

Division: Hanborough

DEPUTY LEADER OF THE COUNCIL– 14 FEBRUARY 2013

PROPOSED PARKING RESTRICTIONS IN VICINITY OF HANBOROUGH STATION

**Report by Deputy Director for Environment & Economy
(Commercial)**

Introduction

1. This report considers objections to a formal consultation on proposals to introduce new parking restrictions in the vicinity of Hanborough Station in connection with the development of a new station car park.

Background

2. In recent years the car park at Hanborough Station has been unable to cope with the demand from rail users which has resulted in significant levels of indiscriminate parking on the verges along A4095 (Main Road, Long Hanborough) and along the road in front of the seven houses adjacent to the car park entrance (for the purposes of this report the road is referred to as the service road). Complaints have been received from residents and from Thames Valley Police that this parking is damaging verges, obscuring visibility for vehicles exiting the car park and is dangerous when vehicles reverse off the verge into oncoming vehicles and pedestrians/cycles on the shared-use path.
3. During 2012, the train operator First Great Western (FGW) sought planning permission to convert a disused industrial site adjacent to the station into an additional car park with 191 spaces and fund the introduction of parking restrictions in the vicinity.
4. The principal restriction proposed is the introduction of significant lengths of double yellow line 'no waiting at any time' restrictions along A4095 to prohibit parking on the main carriageway and on the verges. In addition, part of Lodge Road (the access into the Hanborough Business Park) is proposed to have 'no waiting at any time' restrictions to prevent any overspill parking blocking access into the Park. Finally, the service road would have 'no waiting at any time' restrictions to protect the verges, and a length of single yellow line 'no waiting 11am-12noon Monday-Friday' restriction to prevent all-day parking but still provide some parking opportunity for residents and their visitors. The proposals are shown in the plans attached at Annex 1 and Annex 2. A map showing the location of the proposals can be found at Annex 3.

5. In recognition that a single yellow line restriction would prevent residents as well as commuters from parking all day along the service road, and in the light of the unwillingness of West Oxfordshire District Council to consider a residents parking permit scheme in the area, officers discussed the matter with FGW. As a result, the train operator has undertaken to issue one car parking permit without charge to each property in the service road to enable one vehicle to be parked within the station car parks free of charge.

Formal Consultation

6. Oxfordshire County Council sent a copy of the draft amendment orders, statement of reasons and a copy of the public notice appearing in the local press, containing the proposed changes to formal consultees on 15 November 2012. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall, West Oxfordshire District Council Town Centre Shop in Witney and at Carterton library. They are also available for inspection in the Members' Resource Centre.
7. At the same time, the Council wrote to local residents and businesses affected by the proposed restrictions, asking for their comments. In addition, public notices were displayed at each site and in the Witney Gazette and Oxford Times. Other changes to parking restrictions in West Oxfordshire were advertised at the same time – responses to these are dealt with in other reports to this meeting.
8. A total of 14 responses were received. The residents of all seven properties in the service road signed a joint letter setting out in detail their objections and concerns. The group also sought support from their local MP and several of the residents also submitted separate comments making additional points. Two other residents from elsewhere in the village also responded as did four local businesses; these are summarised at Annex 4. Subsequently the Parish Council has written fully supporting the request by service road residents for residents' permits.
9. The service road residents do not wish to see the proposed single yellow line restriction introduced as it will significantly disturb their present arrangements. In the absence of a residents parking scheme to protect them from rail users throughout the week, they object to the imposition of any of the proposed restrictions on the grounds that this would worsen the current position. There are also concerns about the effect the proposals will have on a disabled resident and her carers, as well as the problems that those residents without driveways will have, if the restrictions are introduced.
10. In response, it is accepted that the single yellow line restriction is not as helpful as a residents parking scheme, but it will protect residents from commuter parking and, in combination with free parking in the station car park, should be a significant improvement from the current position. The

alternative of having no restrictions in place would not achieve the wider benefits that are expected from the new station car park investment. The disabled resident's vehicle has a Blue Badge which exempts the vehicle from the single yellow line restriction.

