

Division(s): Banbury, Grimsbury & Castle
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CABINET MEMBER FOR ENVIRONMENT – 27 APRIL 2017

PROPOSED WAITING RESTRICTIONS CATTLEMARKET AND WATERLOO DRIVE AREAS, BANBURY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on proposals to introduce waiting restrictions in various roads in the Cattlemarket and Waterloo Drive areas in Grimsbury, Banbury.

Background

2. Following requests through the local Member for action to address commuter parking concerns in parts of the Cattlemarket estate and also in the Waterloo Drive area an informal consultation on possible additional parking restrictions was carried out by Cllr Beal in 2016. Subsequently, formal proposals were developed for a number of roads and these are shown at Annexes 1, 2 and 3.

Consultation

3. These proposals require an amendment to the relevant Traffic Regulation Order and, accordingly, a formal consultation was carried out in February and March 2017, comprising the publishing of a notice in the newspaper, the provision of street notices, and over 300 letters being sent to properties adjacent to the proposals. The local member, together with the police and other statutory consultees were also consulted. A dedicated page was also added to the County's online consultation portal to allow people to view and respond to the proposals.
4. A total of 22 responses were received, including six specifically relating to the Cattlemarket area proposals, nine relating to Merton Street and six for Waterloo Drive area; these are summarized at Annex 4. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Response to objections and concerns

5. Thames Valley Police have no objection to the proposals, noting that the areas have a lot of displacement parking from the station and town centre which causes problems for the Police. They comment that whilst the proposed restrictions will improve the situation they may cause some further

displacement into other areas; they also note that the one hour restriction proposed for the Waterloo Drive area has been used at other locations across the county and offers a focussed time for Police when able to supervise which reduces the need for all-day attention with restrictions elsewhere.

6. The responses from residents in Alma and Marshall Roads (the principle streets in the Cattlemarket estate) are mixed, with some support for the proposals whilst others are very concerned about the effect of the restrictions on them as residents needing to park cars. Several suggest that a permit system be introduced as a more appropriate method to manage parking; unfortunately this cannot be offered as a solution whilst parking enforcement in Banbury (and elsewhere in Cherwell) remains with the Police, in line with long-standing policy. A number of respondents have concerns about parking for visitors and the need for better enforcement of the private parking areas, where there are spaces specifically set aside for visitors; these are properly matters for the property management companies to address. Comments regarding problems with parked vehicles blocking accesses into private parking areas can be addressed with Keep Clear markings.
7. The responses to the proposed additional parking restrictions on Merton Street were almost wholly negative. The changes were developed in response to concerns from some residents in the Cattlemarket area seeking improvements to the traffic flow in/out of Alma Road as well as along Merton Street itself. In the light of the overwhelming response, and after consultation with Cllr Beal, it is suggested that the additional restrictions on Merton Street do not proceed.
8. The responses to the proposals to introduce 1-hour parking restrictions on alternate sides of roads in parts of the Waterloo Drive area were generally positive. The concerns of some respondents about enforcement are noted but these should be seen in the context of the comments from the Police noted earlier in this report. It is accepted that there is the potential for the proposed restrictions to simply displace commuter parking to other parts of the estate; this will be an issue that will be kept under review.

How the Project supports LTP4 Objectives

9. The proposals will facilitate the safe and efficient movement of traffic by the better management of parking in the area.

Financial and Staff Implications (including Revenue)

10. Funding for the proposal is being provided through S106 funding; the appraisal of the proposals and consultation has been undertaken by Communities officers as part of their normal duties.

RECOMMENDATIONS

11. **The Cabinet Member for the Environment is RECOMMENDED to:**
- (a) **approve implementation of proposals for parking restrictions in the Cattlemarket and Waterloo Drive areas as advertised;**
 - (b) **not approve the proposals for additional parking restrictions in Merton Street**

