

## **CABINET MEMBER FOR ENVIRONMENT – 9 JANUARY 2014**

### **PROPOSED PARKING RESTRICTIONS MURDOCK ROAD, BICESTER**

**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 parts of Murdock Road in Bicester.

#### **Background**

2. The proposals in this report are intended to address concerns about inconsiderate parking on Murdock Road (an industrial estate road in eastern Bicester), which has created access problems to and from businesses and blocked traffic onto Launton Road. These proposals can be seen as complementary to the resurfacing of the carriageway of Murdock Road which was undertaken last year. Sections of newly laid footway and kerbing have already been damaged due to larger vehicles struggling to manoeuvre due to inconsiderate parking.

#### **Consultation**

3. Informal consultation took place with local businesses in early 2013 on a range of options for the extent of possible parking restrictions which enabled a scheme to be developed which would prohibit parking at road junctions and private entrances, but retains some on-street parking for those working in or visiting the industrial units. Officers were mindful that more extensive restrictions could lead to the displacement of vehicles into nearby residential areas that do not have any protection from indiscriminate parking. The proposals that were the subject of formal consultation are shown in Annex 1.
4. 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 in October 2013. These documents, together with supporting documentation and plans were deposited for public inspection at County Hall and at Bicester Library. They are also available for inspection in the Members' Resource Centre.
5. At the same time, the Council wrote to the businesses in Murdock Road asking for their comments. Public notices were also displayed on site and in the Oxford Times.

6. A total of eight responses were received regarding the proposals which are summarised in Annex 2.
7. Thames Valley Police state that whilst they understand the concerns that have led to the proposals being developed they are concerned that the design could lead to displacement of parking. They suggest reducing the extent of the restrictions to avoid this whilst still enabling larger vehicles to manoeuvre through the estate.
8. The Landlord's Agent has been proactive over several years in suggesting waiting restrictions in Murdock Road because of the problems some of his tenants have due to parked vehicles causing obstruction, forcing some of the larger vehicles to mount the footway in order to access or exit from premises with resultant damage to kerbing and footways. The Agent has identified three small sections where he considers additional no waiting restrictions are required for unobstructed access; Annex 3 shows these in addition to the restrictions consulted upon. The Police have indicated they do not object to these additions.
9. The remaining responses are from businesses within the Murdock Road estate. There is full agreement that the section nearest to Launton Road should have restrictions due to the congestion that any vehicles parked here can cause. The proposals for the remainder of the main section of Murdock Road are broadly welcomed, although some respondents want less parking retained and others are concerned that excessive restrictions could damage businesses. The responses from the shorter stub of Murdock Road are generally less supportive and feel that the proposals remove too much parking.

## **Conclusion**

10. In the light of the responses received it is suggested that the proposed restrictions Murdock Road be implemented as advertised with the additional restrictions proposed by the Landlord's Agent.

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

11. The cost of the advertising, consultation and any subsequent works described in this report will be met from the Localities Fund.

## **RECOMMENDATIONS**

12. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposed parking restrictions for Murdock Road, Bicester as advertised and amended as described in this report.**