11. Of the two other residents that responded, one objects on the grounds that the restrictions are unnecessary in view of the forthcoming new car park and also that the money should be spent on other projects. The other is concerned that drivers will increasingly park nearer to the centre of the village (over ½ mile from the station) to avoid the car park charges.
12. In response, it is considered that without the proposed restrictions in place, commuters may be reluctant to use the new car park and the wider benefits that are expected from the investment will not be realised. The issue of commuters parking remotely from the station will be kept under review.
13. The responses from local businesses are mixed, with concern that, without the new car park, the new restrictions will make parking problems much worse. In response, the restrictions (if approved) will only be implemented alongside the opening of the new car park and so there should be no deterioration in the current position.

Financial and Staff Implications (including Revenue)

14. The cost of the works described in this report will be met by a contribution from First Great Western.

RECOMMENDATION

15. **The Deputy Leader of the Council is RECOMMENDED to approve the parking restrictions as set out in this report and advertised as part of the Oxfordshire County Council (Various Roads - West Oxfordshire) (Prohibition and Restriction of Waiting and Permitted Parking) (Variation No.1) Order 20****

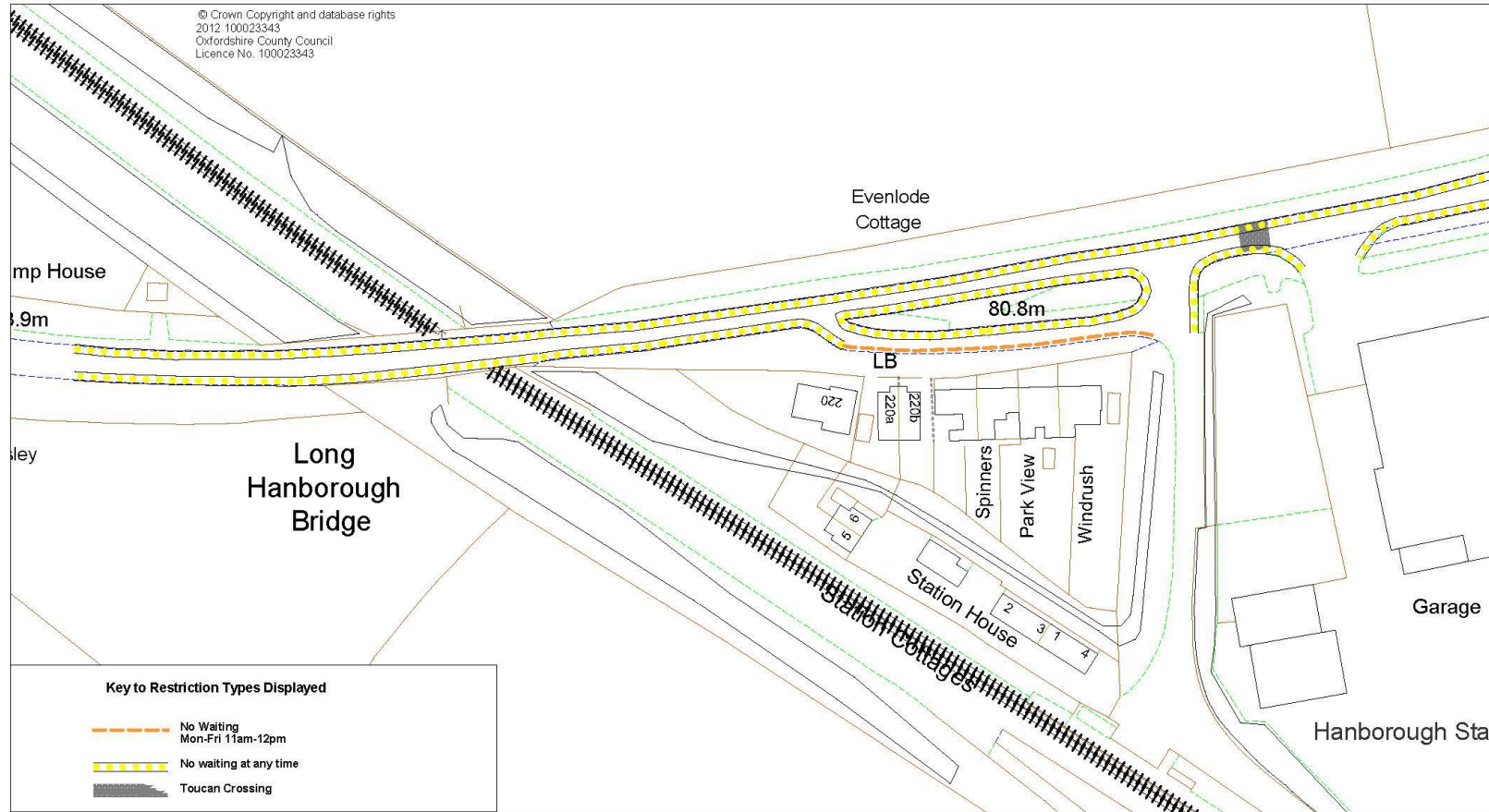
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