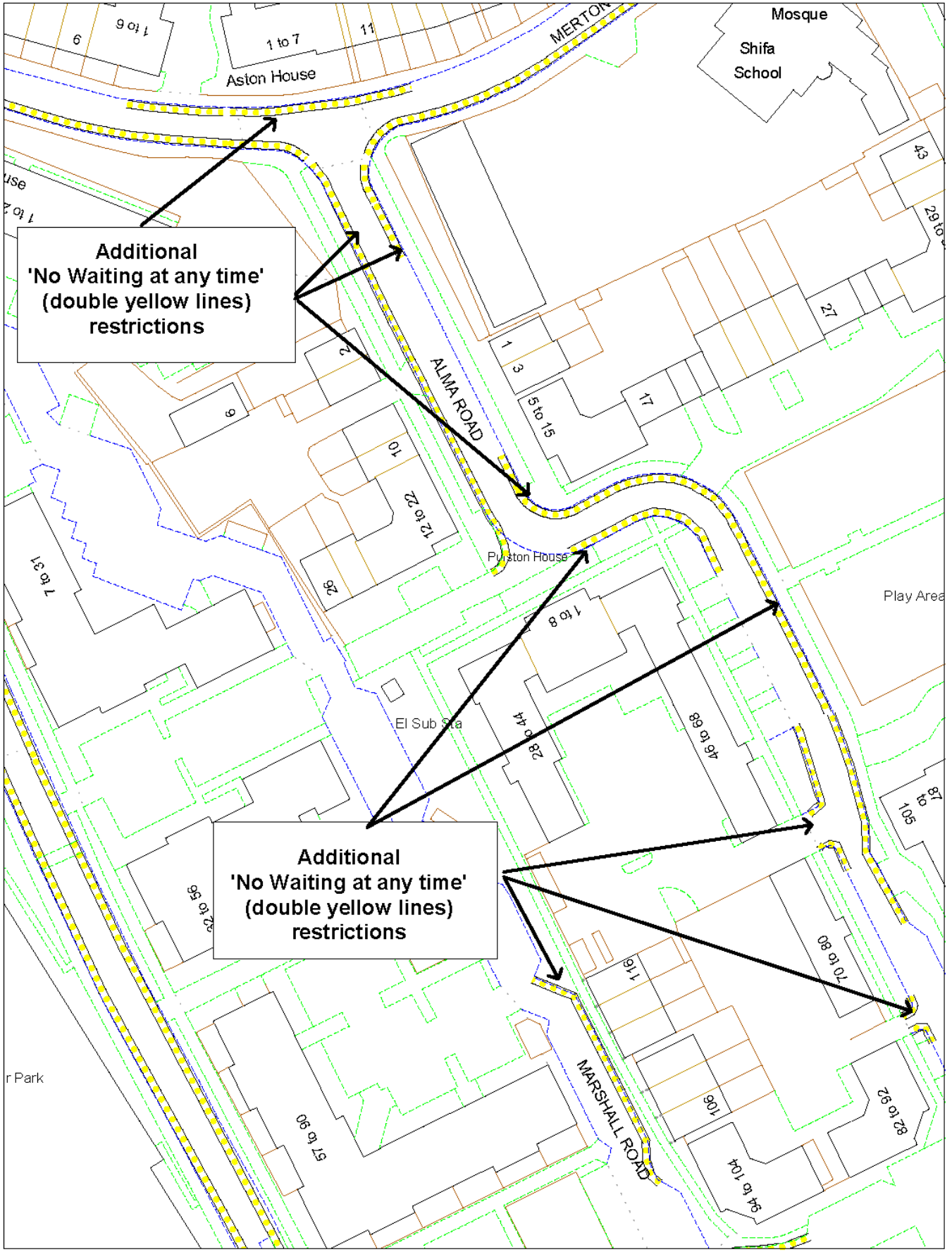
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

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April 2017



**Additional
'No Waiting at any time'
(double yellow lines)
restrictions**

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'No Waiting at any time'
(double yellow lines)
restrictions**



