

Division: Otmoor

CABINET MEMBER FOR ENVIRONMENT– 13 NOVEMBER 2014

PROPOSED PARKING RESTRICTIONS – COACH HOUSE MEWS, BICESTER

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections to a formal consultation on proposals to introduce parking restrictions in parts of Coach House Mews in Bicester.

Background

2. Coach House Mews is a cul-de-sac off London Road in Bicester, close to Bicester Town station, part of which has recently been adopted. The development it serves consists of over 50 flats with private courtyard parking. At the rear of the site there is a Home run by the Order of St John providing both residential and nursing care. Further development of the site is anticipated to take place.
3. The proposals in this report arise from concerns reported by the Police, some residents and the Home that the current uncontrolled parking in the road is dangerous and makes access to properties difficult. The issue has also been raised at the local Traffic Advisory Group. These problems are reported to be largely caused by commuter parking, particularly from the Talisman Business Park which is located on the opposite side of London Road.
4. Following discussions with the local Police, a limited parking scheme has been drawn up which prohibits parking at the London Road junction and at key points along Coach House Mews to ensure access to off-street parking areas. The proposals extend beyond the length currently adopted in preparation for future adoption, particularly as the curved section of road specifically services the Home. The proposed restrictions are shown in the plans at Annex 1.

Formal Consultation

5. In September/October 2014 formal consultation took place on the proposals, with copies of the draft Traffic Regulation Order, statement of reasons and a copy of the public notice deposited for public inspection at County Hall and Bicester Library. At the same time, the Council wrote to local residents and businesses affected by the proposed changes and public notices were displayed at each site and in the Oxford Times.

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6. Six responses have been received from local residents objecting to or commenting on the proposals; the responses are summarised at Annex 2 along with officer comments. Copies of all the consultation responses are available for inspection in the Members' Resource Centre. In addition, Thames Valley Police have indicated their support for the proposals as has the manager of the Home.
7. One respondent has welcomed the proposals and another has indicated agreement but is concerned about parking for residents and visitors. The remaining four respondents are all strongly against the proposed restrictions on the grounds that by reducing the amount of space for vehicles to park without addressing the principle problem of commuter parking (generally assumed to be from the nearby businesses), the dis-benefit to residents, particularly those with more than one car in the household who have nowhere else to park and their visitors. Several respondents have suggested that Coach House Mews should become 'residents only'.
8. In response, whilst it is accepted that the proposals do not deal with the cause of the problem (i.e. the commuter parking) they have been developed in response to requests from various bodies to take action to control the effect of the problem. In recognition of the concerns of the objectors regarding the loss of space for residents and visitors to park, it is suggested that only the proposals within the length of road currently be implemented and the remaining restrictions do not proceed without a further review of the options for some form of residents parking scheme.

Financial and Staff Implications (including Revenue)

9. The cost of the proposed work described in this report will be met from revenue funds for this area.

RECOMMENDATION

7. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for Coach House Mews as advertised and amended as described in this report.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