January 2013



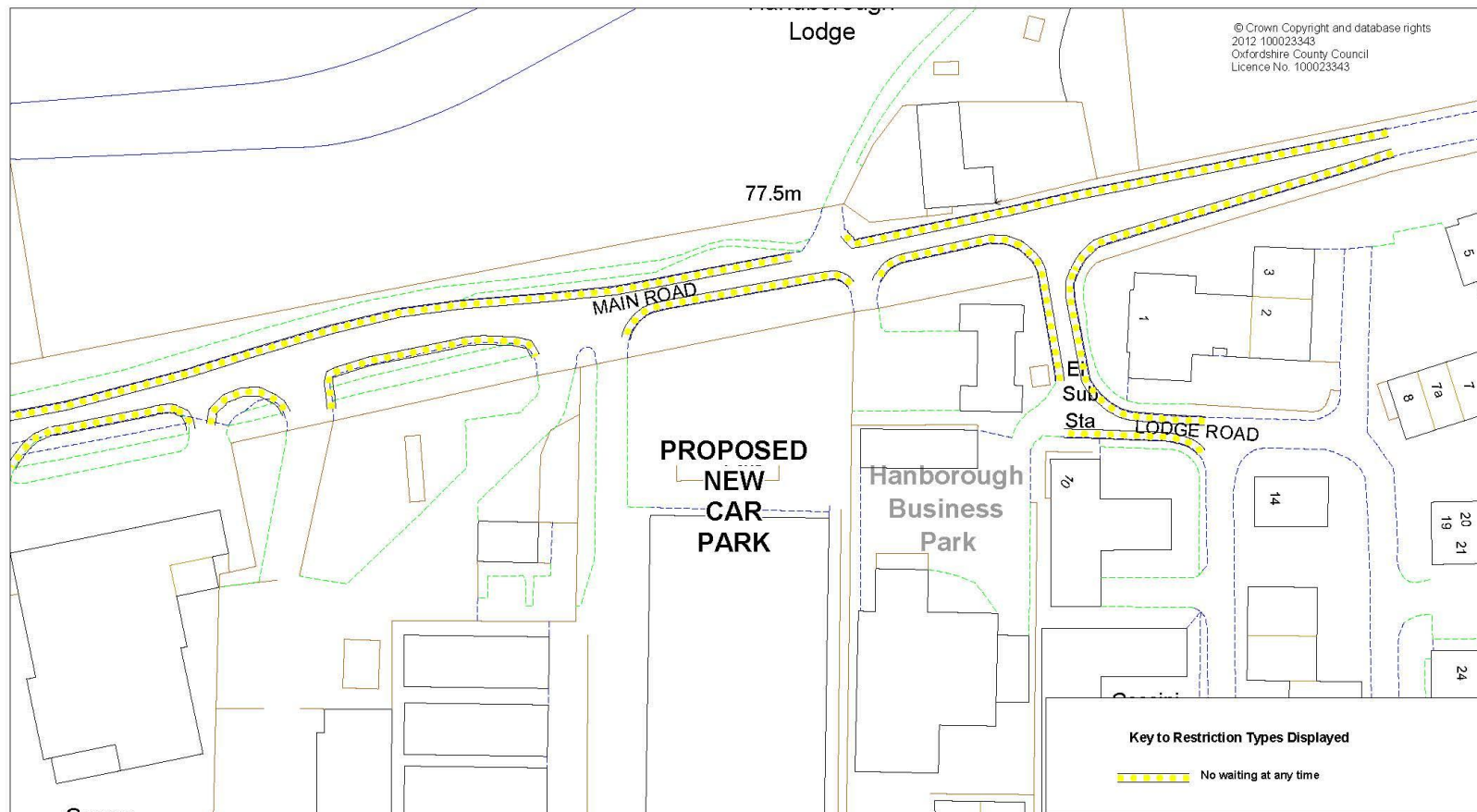
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**Proposed parking restrictions
Hanborough Station
(west sheet)**

