

Divisions affected: *Hanborough & Minster Lovell*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**25 APRIL 2024**

### **LONG HANBOROUGH: MAIN ROAD – PROPOSED RESIDENTS PERMIT PARKING ZONE**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following as advertised:

- a) **Proposed permit bays – Monday to Saturday 8am to 6pm in the Main Road service road between No.228 (Windrush) and No. 222 (Evenlode Cottages) and adjacent to Nos.220a & 220b, and**
- b) **Replace the existing single yellow lines `No Waiting Monday to Friday 11am-12noon` in the Main Road service road, with Double Yellow Lines (No waiting at any time), except the section of road adjacent to the access of No.220, where an access protection marking (white line) will be provided.**

#### **Executive Summary**

2. This report presents responses received to a statutory consultation on proposals to address unwelcome commuter parking around Long Hanborough Rail Station by introducing restrictions that allow some residents of Main Road to park next to their properties using Residents Permits only bays on the service road, as shown in **Annex 1**.
3. The existing no waiting restrictions, between 11am – 12noon, Mon to Friday act to discourage long term commuter parking for the nearby Long Hanborough Rail Station. However, issues have been raised by residents without off-street parking who are impacted by the current restrictions and unwelcome parking. Changes are proposed to introduce permit holder only parking and no waiting restrictions to better manage parking on the access road.

#### **Financial Implications**

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the Council capital budgets, which have been secured to implement controlled parking zones within the county.

## **Equality and Inclusion Implications**

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.
6. Whilst Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
7. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised, current blue badge.

## **Sustainability Implications**

8. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes.

## **Formal Consultation**

9. A formal consultation was carried out between 29 February and 29 March 2024. A notice was published in the Oxford Times newspaper, and an email was 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, West Oxfordshire District Council, local District Cllr's, Hanborough Parish Council, and the local County Councillor representing the Hanborough & Minster Lovell division.
10. A letter was also sent directly to approx. 15 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
11. Seven responses were received during the course of the formal consultation, comprising of two local residents partially supporting, two local residents supporting, and three no-objections.
12. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

## Officer Response to Objections/Concerns

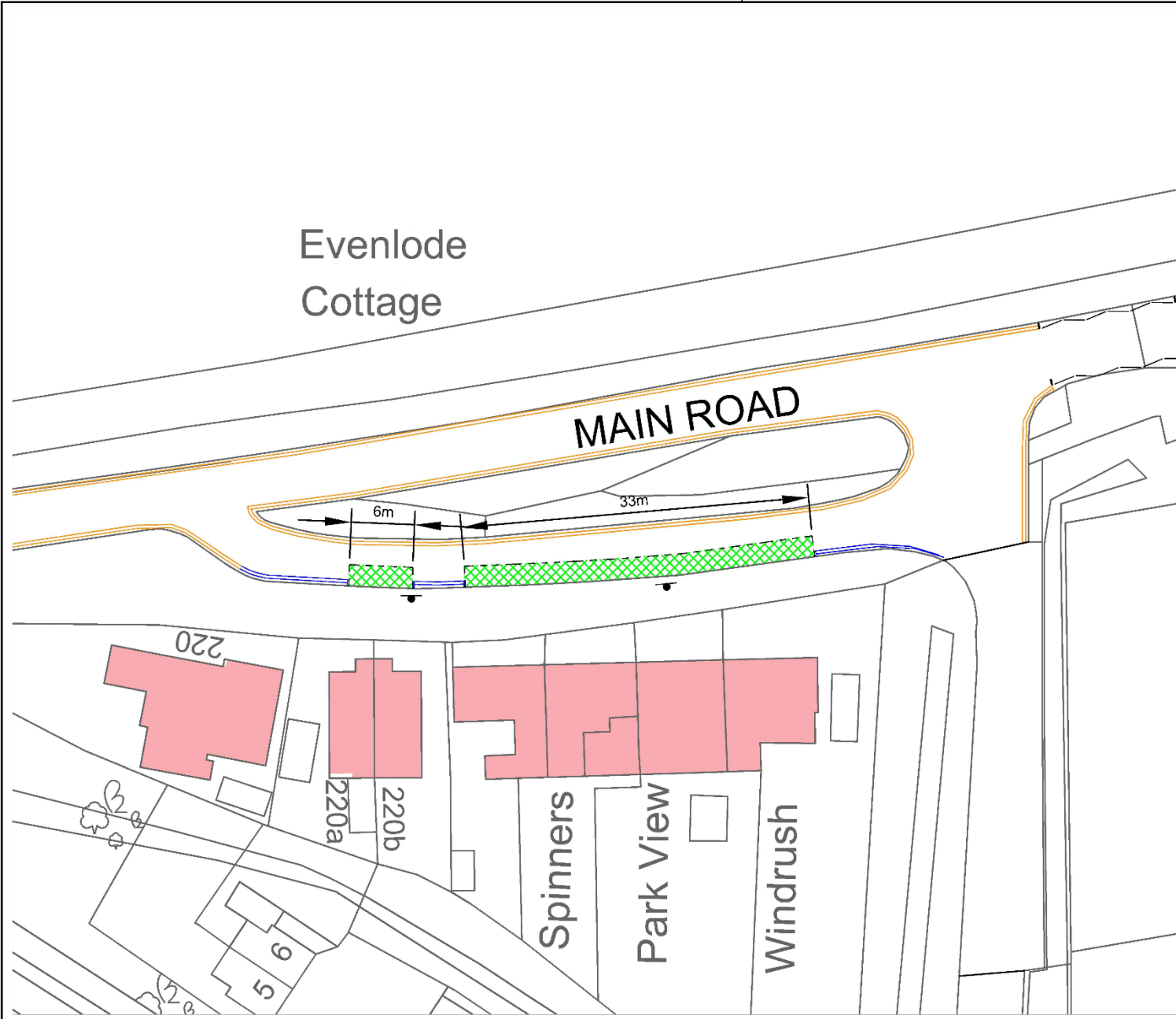
13. Thames Valley Police, Go-Ahead Group (local bus operator), and the parking team at West Oxfordshire District Council expressed no objections to the proposed amendments.
14. Prior to the public consultation taking place, the local County Councillor for Long Hanborough undertook an informal consultation exercise with residents to gauge the level of support. He noted the positive feedback from residents when giving his support for the proposals to be taken forward.
15. The existing single yellow line restrictions operate between 11am-12noon, Monday to Friday. The proposals which would apply between 8am to 6pm, Monday to Saturday offer an increase on the present restrictions and reflect that train users may also travel on a Friday evening to return on a Saturday.
16. Officers consider that the proposals offer a good balance between protecting parking for residents at key times, whilst allowing flexibility outside of the operating days and hours, including Sundays.
17. If approved, the scheme will be monitored following implementation, and a change to the operation of the scheme could be considered if deemed necessary.
18. The proposals include removing the existing single yellow lines and where accesses are present, replacing them with double yellow lines. In these situations, painting a parking bay across an access would have likely encouraged motorists to obstruct entrances and retaining the single yellow line would have been confusing and required unnecessary signage. The alternative is to replace the proposed double yellow line in front of the residents' access with a white access protection marking.

