would exacerbate the existing problems of reduced inter-visibility and insufficient passing space. Whilst this is primarily only a significant issue at school drop off and pick up times, the introduction of the restrictions, in conjunction with the recently introduced 20mph speed limit, will ensure a safer public space and alleviate obstruction of the village's main throughfare.
- c. Much of the concern with the double yellow lines relates to their potential detractor to the appearance of the village street scene. This is quite understandable and an important consideration. It is usual in such circumstances to specify a less intense yellow colouration in the thermoplastic screed (primrose yellow) and also to reduce the width of the yellow lines by 50% as permitted by the regulations.

### 16. New Traffic Calming Feature – full width road hump

- a. The proposed single full width road hump has been proposed to accompany the single existing road hump. It is intended to reinforce the traffic calming/speed reduction features along this straight section of Main Road, particularly now that the speed limit has been reduced from 30mph to 20mph.
- b. It is proposed that the existing road hump will be reconstructed so that the two features are similar in both appearance and asset life.

Bill Cotton  
Corporate Director, Environment and Place

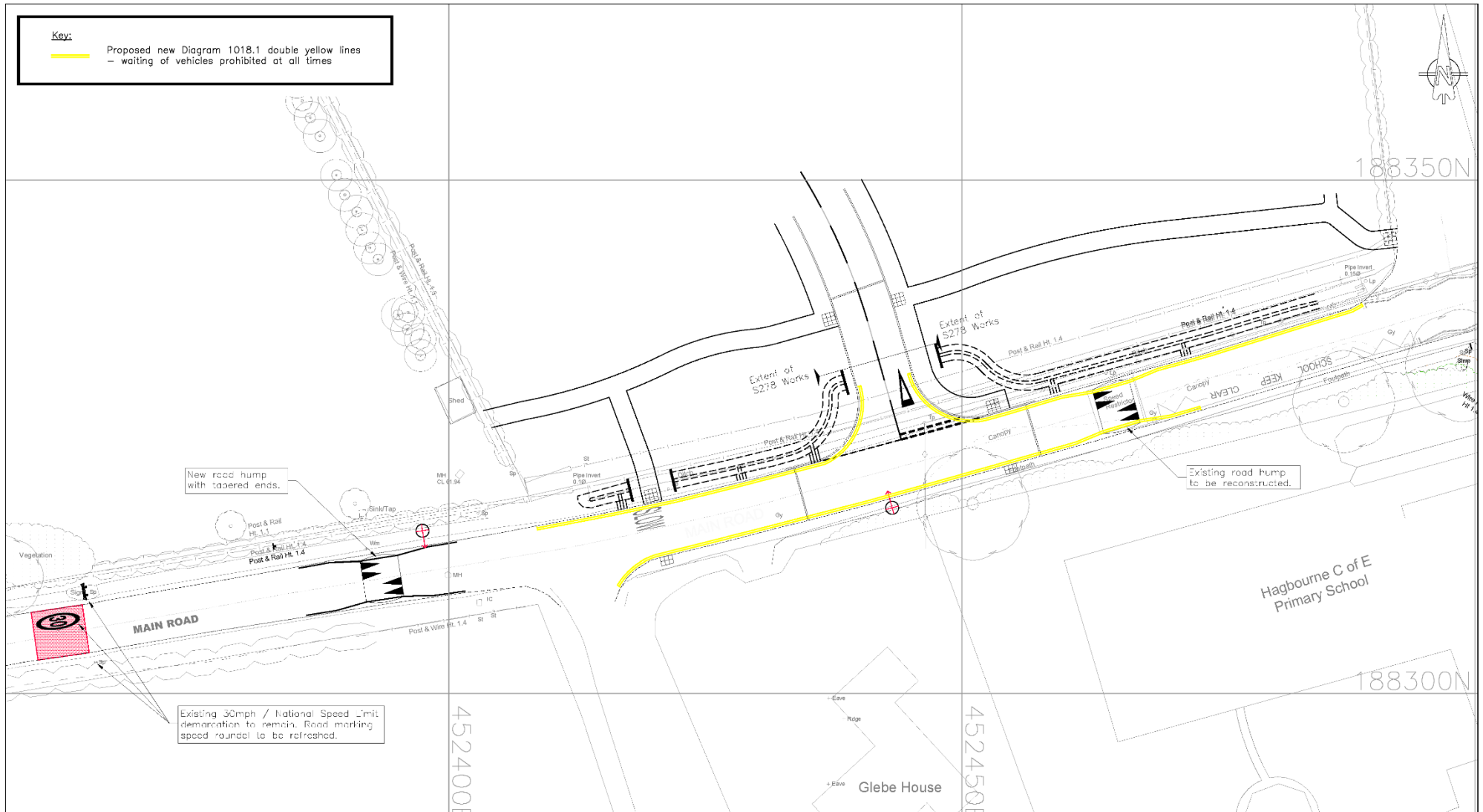
Annexes                              Annex 1: Consultation Plan  
   Annex 2: Consultation responses