SCALE	1 : 1100
DATE	Nov 2012
DRAWING No.	
DRAWN BY	

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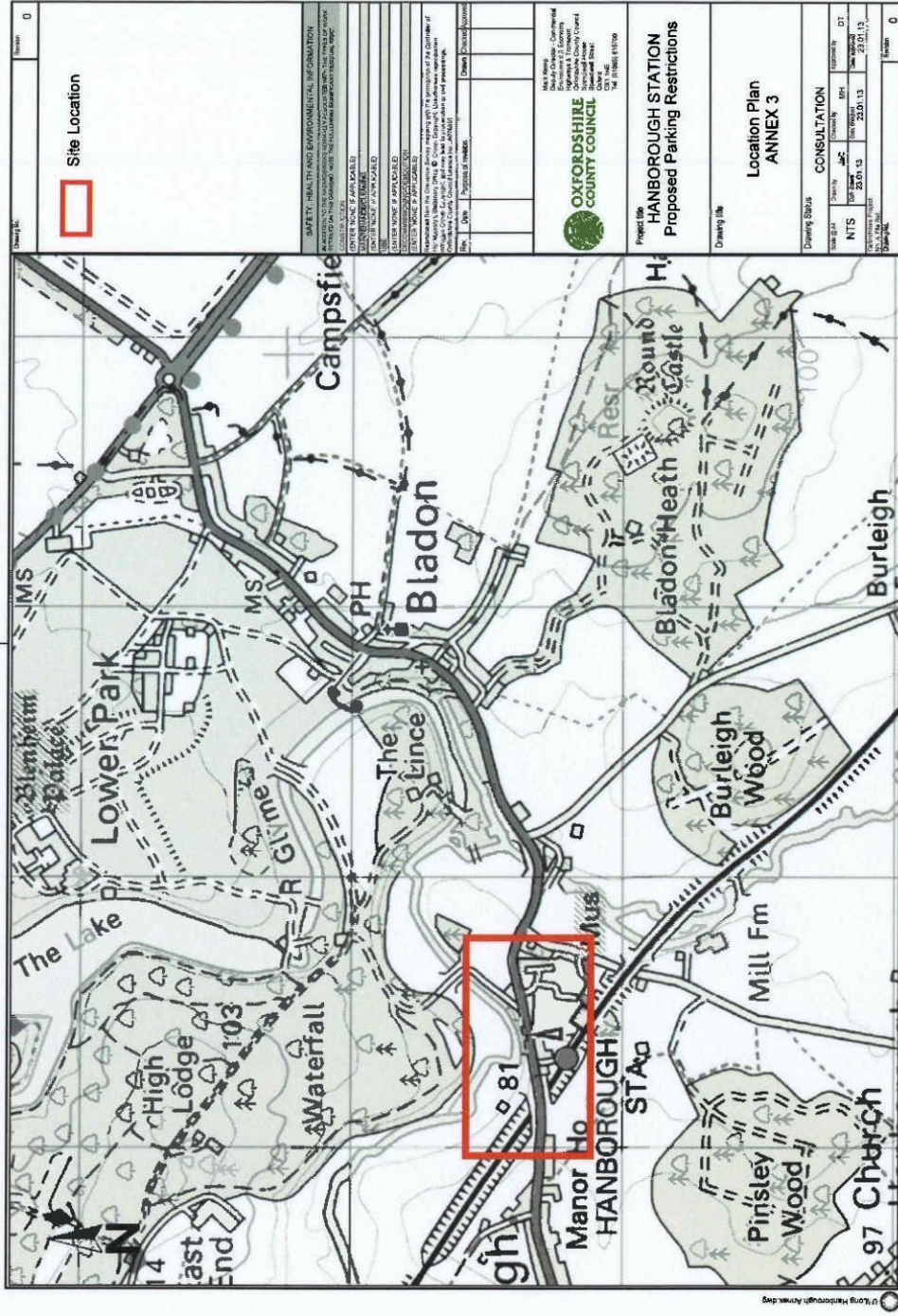
**Proposed parking restrictions
Hanborough Station
(east sheet)**