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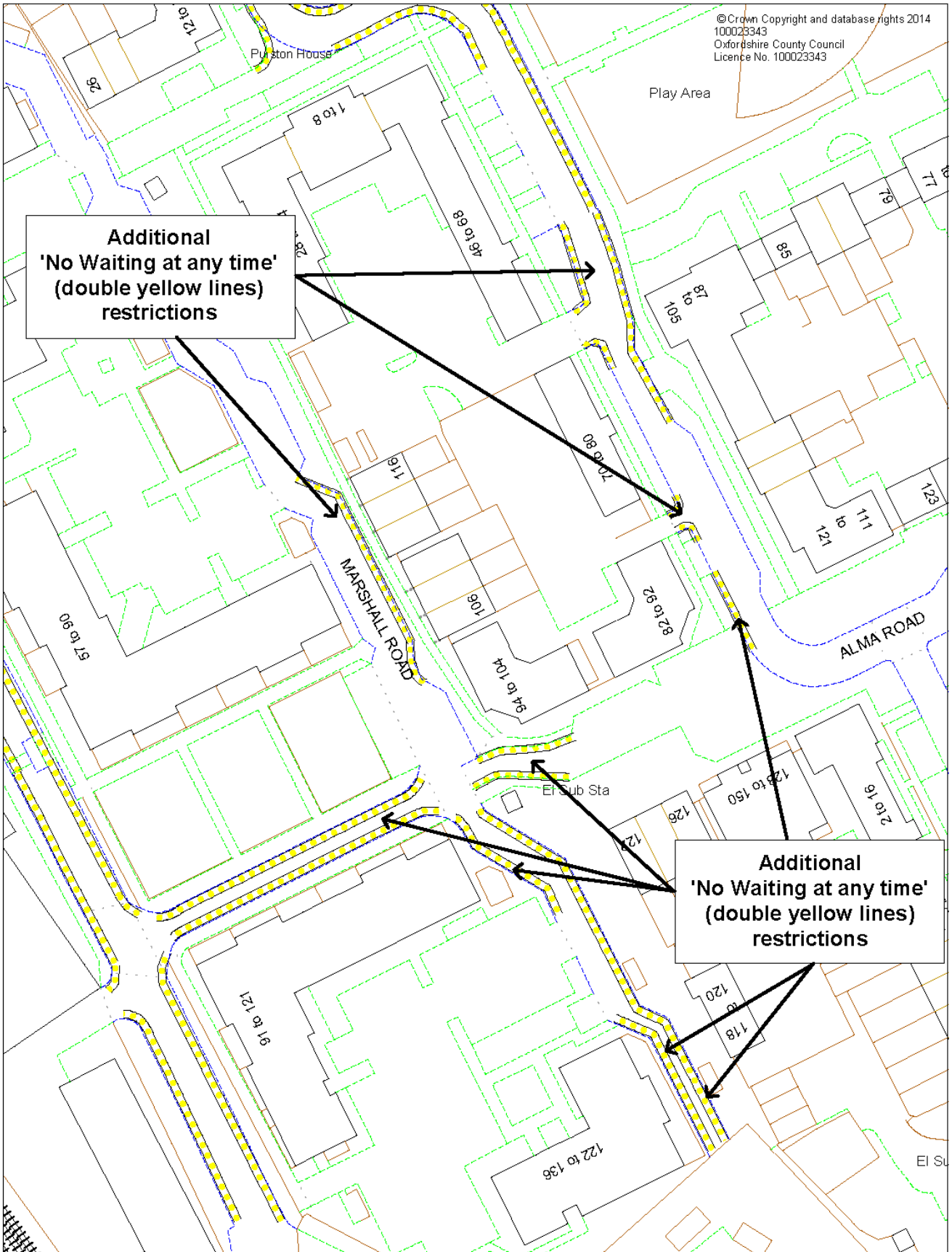


