

Divisions affected: *Hanborough & Minster Lovell*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 25 MAY 2023

LONG HANBOROUGH: REGENT DRIVE AREA (HANBOROUGH PARK) – PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS AMENDMENT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed no waiting at any time restrictions at Regent Drive

Executive summary

2. As part of a decision at the Cabinet Member for Highway Management meeting on 23 February 2023 to approve weekday waiting restrictions between 11am & noon Mondays to Fridays within the Hanborough Park residential development, comprising: Olympian Close, Regal Lane, Regent Drive, Reliance Way, and Renown Court, the Cabinet Member also approved a further consultation on extending no waiting at any time restrictions further into Regents Drive from its junction with the A4095. The aim of this measure is to address obstructive parking at all times which was judged likely not to be fully addressed by the measures as already approved. The new proposals as consulted on are shown in **Annex 1** .

Financial Implications

3. Funding for consultation on the proposals and their implementation if approved has been provided by the developers

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 the safe movement of traffic.

Formal consultation

6. The Formal consultation was carried out between 6 April and 5 May 2023. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, local bus operators, countywide transport, access & disabled peoples user groups, Hanborough Parish Council, West Oxfordshire District Council, District Cllrs, and the local County Councillor representing the Hanborough & Minster Lovell division.
7. Letters were also sent directly to approximately 150 adjacent premises.
8. 14 responses were received during the formal consultation period, comprising of: four objections (29%), four expressing concerns (29%), five in support (36%), and one expressing no objection.
9. The responses are shown in full at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police expressed no objection to the proposals.
11. Oxfordshire Unlimited, a local group representing the interests of mobility impaired people, while supporting the proposals in principle also sought reassurance that the previously approved plans for single yellow lines within the rest of the development would not preclude the future provision of a Disabled Persons Parking Place should an application be received from a resident; it is confirmed that any such provision would still be possible.
12. Objections were received from four members of the public - three being residents of the development and one a resident of a nearby property on the A4095 – that the proposal would create difficulties due to the loss of parking places for their visitors etc. and would also result in further displacement of parking into both the Hanborough Park development. Additionally, three responses citing concerns were received from local residents focussing on the problems of displacement, two of these being from residents of existing properties off the A4095 close to the rail station, and one a resident of Hanborough Park. The latter response requested additional measures including additional lengths of no waiting at any time restrictions.
13. Noting these concerns it is accepted that as with any parking control scheme there is a potential for inconvenience for those currently parking where restrictions are proposed but balancing the gain in safety and avoidance of obstruction of the road, it is considered that the proposal is appropriate.

14. The concerns over the displacement of parking again are noted, though within the Hanborough Park development the proposals for weekday waiting restrictions between 11am & noon Mondays to Fridays as approved on 23 February – which would be implemented at the same time as the current proposal if approved - will address the problems of longer-term parking by e.g. rail users during the working week.
15. Although it is accepted that the displacement of parking to the service road adjacent to the A4095 near the rail station is a potential risk, mindful that this is much closer to the station, the additional pressures at this location that would likely be caused by the current proposal is judged to be modest.
16. Expressions of support were received from four members of the public, three being residents of Hanborough Park.

Annexes

Annex 1 Consultation Plan

Annex 2: Consultation responses

Contact Officers:

Adam Barrett 07919 175889

May 2023

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local organisation, (Unlimited Oxfordshire)	<p>Concerns – The proposal for double yellow lines in Regent Drive, Long Hanborough is also very sensible, considering the turning movements in and out of the vehicular access to six dwellings, the presence of the field access opposite, and the close proximity of these accesses to the T-junction with the A4095 Main Road. Therefore Unlimited Oxfordshire supports this proposal.</p> <p>However, I note that there is a recently-processed extensive waiting restriction between 1100 and 1200, Mondays to Fridays, in Regent Drive and other roads in the Hanborough Park estate. While this is very welcome (as it prevents longer-stay parking by users of Hanborough rail station), it must not prevent or hinder the granting of a Disabled Person's Parking Place (with exemption from the restriction) when a resident blue-badge holder applies for one.</p>
(3) Local Resident, (Hanborough, Main Road)	<p>Object - Since the Regent Drive development double yellow lines were placed on Main Road outside my property, understandable for safety .</p> <p>However, If double yellow lines are placed at the entrance to Regents Drive there will be no parking anywhere near my property on the occasion of additional visitors or trades people. Perhaps a parking permit system would be better, I appreciate this would require enforcement (as would double yellow lines) . But there needs to be an exception for genuine visitors and residents. Double yellow lines would give no flexibility.</p>
(4) Local Resident, (Long Hanborough, Regent Drive)	<p>Object - While I support the need to introduce parking restrictions for Regent Drive, yellow lines pose a too stringent solution to the problem. The section proposed to receive yellow lines is a useful space for tradesman and visitors of residents in the estate. Parking at the properties is already limited so the space on regent drive is a handy temporary solution.</p> <p>Therefore I believe permit parking for residents is a more logical and convenient solution. The yellow lines direction seems to be the cheap and easy answer and not thought through. The area proposed should still be available to</p>

	<p>residents and only residents. Permit parking is the usual answer to such situations so I believe it should be implemented here.</p>
<p>(5) Local Resident, (Long Hanborough, Regal Lane)</p>	<p>Object - This will push those that are parking at the entrance further down into the estate which is narrower and will affect residents. Double yellows should not be added if residents parking permits are not allowed for the remainder of the estate. I object to the double yellows!</p>
<p>(6) Local Resident, (Long Hanborough, Main Road)</p>	<p>Object – The reasons for my objections is that I live on Main Rd, before Regents Drive.</p> <p>When Regents Drive was built double yellow lines and traffic bollards in the centre of Main Road were installed outside my property which has resulted in it being impossible for any vehicles to park outside my house and any tradesmen or visitors to our house have therefore to park in Regents Drive. The proposal mentioned above would mean that any visitors etc, would have nowhere to park.</p> <p>Vans and low suspension vehicles cannot access my drive since the installation of the footpath in front of my house, for the benefit of residents on Regents Drive, has resulted in my drive being too steep for such vehicles without them grounding.</p> <p>I would have no objection to one side of Regents Drive having double yellow lines.</p> <p>I should also advise that the 'danger and of obstruction of cars parking just beyond the existing parking restrictions' is unfounded in my view. The danger and obstruction was vehicles parking on both sides of the road in the area where existing parking restrictions are.</p> <p>Whilst I understand the concerns of the residents of Regents Drive I would ask that the concerns of myself and others are also considered.</p>
<p>(7) Local Resident, (Long Hanborough, Regents Drive)</p>	<p>Concerns – I am writing to highlight my concern for the proposal to only double yellow the road from the start of the development and to only include the bend in the road. As a resident at number 2 Regent Drive (Start of the development) I see too often the issues with the road and parking. I do not believe double yellow lines for just the bend in the road is sufficient. I will outline the reasons/issues below.</p>

1. In recent weeks people have started parking on both sides of the road up to and just past my house (2 Regent Drive) as you head down into the development (this is just past the bend in the road). This has often made it very difficult for residents living on the development to pass easily in order reach their homes. In the event of a larger vehicle such as a dustbin lorry, ambulance etc, this would be impossible to pass, especially if the parked car is badly positioned. One of my neighbours has video evidence of parked cars on both sides of the road highlighting the issue. If you wish to see this evidence we can arrange for you and those making the decisions to see first hand the problems.

2. Cars are not just parking during working hours. There are often people using Regent drive to park their car for long weekends. Recently there has been a car parked for a week. It has only recently moved. This makes it difficult for residents who have visitors to park on the road because commuters or weekend car users for the train are using Regent drive to avoid paying at the station park.

3. When cars are parked on both sides of the road, my neighbour opposite (number 7 Regent Drive) at times has had difficulty getting off their drive because there is a car parked opposite on my side where I live. Having double yellow lines outside my house would avoid the issues with my neighbour struggling to get off his drive. Please note that this issue is past the bend. So only double yellowing the road on the bend would not resolve the issue.