SCALE 1 : 1100

DATE Nov 2012

DRAWING No.

DRAWN BY



Site Location



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

Approved by the Council on 15/01/2013 with the following conditions:
 1. The applicant must ensure that the proposed works are carried out in accordance with the conditions of the planning permission.
 2. The applicant must ensure that the proposed works are carried out in accordance with the conditions of the planning permission.
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OXFORDSHIRE COUNTY COUNCIL
 Planning Department
 County Hall
 Oxford
 OX1 2JH
 Tel: 01865 415100

HANBOROUGH STATION
 Proposed Parking Restrictions

Drawing No.		Location Plan ANNEX 3	
Drawing Status			
Issue No.	Issue Date	Issue Description	DT
NTS	15/01/13	NTS	15/01/13
Author: [Name]			
Checked: [Name]			
Drawn: [Name]			

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RESPONSES TO CONSULTATION

ANNEX 4

RESPONDENT	COMMENT	RESPONSE
<p>Joint letter signed by residents of all 7 properties at Main Road service road</p>	<p>We, the residents at 220, 220a, 220b, 222, 224, 226 & 228 Main Road Hanborough, have met to discuss the proposed new parking restrictions in vicinity of Hanborough Station and have agreed to submit our objections to Oxfordshire County Council both collectively and individually.</p> <p>When residents met with County officers in July, we clearly expressed that a prohibited parking time in the Service Road was simply not workable for the residents. The proposal places residents in a worse position than we have now and we would rather leave the parking situation the same rather than have our lives become a daily living nightmare due to unmanageable restrictions. We thereby object in the strongest terms to the proposal to introduce “No waiting” restrictions (at whatever time) on part of the Main Road service road.</p> <p>We feel it is important to clarify our situation. We are just seven houses at the edge of a village without reasonable access and have nowhere else to park. The Service Road in front of our houses is intended for the residents and not rail users as we are on a main road in a confined location. With the proposed parking plans we will be forced from our only parking place and have little protection from rail users.</p> <p>Most residents have been here for a considerable time and it has only been over the past few years that the parking situation has become so out of control. It has been suggested that this to some degree may have coincided with parking charging at Charlbury Station.</p> <p>The Police have been extremely supportive over the last few years with</p>	<p>Noted</p> <p>It is accepted that the single yellow line restriction is not as helpful as a residents’ parking scheme but it will protect residents from commuter parking and in combination with free parking in the station car park should be a significant improvement from the current position – the alternative of having no restrictions in place would not achieve the wider benefits that are expected from the new station car park investment.</p>