Bill Cotton  
Corporate Director, Environment and Place

Annexes    Annex 1: Consultation plan  
    Annex 2: Consultation responses

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April 2024



Drawing No. Revision 0

**KEY**

- Existing double yellow lines
- Proposed double yellow lines
- Proposed permit holder bays  
Mon - Sat 8am to 6pm  
Prefix - LH
- Eligible properties - LH permit

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DESCRIBED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:

CONSTRUCTION	ENTER 'NONE' IF APPLICABLE
MAINTENANCE/CLEANING	ENTER 'NONE' IF APPLICABLE
USE	ENTER 'NONE' IF APPLICABLE
DECOMMISSIONING/DEMOLITION	ENTER 'NONE' IF APPLICABLE

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**OXFORDSHIRE COUNTY COUNCIL**

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West Oxfordshire**

Drawing title  
**Proposed permit holder parking  
Main Road, Long Hanborough**

Drawing Status

Scale @ 1/4	Drawn by JW	Checked by VN	Approved by KS
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**ANNEX 2**

<b>RESPONDENT</b>	<b>COMMENTS</b>
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Parking Manager, (West Oxfordshire District Council)	<b>No objection</b>
(3) Head of Built Environment and Infrastructure, (Go-Ahead Group Bus Operator)	<p><b>No objection</b> – The proposal looks eminently sensible. However we are not the operator in the village, and, frankly, its unlikely to directly affect bus operations considered more broadly.</p> <p>Accordingly, we raise no objection.</p>
(4) Local resident, (Long Hanborough, Main Road)	<p><b>Partially support</b> – I do wonder why the Permits will not cover Sundays? Where am I meant to park on a Sunday. I reside at on, Main Rd and have no drive, only parking outside my House. At Weekends a lot of people are now using the new Community Park into Blenheim and are parking in our Service Road.They could park in the Station Carpark which is not full at weekends unlike during the Week.</p> <p>When the Houses were built behind the Station space was allocated to build another Car Park as an extension for the Station. This has never been done although the available Land is still there. How come the Builders plus presumably the Station were allowed to get away with not doing this?</p> <p>Also the Permits will not work if the parking is not managed.</p>
(5) Local resident, (Long Hanborough, Main Road)	<p><b>Partially support</b> – My Wife &amp; I live on the Service Rd you are proposing to commence with a Permit to Parking scheme. We do have some issues with the proposal:</p> <p>I. We believe it should be 7 days a week, as presently we are now having people parking here on a Sunday &amp; then going for a walk along the new Community Walkway leading to Blenheim Place.</p>

	<p>II. Presently, some one is parking along this road on a Friday evening &amp; not going until Sunday afternoon, so I guess they are getting the train for the weekend.</p> <p>III. Outside our driveway, presently there is a single yellow line. From your proposal I believe you will be making this a double yellow line, can I ask why? We normally park our second car there as our drive is only large enough for one car. We have had planning permission turned down for us to extend our driveway to the adjacent grass area (which I maintain) by the council last year. This would have stopped all our parking problems.</p> <p>IV. Most of the Occupants along this road have one car &amp; a drive, so I believe this will only effect one household &amp; us who due to work commitments must have 2 vehicles. Presently we park outside the grass area of no. 220A &amp; 220B, but if someone is parked there when we return home, normally the only place for use to park is behind our one car on the drive on the single yellow line. If this becomes a double yellow line, where are we expected to park, halfway up the village but still pay £65 per annum &amp; we are not guaranteed a parking place?</p>
(6) Local resident, (Long Hanborough, Main Road)	<p><b>Support</b> – As a resident I am directly impacted by parking on the access road, this is because it is used as 'free' station parking and more recently for people walking the community path into Blenheim. During the Summer in particular we often have people parking over the whole weekend that results in a lack of parking for residents and our visitors.</p>
(7) Local resident, (Long Hanborough, Main Road)	<p><b>Support</b> – I am directly affected by this as local resident, the situation has gotten worse over time and with the growing use of the station and the community path at Blenheim we regularly are unable to park outside the house, often having to then pay at the station.</p> <p>That said my view is that the restriction should be 7 days a week and not 6, it makes no sense to allow people to park on Sundays this is often the worst day.</p>