

Divisions affected: *St Margaret's*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT– 1 JULY 2021**

### **OXFORD – BELBROUGHTON ROAD – PROPOSED AMENDMENT TO PARKING PLACES**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised:
  - a) removal of the dual coach parking and time limited parking place on the north side of Belbroughton Road adjacent to number 120 Banbury Road and the provision of no waiting at any time restrictions in its place.
  - b) provision of a dual coach parking and time limited parking place on the south side of Belbroughton Road adjacent to number 122 Banbury Road, replacing the existing no waiting at any time restrictions.

#### **Executive summary**

2. This report presents responses received to a statutory consultation to relocate a coach parking place and time limited parking bay currently situated on the north side of Belbroughton Road to the south side of the road in place of existing no waiting at any time restrictions and introduce no waiting at any time restrictions on the north side of the road to accommodate a new access being provided as part of approved development.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the developers of the adjacent land who will also fund implementation if approved.

#### **Equality and Inclusion Implications**

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

#### **Sustainability Implications**

5. No implications in respect of sustainability have been identified in respect of the proposals, noting that retention of coach parking spaces would continue to facilitate more sustainable travel to and from the school.

## Consultation

6. Formal consultation was carried out between 13 May and 11 June 2021. 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, Oxford City Council and the local County Councillor. Additionally, letters were sent to approximately 130 properties in the immediate vicinity of the proposals and public notices also placed on site in the area.
7. Eleven responses were received during the formal consultation. Eight objections, one raising concerns, one in support and one non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object and one local resident responded in support.
9. The remaining nine responses either raised objections or concerns to the proposals with the main issues identified being the impact on traffic on the road and that coaches parked on the south side of the road would present more of an obstruction - especially for traffic including cyclists approaching the junction with the A4165 Banbury Road – than the current parking on the north side of the road. One response also noted that the proposed coach parking space would be slightly closer to the Banbury Road junction.
10. Several of the responses also stated that the relocated coach parking place would require students walking to and from the Oxford High School to cross Belbroughton Road, which the current siting on the north side of the road avoided.
11. Additional comments included wider concerns about the parking of school coaches on Belbroughton and Charlbury Roads and requested a more general review, including the scope for the school to accommodate the coaches on its own land.
12. Noting the above concerns it is not considered from a traffic management perspective that the switch of the coach parking place from the north to the south side of the road would very materially affect the safety or capacity of the road, including at its junction with the A4165 Banbury Road and in any event as planning permission for the development, including the creation of the new vehicle access has been granted, there appears, however, to be no way that it can be retained in its current position. The existing coach parking provision near the school has been the subject of much consideration and the scope to find alternative places – including on land owned by the school - to the current proposal that avoids the need for students to cross Belbroughton Road is not immediately obvious and would require a fairly significant exercise for which currently no funding or staff resource has been identified and with no guarantee that more suitable locations could be found.

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13. While accepting that the relocated site will require students walking to and from the school due to cross Belbroughton Road, the Oxford High School's Director of Finance and Operations – while not providing a response during the consultation – subsequently confirmed this was not a concern to the school taking account of the relatively low traffic volume and speed on the road and that, as a secondary school, their students would be very used to crossing comparable roads unassisted by adults.