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<p>signage and representation about our situation at council meetings but rail users will still park in front of our homes with no regard for residents. The use of the new Station Car Park will incur a fee and therefore it is likely that some rail users will actively seek to use the free lay-by in front of our homes, putting us under more stress about the parking situation than we have now.</p> <p>Our lives are already made extremely difficult and stressful by the current parking situation. However, we would prefer this to the proposed parking restrictions if this meant a “no waiting” restriction in the service road.</p> <p>Our key objections to the proposal to introduce “No waiting” restrictions (at whatever time) on part of the Main Road service road are as follows: The proposal appears to be based on the assumption that we are all working and commute daily to and from a regular place of work in our cars. Unfortunately this is not the case. With the exception of maybe two households, most residents are generally here during the restricted hours and therefore this will be impossible to adhere to.</p> <p>It is an unrealistic expectation that a resident should be forced to leave their home on a daily basis to drive their vehicle from outside their property to the new station car park, walk back (in whatever weather) and then within less than an hour, walk back to the car park again, collect the car and drive home. The proposal clearly discriminates against the elderly, those with young children, less able bodied/disabled & home office workers.</p> <p>What happens when we are unable to move our cars?</p> <p>The proposal does not secure the Service Road for the residents (for whom it is intended), as rail users can still park outside our homes for the other 23 hours not covered by this restriction. Where would we park if a commuter parked outside our homes during these times? Please note that we commonly see rail users parking at all times of the day.</p> <p>The proposal provides no provision to protect the residents from rail users</p>	<p>The permits offered by FGW will be valid at all times and so residents needing to park all day will be able to use the station car park and will not need to move their vehicles for just 1 hour.</p> <p>Agreed, but this type of restriction is commonly used around railway stations and has been found to be effective</p>
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<p>at the weekend. The weekend is our only respite from the weekly parking chaos, however when parking charges are introduced, we anticipate that rail users will actively seek to use the “free” parking outside our homes. Where would we park if a rail user parked outside our homes during the weekend?</p> <p>We strongly believe the proposal is unfair, unmanageable and discriminatory.</p> <p>How will the parking restrictions on Main Road and the Service Road be managed?</p> <p>Who will be checking compliance and issuing tickets at the station and on Main Road and the Service Road?</p> <p>Will the council have sufficient funds and staff to adequately manage these changes?</p> <p>Many rail users park in dangerous positions in the Service Road, often blocking driveways and restricting access to emergency vehicles. How will this be monitored and managed?</p> <p>All the residents have agreed that the only viable option would be to have residents/permit holders only parking in the service road for the seven properties it services. Ideally the residents/permit holders only parking restrictions would cover Monday-Sunday due to the issues previously mentioned.</p> <p>We understand that WODC have a policy not to allow “Residents/Permit holders only Parking” unlike Oxfordshire County Council. We fully understand why this is. However, ours is a very unique situation based on where we are located and with no other access to alternate street parking and the pressure from rail users. For us, residents/permit holders only parking has nothing to do with status but simply the only practical solution given our situation and location. It has been mentioned that annual charges will apply for residents only parking and we understand and accept the need for a reasonable maintenance charge.</p>	<p>The permits offered by FGW will be valid at all times.</p> <p>Parking restrictions in this area are enforced by West Oxfordshire District Council.</p> <p>This is a matter for West Oxfordshire District Council.</p>
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	<p>Please note that even residents/permit holders only parking is not ideal for us, as this just secures the parking for residents and does not make any provision for visiting family and friends. Due to these changes our friends and family would most likely have to pay to visit us or park a mile away. If we could not have residents only parking then it would be better to leave the situation as it is, as without this assurance our lives would become a daily nightmare. For this reason without the provision of residents/permit holders only for our homes then we object entirely to the proposed plans for both the “No waiting at any time” restrictions on parts of the A4095 & the “no waiting” restriction in the service road.</p>	
<p>Owner of a property fronting the Main Road service road</p>	<p>My mother and her live-in carers reside in this property. I would like to add my voice of opposition to that of my neighbours over the proposed introduction of "no waiting 11am - 12noon Monday-Friday" on part of the Main Road service road.</p> <p>The idea that we are unable to park our cars in front of our home for an hour each day and therefore have to be at home to move our cars to a parking space at the train station during this period is clearly unworkable.</p>	<p>Any vehicle with a Blue Badge will be exempt from the single yellow line restriction. In addition, the resident will be issued with a permit for use in the station car park.</p>
<p>Resident of Main Road service road</p>	<p>Requests an extension of the consultation period to provide residents with the time to fully engage and consult with the Parish Council, the MP David Cameron and local Councillors.</p>	<p>Resident informed that comments would be accepted until mid-January, and that objectors have the opportunity to present their case at the Decisions meeting.</p>
<p>Resident of Main Road service road</p>	<p>Requests an extension of the consultation period to provide residents with the time to fully engage and consult with the Parish Council, the MP David Cameron and local Councillors.</p>	<p>Resident informed that comments would be accepted until mid-January, and that objectors have the opportunity to present their case at the Decisions meeting.</p>
<p>Resident of Main Road service</p>	<p>Requests an extension of the consultation period to provide residents with the time to fully engage and consult with the Parish Council, the MP David</p>	<p>Resident informed that comments would be accepted until mid-</p>