**PROPOSED PARKING RESTRICTIONS
MERTON STREET AND ALMA ROAD
BANBURY**
(existing restrictions on Merton Street remain)

SCALE	1:750
DATE	
DRAWING No.	
DRAWN BY	

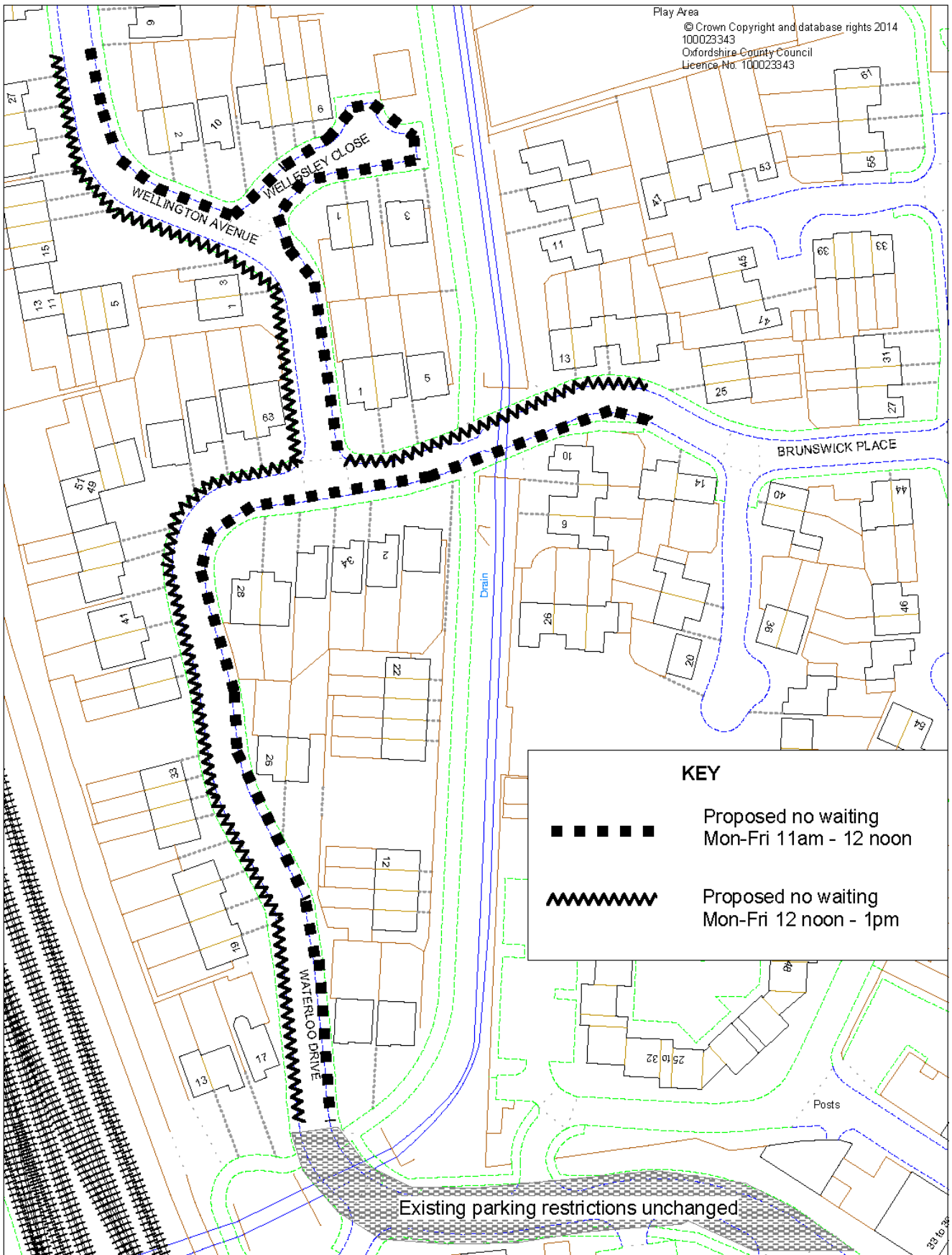
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**PROPOSED PARKING RESTRICTIONS
 ALMA ROAD AND MARSHALL ROAD
 BANBURY**
 (existing restrictions on Higham Way remain)