**BILL COTTON**

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

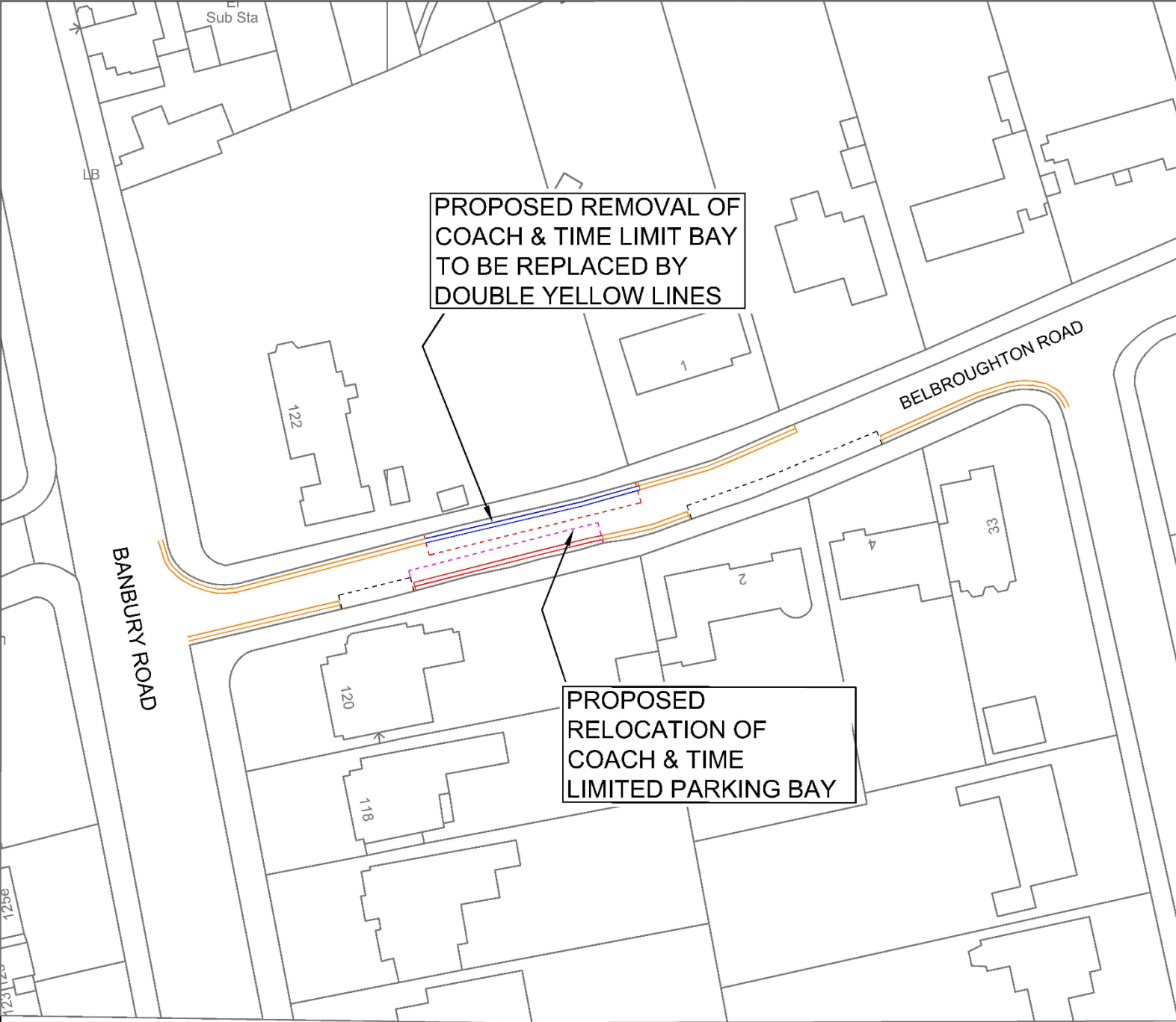
Contact Officers:

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July 2021

C:\Users\j9873679\Desktop\Belbroughton Road - Developer TRO\Belbroughton Rd - Developer TRO.dwg