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road	Cameron and local Councillors.	January, and that objectors have the opportunity to present their case at the Decisions meeting.
Resident of Main Road service road	<p>I am retired and go away on a frequent basis – not always taking my car so who would move my car during 11 – 12 each day when I am away? Also do not have a drive way which means that I have nowhere else to park apart from outside my house and would mean my car being moved every day Mon – Friday, between 11 – 12. If I go out and return after 12 and another car is parked in my space where do I park?</p> <p>I would never have bought this house with these restrictions that you are wanting to implement. I do realise that we need a solution for the railway users parking and am in favour of the car park but not when it is going to impact on lives so greatly.</p>	The permits offered by FGW will be valid at all times and so residents needing to park all day will be able to use the station car park and will not need to move their vehicles for just 1 hour.
Resident of Main Road service road	<p>Writing on behalf of neighbour who is unable to write due to her medical condition but has concerns over the new parking restrictions that will affect her property</p> <p>She is disabled and has permanent carers who live in with her to give 24 hour care. One has a car at present and there could be a time when they both have cars which will need to be parked outside the property. She also has family who visit daily and need to be able to park. The visits might be between 11-12 when the restriction is supposed to be in place.</p> <p>She also has a Disabled vehicle which is parked on the road outside the property. It cannot be parked on the driveway as there is then no space for her to pass in her wheelchair</p>	Any vehicle with a Blue Badge will be exempt from the single yellow line restriction. In addition, the resident will be issued with a permit for use in the station car park

