

Division: Banbury - Grimsbury & Castle

## **CABINET MEMBER FOR ENVIRONMENT– 8 OCTOBER 2015**

### **PROPOSED WAITING AND PARKING RESTRICTIONS NORAL WAY, BANBURY**

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

#### **Introduction**

1. This report considers objections to formal consultations on proposals to introduce waiting and parking restrictions in Noral Way off Southam Road, Banbury. The proposals are shown on the drawing at Annex 1.

#### **Background**

2. In connection with the redevelopment of a disused industrial site into a modern distribution depot it is proposed to provide new waiting and parking restrictions on Noral Way. This is the road containing the new access for the development which currently has unrestricted parking used by commuters to local offices and some HGVs connected with nearby industrial estates.

#### **Consultation**

3. Following an informal consultation in June to gain views of adjacent residents and businesses the proposals considered in this report were formally advertised between 13 August 2015 and 11 September 2015. Letters were sent to local businesses and residents, and the proposals were advertised in the Banbury Guardian; additionally Notices describing the proposals were erected on site.
4. Two objections have been received, copies of which are available for inspection in the Members' Resource Centre.
5. The Entertainer, who occupy the new development, would prefer that there was no parking at all on Noral Way but do accept that there is a demand for on street parking in the area. They were also concerned that the proposed parking on the north side of the road would affect vehicles turning into their access. They also wanted a restriction on all parking between 11pm and 5am.
6. Bibby Financial Services, a major employer on the Banbury Office Village (BOV) site, want parking to remain along most of the south side of Noral Way subject to adequate vision splays being maintained. They are also concerned that having no parking permitted opposite the entrance to BOV could encourage drivers of large vehicles to use the entrance as a turning point which could cause damage to their access road. They have further suggested that because of the demand for parking in the area the County Council should consider widening Noral Way to facilitate this.

7. Thames Valley Police have not objected to the proposals.
8. In response to these objections, there is clearly an established demand by users of BOV for parking on Noral Way; their site has limited parking and currently the area is poorly served by public transport. Observations of the site have indicated that the south side of Noral Way is regularly parked up with cars and some HGVs between the Southam Road roundabout and the new access to The Entertainer, a distance of around 150 metres. The advertised proposals seek to facilitate this demand and would allow a total of 170 metres of parking for cars and light goods vehicles only which should overcome the concerns of Bibby Financial Services
9. The manoeuvre into the new access has been checked and whilst it is possible with the proposed parking layout, reducing the advertised area of parking on the north side of Noral Way by 10 metres at its eastern end would be of significant benefit to The Entertainer's site. The prohibition of HGV parking will remove the majority of overnight parking and this, together with section of No Waiting restrictions will improve forward visibility for vehicles needing to pass each other.
10. Finally, on the matter of widening Noral Way to facilitate additional parking, it is for individual businesses to provide parking for their staff and visitors. Future residential developments in this part of Banbury are likely to result in improved cycle and public transport facilities which will be of benefit to the BOV site.

## **Conclusions**

11. The approved development on Noral Way will increase traffic movements along the road, particularly by HGVs and there is therefore a need to regulate parking along the road. The two objections received present opposing views and whilst both have merits taken on their own it is considered that the proposals described in this report reflect a balanced approach to the issues highlighted.

## **How the Project supports LTP4 Goals**

12. The proposals described in this report would help to support jobs and housing growth and economic vitality reduce the risk of accidents and improve public health, safety and individual wellbeing

## **Financial and Staff Implications (including Revenue)**

13. The cost of the proposed work described in this report will be met by funding from Section 106 Agreements relating to the site.

## **RECOMMENDATION**

**The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised with a minor reduction in permitted parking on the north side as described in this report.**