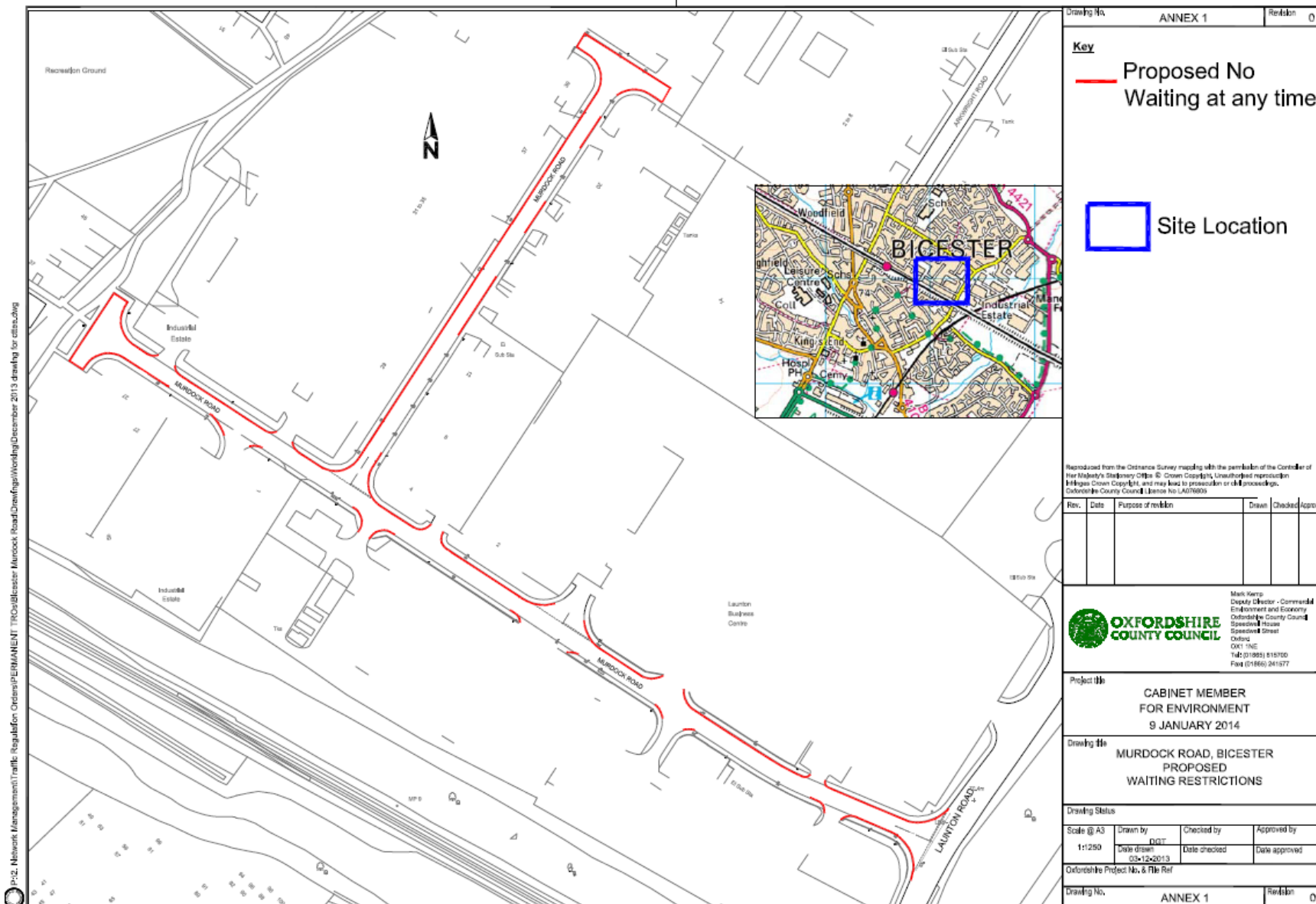
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Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

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## RESPONSES TO CONSULTATION