Drawing No.	PRD/2021/001	Revision	v1		
<b>KEY</b>					
	EXISTING 'NO WAITING AT ANY TIME' DOUBLE YELLOW LINES				
	PROPOSED NEW 'NO WAITING AT ANY TIME' DOUBLE YELLOW LINES				
	PROPOSED REMOVAL OF 'NO WAITING AT ANY TIME' DOUBLE YELLOW LINES				
	PROPOSED REMOVAL OF COACH & TIME LIMITED PARKING BAY				
	PROPOSED RELOCATION OF COACH & TIME LIMITED PARKING BAY				
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)					
USE (ENTER 'NONE' IF APPLICABLE)					
DECOMMISSIONING/DENOLITION (ENTER 'NONE' IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <p>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p> </div>					
Project title					
<p><b>Traffic Regulation Order Consultation Drawing 2021</b></p>					
Drawing title					
<p><b>Proposed Parking Changes Belbroughton Road Oxford Developer TRO</b></p>					
Drawing Status					
Scale @ A4	Drawn by	Checked by	Approved by		
1:750	VN	JW	JW		
	Date drawn	Date checked	Date approved		
	06.04.21				
Oxfordshire Project No. & File Ref.					
Drawing No.				Rev. No.	
PRD/2021/001				v1	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No Objection.</b>
(2) Local Resident, (Oxford)	<p><b>Concerns</b> – I have long thought that the Belbroughton Road coach bay causes a dangerous problem and should be moved from its position so close to the junction with the Banbury Road. It is on such a busy side road, there are lines of cars and hundreds of school children walk or bicycle along it - however the coach bay needs to be moved to a completely new position not just from the north side of the road to the south side.</p> <p>The Belbroughton Road junction is one of the busiest of the side road junctions on the length of the Banbury Road. Not only is it full of cars trying to go in and out to the High School, Dragon School, and the back entrance to Cherwell middle school, but it has hundreds of school children walking down it or cycling. If you watch the junction in the morning or afternoon/evening, the school children tend to walk in from the Banbury Road and then cross Belbroughton road up near the junction just around the coach parking area, where the road is already busy with cars and bicycles. The width of the road cannot accommodate a large coach and traffic travelling both east, off the Banbury Road and west, back onto it. It is very congested and problematic at various times in the day.</p> <p>There can be coaches sitting in the bay from early in the morning to early evening. There are far safer places for the coaches to be parked than within a few metres of one of the busiest side road junctions with the Banbury Road - in fact, the coach bays are probably positioned in the worst place that they could be within the area, and are causing congestions and a danger to pedestrians and cyclists. The coaches sit there often for many hours so, therefore they could drive five or ten minutes away to a proper safe coach park area and return to the schools at the allotted time. Equally the High School has a large parking area off the Marston Ferry Road, space could be made there for the coaches to park. Or in the sports facilities off the Marston Ferry Road - the rugby club etc usually have empty car parks during weekdays and are only used evenings and weekends.</p> <p>I think for safety and ease of traffic there should be double yellow lines on both sides of Belbroughton road until Northmoor Road or thereabout. This would make it far safer for the schoolchildren and other pedestrians and cyclists as well as the motorists.</p>

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<p>(3) Local Resident, (Oxford)</p>	<p><b>Object</b> – I support and welcome the relocation of the existing '3 hour parking bay with coach parking'. However, I object to the relocation on the opposite side of the north end of Belbroughton Rd, close to the Banbury Road junction. Belbroughton Rd is extremely busy before and after school hours with the drop offs to the High School and other schools.</p> <p>Buses (permitted or not) are parked from around 7am to up to 10 hours waiting till needed by the school. With many cars coming from Banbury Rd going down the the High School or sometimes the Dragon School and Cherwell School and then returning, Belbroughton Rd is far too narrow to give space to 3 parallel cars/buses, especially so close to the junction with Banbury Rd. It is chaotic and tense in the morning. The safety with many children on the pavement and crossing the road is jeopardized. The free parking spaces should be moved further east or onto Northmoore or Charlbury Rd and buses should only be permitted to stop to let passengers off the bus and should than be move immediately on to a different location to return close to pick up time.</p>
<p>(4) Local Resident, (Oxford)</p>	<p><b>Object</b> – I am writing to lodge my very strong objections to the proposed parking amendments along Belbroughton Road, Oxford.</p> <p>The proposed change will clearly impede the safe passage of traffic in the immediate vicinity and make worse the already dire traffic congestion and associated particulate air pollution.</p> <p>The tailback of traffic on Belbroughton Road during the school runs, exacerbated by rampant illegal parking and unenforced parking restrictions on the street during afternoon school collections, already causes pervasive grid lock.</p> <p>The proposed changes to accommodate the building works on the north side of will only make this worse with builder works vehicles parking on the north side of the street.</p> <p>The has been building works for the street for the past 3 years, with parking restrictions largely ignored by works vehicles.</p> <p>The Oxford High School has copious grounds that could easily accommodate the school buses that are parked on Belbroughton and Charlbury Roads.</p>