## CMDE5

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

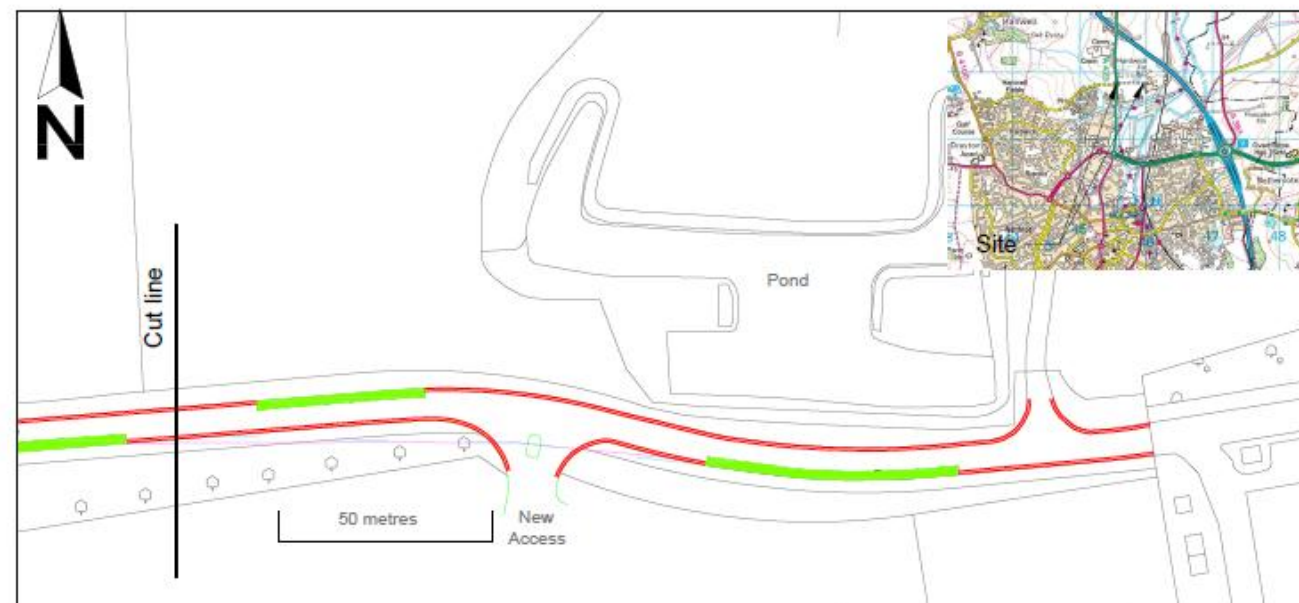
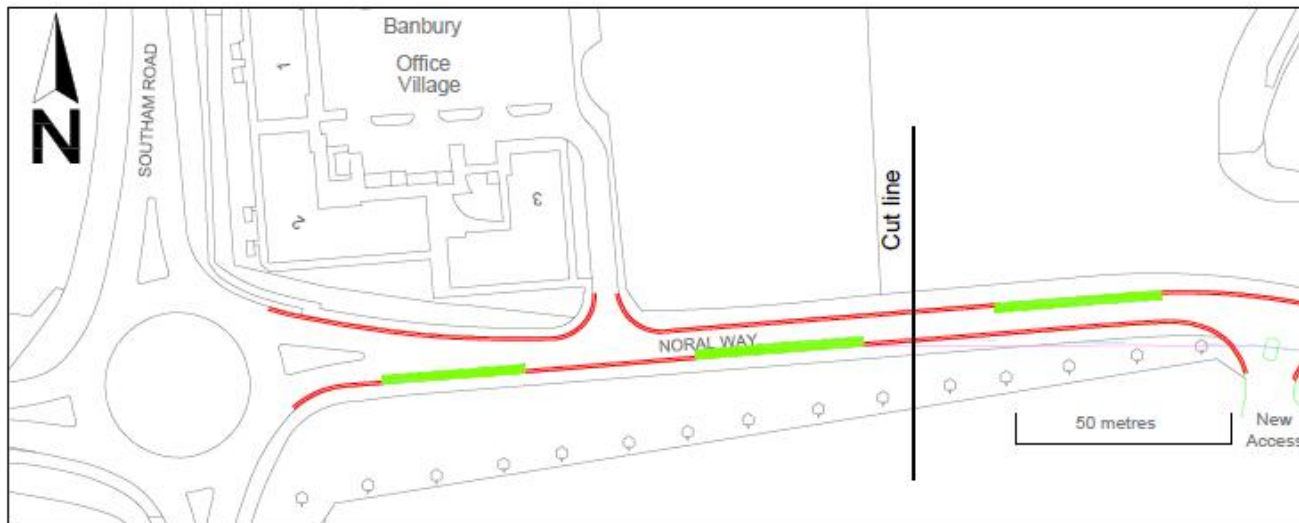
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September 2015

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ANNEX 1

P12: Network Management Traffic Regulation Order/Banbury Southam Road and Noral Way CAD User/DFH/1/1/2/4/6



Drawing No. 120/TRO/2015/01/001		Revision 0	
<b>KEY</b>			
		Parking for cars and vans only	
		No Waiting At Any Time	
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Rev.	Date	Purpose of revision	Drawn
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Project Site <b>SOUTHAM ROAD and NORAL WAY</b>			
<b>BANBURY</b>			
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Scale @ A3	Drawn by	Checked by	Approved by
1:1000	DGT	DGT	DGT
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