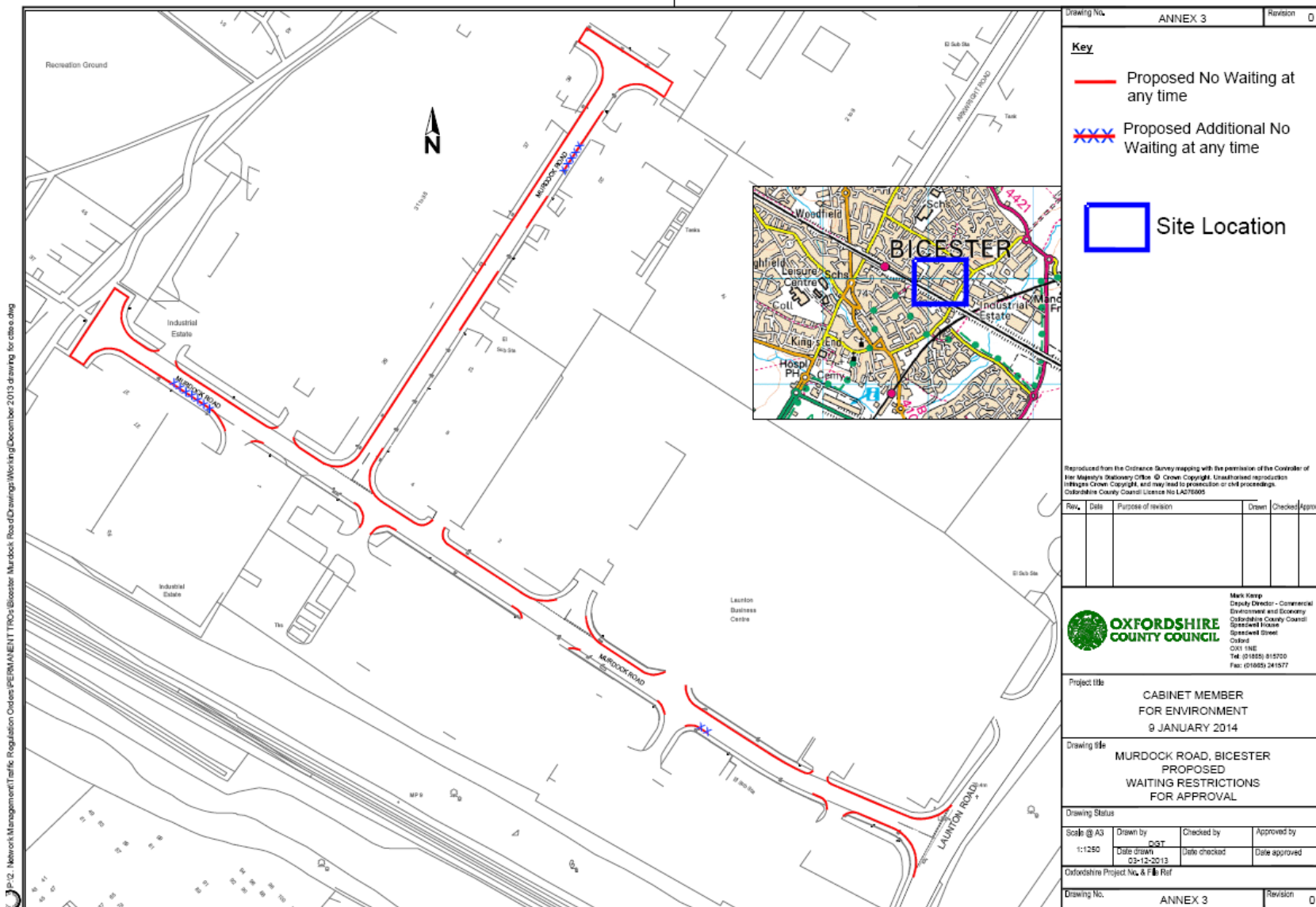
RESPONDENT	COMMENT	OFFICER RESPONSE
Thames Valley Police	The principle of the restriction is understood BUT the design could result in unwanted displacement where some of the commercial premises appeared to be relatively fully parked up. Consideration to some short sections one side only leaving clear wide turning and visibility spays at access points could reduce that potential? A design with regular gaps for passing vehicles in that respect could reduce an on-going parking problem in roads nearby that are not controlled	The proposal seeks to strike a balance between the desire to keep traffic flowing to allow the industrial estate to operate whilst not forcing significant numbers of vehicles into other less suitable parking areas
B&P Properties Ltd Estate Management	Some additional restrictions are required to assist the larger vehicles used in the estate to enter/exit premises without being restricted. Many tenants have ample off-road parking to accommodate the parking which currently takes place on the road	The additional lengths of restriction shown in Annex 3 address these concerns
West and West Limited A1 Rowood Estate Murdock Road	I would support the proposed restrictions but would like them extended. Most of the parked vehicles belong to drivers working for Heyfordian or people using Bicester North station. I have seen vehicles left as early as 7.00am by rail users, many returning after 5.30pm. It would help reduce traffic congestion if there was a time limit of, for example, 4 hours.	Within the current arrangements for parking enforcement time-limited restrictions such as that suggested is unlikely to be workable
Robert Stanley Opticians Ltd, 40 Murdock Road,	The only bottle neck is occasionally caused by people parking on the road outside the Almond Tree Hotel and I agree that a restriction there is very sensible.  However, restricting parking further along Murdock Road, particularly along the section near our business will serve	Noted  The proposal seeks to strike a balance between the desire to keep traffic flowing to allow the