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	<p>The relocation of the bus parking bays to Oxford High School land off the Marston Ferry Road, together with rigorous and meaningful enforcement of existing parking restriction on Belbroughton Road, would truly promote safe passage of traffic and minimise adverse effects on local road users.</p> <p>It would also remove the source of copious diesel exhaust and particulate pollution on the street.</p> <p>Indeed, the concept of turning Belbroughton Road and Charlbury Road into school bus depots is wholly inappropriate.</p> <p>Given these vital health and safety considerations for residents of Belbroughton Road, I object to the proposed amendments and indeed the school bus depot on Belbroughton Road.</p>
<p>(5) Local Resident, (Oxford)</p>	<p><b>Object</b> – At the time the planning application for two houses accessed off Belbroughton Road was under consideration I submitted a strong objection to the proposals on the basis that the access would impact on the coach parking bays on the north side of Belbroughton Road. I stated that this was a matter that should be sorted out before planning was granted.</p> <p>What you are now presenting amounts to a fait accompli in that the developers need the coach bays moved to access the site and you are now responding to this through this consultation. The result will be far more congestion in Belbroughton Road through people leaving the schools and gaining access to Banbury Road and this presents a significant detriment to road safety. The coach bays should stay on the north side which would prevent this happening. Furthermore, the proximity for the coaches will be much closer to the occupiers of no 120 Banbury Road to their detriment and to the benefit of the developers. This seems wholly unreasonable.</p> <p>As such I wish to object strongly to these changes on the basis of detriment to safety because of increased traffic congestion along Belbroughton Road. Please note that I would want to have the opportunity to address the public meeting when these proposals come up for consideration.</p>
<p>(6) Local Resident, (Oxford)</p>	<p><b>Object</b> – I object strongly to the proposed change. Your letter asserts, without evidence, that the change intends to 'ensure the safe passage of traffic', which it cannot possibly do. Rather, it will endanger lives.</p> <p>School children currently enter and leave their buses on the same side of the road as that needed to continue to their schools. The switch will force them to cross a busy road twice a day at its busiest times. The speed limit of 20 is</p>

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	<p>almost never observed by cars entering from the Banbury Road: do some speed checks and you will confirm that. Accidents are bound to occur as (e.g.) children see a friend and start to cross to meet them without looking, especially as traffic will also be entering Belbroughton Road from Northmoor Road. There will be increased risks for cyclists who would be forced to pull out round the buses into the path of incoming traffic when approaching the now blind Banbury Road junction.</p> <p>In their present location, parked buses are on the far side of Belbroughton Road from the Banbury Road pedestrian crossing and a safe distance. The proposed new location for parked buses will leave a short line of sight to the Banbury Road, as well as forcing them to park closer to that pedestrian crossing. The new location will also increase pollution and congestion for the whole local area, since to park, a coach will be required to do more manoeuvres to face properly in the correct direction for the traffic flow, which in turn runs the risk of encouraging dangerous driving in the narrow local side streets. Presently, traffic entering Belbroughton Road from the Banbury Road—which is the main source of vehicles travelling at excessive speeds—is forced to slow by the parked buses. Moving the buses' parking to the new location will create the dangerous illusion that there appears to be a clear route ahead for them, encouraging faster speeds.</p> <p>The proposed amendment greatly and needlessly increases the risk of accidents to school children, other pedestrians, cyclists and vehicles; and must not be implemented.</p>
(7) Local Resident, (Oxford)	<p><b>Object</b> – I strongly object to the proposed relocation of the current coach parking bay in Belbroughton Road from the North to the South side of the street.</p> <p>It will make approaching the Banbury Road junction on bike extremely hazardous for cyclists, who will have to deviate further into the middle of the street and the oncoming traffic coming from the Banbury Road.</p> <p>It will also increase the need for cyclists and car drivers to navigate schoolchildren pedestrians as they cross from the South side of the Belbroughton Road to the North side, which is the side their school is situated, and, for those children who make this crossing further down the street, as they first cross Northmoor Road.</p> <p>I think these are serious obstacles to your proposal and should make you reconsider.</p>
(8) Local Resident, (Oxford)	<p><b>Object</b> – The proposed changes are likely in my view to increase the hazards and likelihood of accidents at the busy times of day when schools are opening and closing. It cannot be helpful to have more children crossing the road to</p>