SCALE	1 : 750
DATE	
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Respondent	Comment
General	
Thames Valley Police	<p>Thames Valley Police have no objection the order.</p> <p>With the exception of Waterloo Drive these areas cover the redundant Cattle Market site and close to the Rail Station. The area is newly residential with a lot of Rail and town centre displacement parking in narrow roads which are a problem to the Police. These proposed restrictions will improve the situation but they may cause some further displacement into other areas.</p> <p>Waterloo Drive has suffered from day time parking since it was built some years ago. The increased length of control measures will reduce the attraction. The one hour restriction has been used at other locations across the county and offers a focussed time for Police when able to supervise which reduces the all-day onerous situation with restrictions elsewhere.</p>
Alma Road & Marshall Road	
Resident Alma Road	<p>Generally welcomes the proposals but has specific additional requests:-</p> <ol style="list-style-type: none"> 1. A full road width yellow hatched area to be included opposite the entrance between 4 and 8 Alma Road. The point of this would be to provide a small passing place and also to allow refuse / delivery vehicles to turn and reverse into the driveway access to rear of properties without mounting and damaging the grass verge areas. 2. The double yellow lines should be continuous on both sides of the Alma Road to the frontage of 46-68 Alma Road; lines along this stretch would add definition to public highway. 3. Similarly, double yellow lines should apply to the frontage of 70-92 Alma Road to define the public highway.
Resident Alma Road	<p>It is about time something is done about this situation as it is very dangerous with the amount of cars parked in this area and that do not belong here and these streets are used for free parking for town, local business and the train station. I do hope once it is in place that it is policed and those that disobey will be penalised.</p>
2 Residents Alma Road	<p>I and my partner are very concerned about the impact of such plans on our life – a 2 car household. The issue of people using the train station parking on Alma Road is definitely an issue and at times we are unable to park, definitely not due to residents but rather people avoiding the charges incurred from the train station carpark. Hence we are, in a sense, supportive of changes being made.</p>

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	<p>My objection is that if a property on this road has 2 cars (such as us) the effects are going to be detrimental. I wonder why a permit system is not being proposed. I would strongly like a permit system to be considered rather than 'no waiting at any time'.</p> <p>I also have huge concerns that outside our building entrance (87 to 109) there will not be double yellow lines... we already have issues with people parking there and access being prevented from the carpark around the back.</p>
<p>Resident Marshall Road</p>	<p>The proposals appears to be a very "blanket approach" with little consideration for residents of this area. It appears there has been little realisation that the majority of the flats and houses have more than 1 resident which often means there is more than one car. This parking ban will have serious impact on the residents of this area and you have taken little consideration for genuine visitors of the area.</p> <p>Understands the need to stop commuters blocking these roads and is in full support of this however believes a better approach can be taken here without disrupting our lives. Feels that a better approach would have been to apply yellow lines to the start of Alma Road and adopt a "permits only" area to the rest of the site. Allowing each household to have one permit to allow them to maintain a functional lifestyle and not have to walk a mile to get to their vehicle each day before work, as well as allowing scope for visitors to park occasionally for households.</p> <p>Has concerns about:-</p> <ol style="list-style-type: none"> 1. Where carers for the many elderly residents of building 122-136 will park? 2. Where will removals vehicles park? 3. Flats 91-136 have 3 visitor spaces currently used by residents with more than one car. Where will visitors park once the restrictions are in place?
<p>Owner of property in Marshall Road</p>	<p>I own property in Marshall Road. Whilst I can understand the need for restrictions I have two concerns:</p> <ol style="list-style-type: none"> 1. This may force miscreant parkers onto the private allocated spaces of the various blocks of flats 2. The whole exercise is an utterly pointless waste of time and money as it is well known that illegal parking in Banbury is not policed. There are no traffic wardens and the police don't bother and this has been the case for so long that yellow lines are broadly ignored throughout the town