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	<p>only to damage local businesses. Businesses which I hasten to add have recently rejuvenated this area of the town. Murdock Road had become a dim and fairly desolate area in recent years and thanks to some considerable effort and investment from businesses it is now improving and of course, contributing significant business rates to the council.</p> <p>If you restrict parking you will merely scare off local business and for those that remain you will merely push parking into other congested areas</p>	<p>industrial estate to operate whilst not forcing significant numbers of vehicles into other less suitable parking areas.</p>
<p>Oxford Automotive Limited Unit A1 Rowood Estate, Murdock Road</p>	<p>It is our belief that they do not go far enough. In our opinion the restrictions should cover both sides of Murdock Road for its entire length otherwise there will still be severe safety issues. With parking on one side of Murdock Road the road is still restricted to one lane of traffic at a time and many issues will remain.</p> <p>The biggest issue is that a significant number of children cycle down Murdock Road on their way to and from Cooper School. When they are cycling past the parked vehicles motorists do not give way to them and try to overtake them at inappropriate places. This is very dangerous.</p> <p>The issue of traffic backing onto Launton Road will still continue with traffic parked on one side only as the queue to leave Murdock Road at 5:00pm can tail all the way back to Unipart. It is not restricted to the first section of Murdock Road.</p> <p>There are people parking at the bottom end of Murdock Road all day and presumably walking to Bicester North Station.</p>	<p>The proposal seeks to strike a balance between the desire to keep traffic flowing to allow the industrial estate to operate whilst not forcing significant numbers of vehicles into other less suitable parking areas</p> <p>The proposals will create areas where traffic can safely overtake cyclists</p> <p>This will be eased by the proposed restrictions near the Launton Road junction</p> <p>Noted</p>
<p>MicroGraphix</p>	<p>Happy with the proposals in principal, however concerned</p>	<p>Noted</p>

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<p>Design Services Unit A3, Rowood Estate, Murdock Road,</p>	<p>where overspill will end up.</p>	
<p>The Granite House 42 Murdock Road</p>	<p>The proposals for parking restrictions are long overdue and an absolute necessity in our opinion.</p>	<p>Noted</p>
<p>Barnes 4Business Limited 12 Murdock Road</p>	<p>There are a lot of parked vehicles in Murdock Road, but I feel that you are targeting the wrong part of the road. The parking at the top end of Murdock Road does not appear inconsiderate as it is most probably needed by the businesses in the road for staff and visitors.</p> <p>The key problem area for Murdock Road is the road from Launton Road up to where Murdock Road has a junction adjacent to the Heyfordian garage. Where inconsiderate parking exists is along this stretch of road due to one side of the road being full of parked cars leaving this a single lane highway. This makes it impossible for vehicles to go up and down the road without having to weave in and out of parked cars, experience near misses because people take chances due to the long wait for a gap in the traffic, and cars pulling out of junctions from businesses without looking the other way seeing cars having to drive on the wrong side of the road to get past parked cars. This is made more difficult due to the number of lorries and coaches that have to use this part of the road.</p>	<p>Many units have sufficient off-road parking to provide for these needs</p> <p>This will be eased by the proposed restrictions near the Launton Road junction</p>



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