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	<p>school on the north side of Belbroughton Rd at these times, which will be the necessary result of loading and unloading buses on the south side of the road. Conditions are quite difficult as it is, with crowds of bikes and cars at peak times.</p> <p>Another consideration is reduced sight lines for traffic entering and leaving Belbroughton Rd - particularly for those queuing to turn right into the Banbury Rd (mandatory) while waiting behind parked coaches in the proposed bay. This opinion was given by one of the coach drivers who uses the route daily. Please do not proceed with the proposed amendments.</p>
<p>(9) Local Resident, (Oxford)</p>	<p><b>Object</b> – I write to express my concern about the proposed changes to the parking arrangements for school buses in Belbroughton Road. As you know, the proposals would change the parking from the north side of the road to the south.</p> <p>The schools in the neighbourhood are located to the north of Belbroughton Road, so the proposed change would require those children using the buses to cross that road, when at present they have no need to. Moreover, they would be crossing at the very times of day when the traffic along Belbroughton Road is at its heaviest because of parents delivering or fetching their children to or from school.</p> <p>So far I have seen no evidence to suggest that the highway authority has carried out any proper assessment of the increase in the number of accidents likely to occur, or has even done the preliminary exercises necessary - traffic counts at the relevant times, speed surveys, and the additional number of children who would be crossing the road. Without such information it is clear that the highway authority has no evidential basis for a decision on the safety aspects of this proposal.</p>
<p>(10) Local Resident, (Oxford)</p>	<p><b>Object</b> – I object strongly to the proposed change of location for the (mainly school) bus parking on Belbroughton Road.</p> <p>First, you assert, without evidence, that the change intends to 'ensure the safe passage of traffic', which it cannot possibly do.</p> <p>Rather, the proposal will endanger lives, for the following reasons:</p> <ul style="list-style-type: none"> <li>- The buses parked in Belbroughton Road are used to bring and pick up children from school. Currently, the children</li> </ul>

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	<p>enter and leave their buses on the same side of the road as that needed to continue to their schools. The switch will force them to cross a busy road twice a day at its busiest times.</p> <ul style="list-style-type: none"><li>- The speed limit of 20 is not currently well observed by cars entering from the Banbury Road: speed checks will confirm that. Accidents are bound to occur, for example as children see a friend and start to cross to meet them without looking, especially as traffic will also be entering Belbroughton Road from Northmoor Road.</li><li>- At present, traffic entering Belbroughton Road from the Banbury Road - which is the main source of vehicles travelling at excessive speeds - is at least forced to slow when buses are parked. Moving the buses' parking to the new location will create the dangerous illusion that there appears to be a clear route ahead for them, encouraging faster speeds.</li><li>- In their present location, parked buses are on the far side of Belbroughton Road from the Banbury Road pedestrian crossing and at a safe distance. The proposed new location for parked buses will leave a short line of sight to the Banbury Road, as well as forcing them to park closer to that pedestrian crossing.</li><li>- There will be increased risks for cyclists who may be forced to pull out round the buses into the path of incoming traffic when approaching the now blind Banbury Road junction.</li></ul> <p>The proposed new location will also increase pollution and traffic congestion for the whole area:</p> <ul style="list-style-type: none"><li>- To park, a coach will be required to do more manoeuvres to face properly in the correct direction for the traffic flow, which in turn runs the risk of encouraging dangerous driving in the narrow local side streets.</li><li>- At busy times, such as school arrival and departure times, the already long queues of cars to get back onto the Banbury Road will be exacerbated if there is a need to negotiate a parked bus or buses on the same side of the road.</li></ul> <p>In sum, the proposal needlessly increases the risk of accidents to school children, other pedestrians, cyclists and vehicles, as well as increasing pollution and congestion at busy times for the whole local area and makes no sense. It should not be implemented.</p>
(11) Local Resident, (Oxford)	<p><b>Support</b> – Seems a good idea for a busy road by a school that is reduced to a single lane when cars park both sides.</p>