4. Vision - At times I have struggled to see cars whilst getting off my drive because a car has parked close to my drive way entrance. This has the potential to cause an accident. The bend in the road exacerbates the problem because I am unable to see cars as they are entering the development.

5. Despite the farmer placing a sign on the farm gate "please do not park in front of the gate" commuters and weekend travellers park their cars in front of the gates. I have also seen cars parked on the pavement. Which I know is illegal.

I feel and many of my neighbours feel that there needs to be double yellow lines past my house at number 2 and down to Regal Lane at a minimum. The issue with parking is getting worse when people are using Regent Drive to use the train. The issue is more of a problem when people are working and using the train to get to work. Weekends especially a Saturday are also very busy for parked cars when people are using Regent Drive to park their car whilst they use the train to Oxford. I feel that with the Botley road closing the problem is only going to get worse in Regent Drive as people use the train more. I also feel that the issue with parking is going to become a problem on other roads on the development as people realise that they can park in one of the side roads. These roads appear to be narrower. This would also have the knock on effect of visitors struggling to find a park because space has been used up by those using the train.

	<p>Finally I would like to highlight that there are a lot of children who live on the development. Many, like my son will visit friends at other houses. When there are lots of cars parked on the development roads, this has the potential to cause harm. A child may not see cars entering and leaving the development because cars that are parked on the road are obscuring the view of moving vehicles.</p>
(8) Local Resident, (Long Hanborough, Main Road)	<p>Concerns - As a resident of Main Road by the station I am concerned that double yellow lines at Regents Drive will exacerbate the problem we have of long stay parking for the station outside our homes on the slip road. The single yellow line between 11-12.00 does not prevent parking at present so it seems likely that those people currently parking in Regents Drive will just start parking here!</p>
(9) Local Resident, (Long Hanborough, Main Road)	<p>Concerns - We are fully in agreement with your proposals as long as it does not just move the issue to Main Road. We live by the train station in the slip road before the station. It already has a single yellow line & restrictions for 1 hour (midday). My wife & I park outside our property and on many occasions when coming home from work, someone who has caught the train, is parked where we normally do.</p> <p>I hope, the restrictions you propose does not go back to the old days, where commuters using the train does not park on the grass verge all along the main road outside the station.</p> <p>Make the area permit parking only for residents as if you actuate the present situation, everyday for one hour all the residents will have to move their cars.....but to where?</p> <p>The bottom line is, the train commuters should only use the parking at the station, but as long as they can park outside our house and along Regents Drive for free, I guess that will never happen.</p>
(10) Local Resident, (Long Hanborough, Bedford Mews)	<p>Support - Cars parking in this area obstruct the junction and are potentially dangerous.</p>
(11) Local Resident, (Long Hanborough, Regent Drive)	<p>Support - The entrance to the estate is a blind corner. Often when leaving the estate it is necessary to drive on the wrong side of the road to avoid parked cars. Occasionally when cars are parked on both sides of the road, they is only a narrow path between them. It would be too small for a fire engine to fit through (photos have been taken to document this in the local resident Facebook group.) this is obviously very concerning.</p>

(12) Local Resident, (Long Hanborough, Regents Drive)	<p>Support - This should have been proposed when the original consultation went ahead. I understand it was recommended by County Councillor Liam Walker at the time, and it was also requested by myself (Parish Councillor and resident on the estate) following an informal survey of residents that was in favour. This has simply incurred additional cost and delayed implementation at what is rapidly becoming a dangerous junction.</p>
(13) Local Resident, (Long Hanborough, Reliance Way)	<p>Support – All I can say is yes, please please please do not delay on these parking restrictions any longer. The parked cars are forcing residents onto the wrong side of the road, on a bend, and into the path of oncoming cars turning in from the main road. Before long there will be a head-on collision!</p> <p>I hope this doesnt take too much longer to sort and keep everyone safe in their own neighbourhood!</p>
(14) Member of public, (Kingham, West Street)	<p>Support - To make Hanborough safer</p>