Contact Officers:                      Tim Shickle 07920 591545

November 2022

**Key:**



Proposed new Diagram 1018.1 double yellow lines  
 - waiting of vehicles prohibited at all times



ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION ISSUED BY OXFORDSHIRE COUNTY COUNCIL

**General Notes:**

- Do not scale from this drawing.
- All dimensions in metres.
- Survey levels and grid based on Ground Surveys Ltd Topographic Survey 6384-21. All levels relate to Ordnance datum and grid is the Ordnance survey national grid.
- This drawing is based on the latest Architecture planning layout and shall be read in conjunction with all other relevant longitudinal sections and construction drawings.
- Any discrepancies with any of the drawings shall be reported to V&A Consulting Engineer.
- The level and location of all existing services shall be verified on site by the Contractor before commencing any construction work.
- Contractor must comply with all current legislation relating to CDM, Health and Safety and COSHH.
- No liability for copyright infringement shall be accepted, allowed or reproduced in any way without prior permission.

P1	06.12.21	First Issue	DF	KTG	
REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED	
Client		 <b>MJA CONSULTING</b> CIVIL & STRUCTURAL ENGINEERS Ipsum Court, 24 The Quadrant, Abingdon Science Park, Abingdon Oxon, OX14 3YS Tel: 01235 555173 Email: mail@mjaconsulting.co.uk			
Project					
Main Road, East Hagbourne, Oxon		Scale: 1:250 @ A2	Status: PRELIMINARY		
Title		Drawn: TDF	Project Engineer: KTG	MJA Project No: 6529	Date: DEC 2021
Traffic Regulation Order Plan		Drawing Number: 6529-MJA-SW-XX-DR-C-613	Rev: P1		

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – In principle I do not object to these proposal but ask if consideration might be given to making the School Keep Clear markings shown on the drawing compulsory at the same time .
(2) Local County Cllr, (Didcot East and Hagbourne division)	<b>Support</b>
(3) East Hagbourne Parish Council	<p>Parking Restrictions - <b>Concerns</b>  Traffic Calming - <b>Support</b></p> <p>There is some concern in the village over the painting of double yellow lines opposite the entrance to the Deanfield site.</p> <p>This is generally considered to be unsympathetic to the adjacent Conservation Area and may not help to increase safety over the site as a whole.</p> <p>Although we are getting extra spaces in the village car park to compensate, many places are taken by school teachers and assistants. This is a direct consequence of the OCC Education people not allowing teachers to park in the school grounds. Could this be reviewed in the interests of safety.</p> <p>It is not clear from your website that the existence of a 20mph limit on Main Road from the entry to the village by the development to Lower Cross is acknowledged. this was only implemented on June 14-15 and may be an important factor when considering what other traffic calming measures are required.</p> <p>At the end of the day, we are interested in reaching a solution which prioritizes safety while retaining the village ambience as much as possible. It is important to take measures to keep traffic speeds low and we believe our recent installation of a 20mph limit should help in this respect.</p>