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Respondent	Comment
Merton Street	
Resident Merton Street	My concern is as a resident of Merton St is that we don't have enough parking space as it is due to people parking and going to work on trains or in town and by introducing more yellow lines we won't ever get any parking spots or will residents be allowed to park on these lines?
Resident Merton St	Whilst in total agreement that something should be done, where does that leave the residents to park? There are staff from the post office fighting for the spaces and then certain times of the day we have the school run and the mosque timings all clogging up Merton St . Why can't we have resident parking permits to be issued free? People are always looking for spaces close to the town because car parks are so expensive.
Resident Merton Street	This area is primarily residential, and along with residents come vehicles. The housing along Merton Street has little integral parking and I believe that the street parking is of benefit to residents and their visitors. Taking this away so drastically would have a detrimental effect. If casual parking could be discouraged, along with use of the area as a through -road by non-residents then the stated aims could be achieved whilst maintaining ease of living to residents.
Resident Merton Street	I am writing to support the proposed prohibition and restriction of waiting to Merton Street / Alma Road Banbury. I have lived on Merton Street for ten years and the parking situation has deteriorated significantly since the pedestrian bridge to the train station was built. On weekdays down Alma Road there is a significant increase in parked cars (I suspect commuters using the train) parked across grass verges, across pavements completely blocking them so that I have to walk my kids on the road to get round them. The changes will be much welcomed but only if they are enforced.
Resident Merton Street	Suggests that as there are no traffic wardens in Banbury, people already park on double yellow lines – if further double yellow lines are painted, how is this going to be enforced? There are already problems with non-residents parking in the private off-street spaces and additional double yellow lines will only make this worse.
Resident Merton Street	Objects to the proposal as I believe the creation of the no waiting time as proposed will make Merton Street a dangerous street. At the moment the street has a stop start nature to traffic which acts as a deterrent to the many dangerous drivers who use it as a rat run to avoid the long queue on the Middleton Road and if the proposal went ahead this deterrent will be removed which is of particular concern with the primary school and Mosque.
2 residents Merton Street	As above
Group of Residents of Merton Street	We want to state our total objection to your intentions of reducing already acute parking spaces in Merton St and Alma Rd. We already find it very hard to find any parking space near our properties in Merton Street – the houses are 4 bedroom big town houses and the ones which aren't they've been made into flats of 3 etc. each house or flat has at least a car if not 2 or 3. This is our home and we've got no intention of moving and we don't want you to take away from us our little parking that we've got left.

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Respondent	Comment
Waterloo Drive	
Resident Waterloo Drive	I support the proposed changes to parking on our street. I think this would stop the main problem which is train users parking here.
2 residents Wellington Ave.	Totally support the proposed parking restrictions for this area. With all the vehicles which are parked on Waterloo Drive it makes it really a single lane road, and seriously obstructs your vision when trying to negotiate the parked cars. Everybody (ourselves included) has off road parking, so the vast majority must be people who just wish to avoid paying any parking fee.
Resident Wellington Ave.	<p>In principle this seems to be a very straightforward and effective way of dealing with the problem in Waterloo Drive and as such I support it. The situation has become such that sooner or later there is going to be an accident or other incident. Often the road is virtually impassable to larger vehicles and could well impede the passage of emergency vehicles.</p> <p>However, I have a major concern which I trust you will accept as valid. The restrictions only extend in Wellington Avenue to just beyond Wellesley Close and thus the problem is merely going to be moved from Waterloo Drive into Wellington Avenue. At the point at which the restrictions are planned to end, there is a long section of road which is already used regularly for long term parking by non-residents. The number of cars parked varies from day to day but there are at least three vehicles of non-residents regularly parked on weekdays from early morning until evening, which together with residents own vehicles, often results in a row of several cars that have to be passed on the wrong side of the road. I would suggest that the simplest and most obvious answer would be to extend the proposed restrictions a further 200 -250 metres along Wellington Avenue as far as Colville Walk or even to Hamilton Close. This would prevent the parking issue being moved to Wellington Avenue and the whole process having to be re-visited in the future.</p>
Resident Wellington Ave.	I welcome the proposed restrictions however I fear they don't go far enough along Wellington Ave; people avoiding parking charges either the towns or the railway station, park as far up as 22 Wellington Ave. Beyond 22 they are unable to park owing to drop curbs. Could I ask that you extend the restrictions up to 22 Wellington Ave?
Resident Brunswick Place	I believe that the only people who will be penalised will be the residents and their visitors. I believe that most vehicles that are parked in Waterloo Drive belong to residents who have run out of parking spaces outside their homes and their visitors. Having been a commuter who drove to a railway station I can say that these streets are too far away. Rather any day long parking is done by people who work in the immediate area such as Middleton

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Road.

Who is going to Police the parking restrictions, I am sure that it is not going to be Thames Valley Police and I have never seen a parking warden since I moved here.

Finally, as Brunswick Place has no problem with people parking all day, I cannot understand why you include it in the proposed parking restrictions. I believe you are using a sledgehammer to crack a walnut.