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<p>Resident of Long Hanborough</p>	<p>I object to the proposal on the following grounds:-</p> <p>The letter states that Oxfordshire County Council wants to introduce parking restrictions 'to support the redevelopment of the Hewden site to create a new car park'. Why does the new car park development need any more support? It is grant funded and presumably the ensuing parking charges paid by users will cover the land rent and maintenance costs. Furthermore, the rail company will benefit from the potential increase in revenue provided by an extra 191 parking spaces. Surely, the new car park will succeed on its own merits?</p> <p>The Statement of Reasons put forward by the County Council explains that the purpose of the proposed Order is to prevent disruptive parking. Does this imply the current situation is disruptive? There is no explanation of how this alleged disruption is manifested or caused. Your letter suggests that problems caused by parking around Hanborough Station are well documented, but I feel that documentation is either scant or difficult to find. What evidence is there that an actual problem exists? I do accept that people living in the vicinity need to be able to park near their homes, but surely this could be addressed simply by creating some residents parking areas?</p> <p>The Statement of Reasons then refers to consideration of 'safe movement of vehicles and other traffic using the road' and 'to limit the likelihood of danger to persons or other traffic using the road'. If road safety is a major objective, then I ask the authorities to note that far more significant is the danger faced by the A4095 road users a few hundred metres east of the train station, at the junction with Lower Road. In the two years up to April 2012, there were six recorded accidents within 100 metres of this junction, resulting in 8 casualties. In 2012, there have been at least four more accidents. A strategy for road safety must surely address real issues, and</p>	<p>It is considered that without the proposed restrictions in place, commuters may be reluctant to use the new car park and the wider benefits that are expected from the investment will not be realised.</p> <p>Parking on the verges has been the subject of complaints over recent years.</p> <p>Residents parking permits are not an option for the reasons set out in the report.</p> <p>The introduction of the parking restrictions does not prevent consideration of road safety measures in the future.</p>
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	<p>if the Highway Authorities have the opportunity to improve road safety for the increasing number of people traveling to Hanborough Station as well as the thousands of other commuters who use this stretch of road, then they should do so before wasting money on non-essential works. As an alternative to imposing parking restrictions, I propose that the road is made much safer by extending the 30mph speed limit along the A4095 as far as the junction with Lower Road.</p> <p>I ask that rather than waste money implementing an unnecessary Traffic Regulation Order, the authorities adopt a responsible approach and address more important issues, such as the provision of a cycle track to link the train station with the A44 at the Woodstock roundabout.</p>	
<p>Resident of Long Hanborough village</p>	<p>I write to express my concern that the parking problems in the vicinity of Hanborough Station will be displaced further along Main Road rather than solved outright by the proposed restrictions. The grass verge opposite the Bell Pub and running past the speed camera towards the centre of the village is already used by non-resident commuters who cannot find a space nearer the station (two of them bring fold-up bikes in their cars and cycle back to the station). Could you consider extending the proposed 11 a.m. to 12 noon “no waiting” restriction to this stretch? Local residents who do not have off-road parking spaces could still use the verge most of the time, but commuters would not be able to park for the day without risking a fine.</p>	<p>The issue of commuters parking remotely from the station will be kept under review.</p>
<p>Business, Hanborough Business Park, Long Hanborough</p>	<p>As the proposed parking restrictions are directly related to the issue of commuters parking I wondered what the timings are on the planned development of the car park at the Hewden Hire Site? The proposal to build a car park for commuters is sensible and extremely necessary.</p> <p>My first point therefore is that unless the car park has been built, the restrictions serve no logic purpose and are a waste of funds.</p>	<p>Agreed – the restrictions (if approved) will only be</p>

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	<p>We occupy Unit 4, Bankside and Unit 15, Lodge Road. No commuters park in the entrance to our business estate, the only people who park there need access to the various offices and hotel. It can be cramped at times but it's never a nuisance. It would be inappropriate to extend the parking restrictions into Lodge Road.</p> <p>To summarise my second point. There is no parking problem in Lodge Road, commuters don't park there. In fact, there may be some space available to commuters if well managed by the council.</p>	<p>implemented alongside the opening of the new car park and so there should be no deterioration in the current position.</p> <p>It is considered that without this short length of restriction, commuters may park and block access to the Business Park.</p>
<p>Business, Hanborough Business Park, Long Hanborough</p>	<p>As a company occupying several units on the business park we are concerned that if these parking restrictions come into force before the Hewden site is redeveloped to create a car park, this will undoubtedly increase the amount of cars being parked on an already overloaded business park by rail commuters.</p> <p>There is not enough parking available for the people who work in these office units let alone have space available for commuter traffic.</p>	<p>The restrictions (if approved) will only be implemented alongside the opening of the new car park and so there should be no deterioration in the current position.</p>
<p>Business Hanborough Business Park, Long Hanborough</p>	<p>What will happen to the cars that currently park on the kerbside and what will be done to ensure that cars do not use the Business Park to park in. The Business Park is already crushed and any other cars trying to park here would make it unbearable.</p>	<p>Vehicles parked on verges will be issued with parking tickets.</p>
<p>Playgroup Owner, Main Street, Long Hanborough</p>	<p>We are happy with the proposed restrictions on Main Road as sometimes the cars actually block our vision when leaving the premises.</p>	<p>Noted.</p>