<p>(4) Local group/organisation, (Hagbourne Village Hall)</p>	<p>Parking Restrictions - <b>Object</b> Traffic Calming - <b>Concerns</b></p> <p>When the development which has triggered this action was approved, the traffic department of OCC raised no objections, despite the local residents raising the issue of parking along this road as a serious concern. There is a public car park owned by the parish council just before this proposed restriction area, but, as was stated at the public enquiry on the development, this is not nearly big enough, so at present when parents are dropping their children at school, they park in the road - but the traffic department stated in the public enquiry this was perfectly normal near a school, and did not give them any cause for concern. This roadside parking is made worse because the teachers are not allowed to use the school grounds any longer, so have to use the village car park. This in turn means the parents cannot use the public car park, so are forced to park elsewhere. It is naive to suggest that parents should either walk their children to school, or else organise a walking bus. This was tried some while ago, but as the numbers in the village have decreased, this has not proved viable. It is a fact that many of the children come from outside the village, because it has a good reputation.</p> <p>Once the new development is completed, if yellow lines are installed, parents will be forced to use other places to park. The school is at present full, so those parents on the new estate will not be able to send their children to the village school, and instead will be faced with parents from outside the village parking on their estate in order to take their children to school. Since no provision has been made to expand the village school, although there are bound to be increased numbers of children from the new estate, parents will be forced to take their children to more remote schools, which will in turn increase traffic out of the estate in the morning. Removing the parking will encourage faster traffic, so it is likely to increase the risk of accidents.</p> <p>Quite apart from the serious safety concerns putting yellow lines in this location, I am also of the view that putting such lines in what is designated as a conservation area detracts from its very nature, and should not be done.</p> <p>There are already humps in the road, so additional further humps seem to me to be totally unnecessary.</p>
<p>(5) Member of public, (East Hagbourne, Blewbury Road)</p>	<p>Parking Restrictions - <b>Concerns</b> Traffic Calming - <b>Object</b></p> <p>The proposed parking restrictions will create more problems than they solve:</p>

	<p>1. it will be a problem for parents dropping off or picking up children, causing possible safety issues.</p> <p>2. It is out of keeping with the historic village, which is over a thousand years old an a conservation area ( a lesser issue but still important)</p>
<p>(6) Member of public, (East Hagbourne, The Croft)</p>	<p><b>Parking Restrictions - Concerns</b> <b>Traffic Calming - Concerns</b></p> <p>The parking restrictions (double yellow lines) should be extended all the way round the school and leading into Harwood Road due to many people parking on the corner of the junction and it is difficult to see if anyone is coming down the road due to tall vehicles parking there. The current school hashings on the road do not stop people parking on them. They need to be double yellow lines.</p> <p>The current zebra crossing outside the school needs to be raised up like the other 2 proposed humps. I have seen so many cars driving fast past the school and sometimes not even stopping for people waiting to cross over. It is an accident waiting to happen.</p> <p>Having the zebra crossing raised would slow down the cars and make that crossing more obvious to drivers especially as it's outside the school and a lot children cross over it.</p> <p>I agree that more humps are needed along that round and the existing ones need raising up. - The current zebra crossing outside the school needs to be raised up like the other 2 proposed humps. I have seen so many cars driving fast past the school and sometimes not even stopping for people waiting to cross over. It is an accident waiting to happen.</p> <p>Having the zebra crossing raised would slow down the cars and make that crossing more obvious to drivers especially as it's outside the school and a lot children cross over it. I agree that more humps are needed along that round and the existing ones need raising up.</p>
<p>(7) Member of public, (East Hagbourne)</p>	<p><b>Parking Restrictions - Concerns</b> <b>Traffic Calming – No opinion</b></p>

	<p>Can I please request/ suggest the double lines are continued prior to the school entrance on Main Road and continue into entrance of Harwood Road and The Croft, where there are already issues of vehicles being parked opposite junctions, causing congestion and potential a hazard.</p> <p>I feel strongly that whilst the proposal for Main Road is a positive one, it will exacerbate parking in near by roads during school/preschool pickup and drop off times.</p> <p>On a further note, I am aware that the new housing estate has planning permission to add spaces to village hall car park but do not feel there are sufficient in number.</p>
<p>(8) Member of public, (East Hagbourne, North Croft)</p>	<p>Parking Restrictions - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>The existing parking of cars along this stretch of the road is already dangerous with insufficient passing space left and difficult visibility. As the parking generally relates to school drop off/pick up despite the availability of parking in the village hall car park there is a lot of movement of vehicles as well as people (including children) in the road and near misses are frequent.</p> <p>Adding the new junction will make this even more dangerous and the DYL and parking restrictions are strongly supported and also I would strongly support the existing "School Keep Clear" white zig zag lines being enforceable with a no stopping order There is a concern however to the DYL on Main Road in that there will be an increase in cars parked on the nearby residential streets, which already can be difficult to pass at drop off/pick up times, with cars blocking pavements and parked on blind corners obstructing views,</p> <p>[The traffic calming] Helps to force drivers to comply with the new 20mph limit</p>
<p>(9) Member of public, (East Hagbourne, Lake Road)</p>	<p>Parking Restrictions - <b>Support</b> Traffic Calming - <b>No opinion</b></p> <p>Parking around the school has always been an issue an school start and school end, the new development will only make this worse. However, to be effective, this needs regular enforcement.</p>