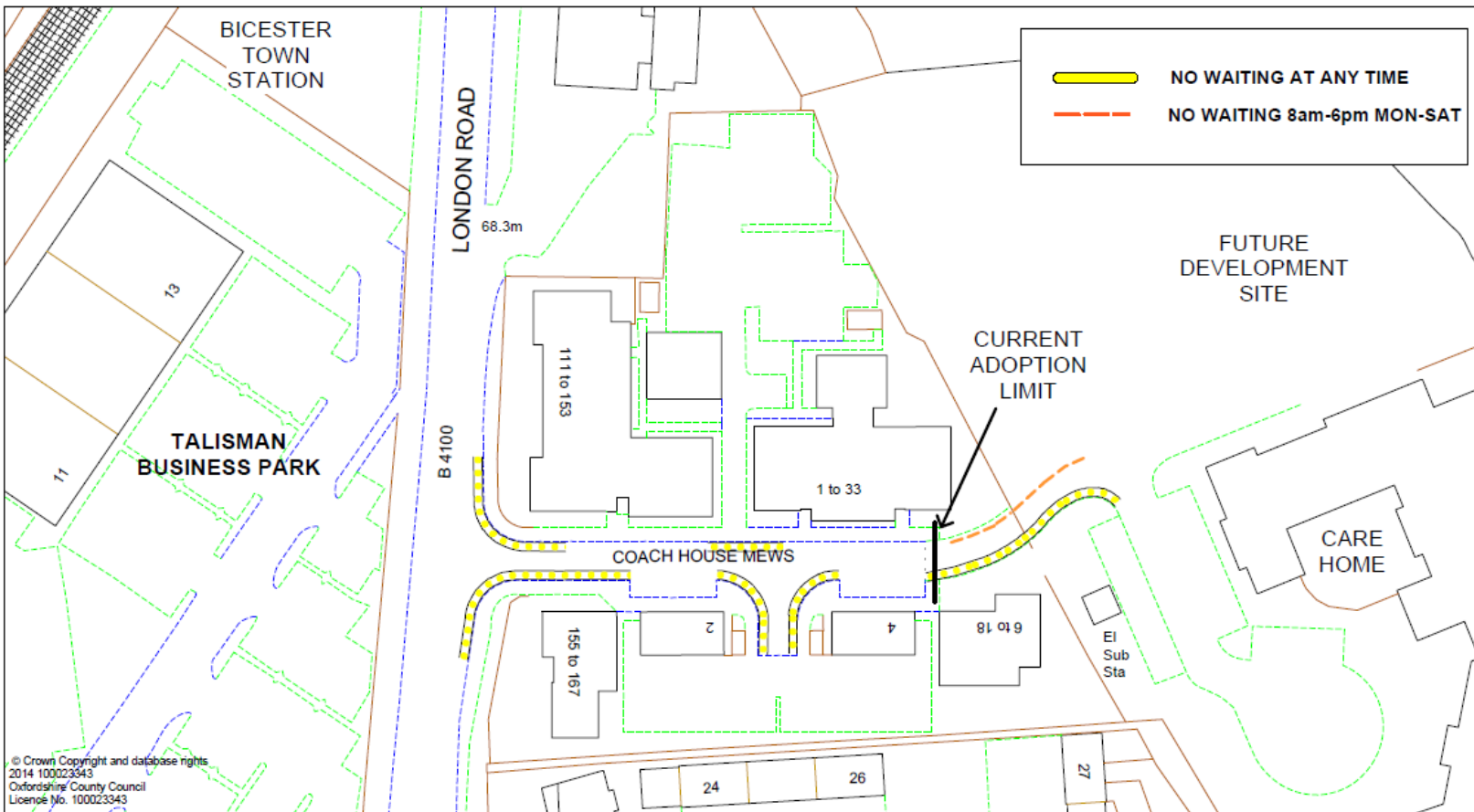
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ANNEX 1

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 <p>OXFORDSHIRE COUNTY COUNCIL ENVIRONMENT & ECONOMY www.oxfordshire.gov.uk</p>	<p>PROPOSED PARKING RESTRICTIONS COACH HOUSE MEWS, BICESTER</p>	SCALE	1 : 750
		DATE	Aug 2014
		DRAWING No.	
		DRAWN BY	

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT
Resident of Coach House Mews	<p>I do not agree with the restrictions proposed.</p> <p>The main issue with the parking is that it is used heavily by the offices over the road. Therefore in the day it gets very busy to the point where residents can't park anywhere. Many residents will have 2 cars therefore need to use the space on the road for one car.</p> <p>Other than for the first 5 metres from the London Road junction (where there should be double yellow lines for safety) doesn't believe there is any reason to restrict parking as it is safe and necessary for residents.</p> <p>Another option to consider would be marked bays on the road with permits allocated.</p>
Resident of Coach House Mews	<p>Has a significant concern with the current proposal.</p> <p>90% of the traffic parked on the road does not relate to residents of the flats, in fact, they are often left to double park in the residents car parking areas as a result of traffic from other areas. The majority of the traffic on this street comes from workers at the buildings opposite.</p> <p>These proposals serve to reduce the number of places to park meaning that as a resident finding space for visitors will become even more difficult.</p> <p>With nearly Bicester Town Train Station due to re-open in summer 2015, no doubt with paid and display parking like Bicester North, rather than the free provision currently on offer there, demand for free places to park near the station will only increase.</p> <p>Suggests that the bays become permit holders only, in order to ensure that those of us residing in the residential building could use the space for our visitors to park; would not object to the fee which would be attached to this change if it meant that he did not frequently have to fight to park nearby his own flat.</p> <p>Acknowledge and welcome the idea that something needs to be done to this road, and welcome the addition of double yellow lines to prevent the frequent dangerous and inconvenient parking which occurs, believes the current suggestion to be ill-thought through.</p>

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<p>Resident of Coach House Mews</p>	<p>Strong objection to the proposal. The proposals do not consider the residents of Coach house Mews and their ability to park close to their homes The issues with parking and safety are caused by non-residents parking in the street. Many of the properties have more than one car – residents rent one parking space but there are no allowances for guests or second vehicles. Suggest the road becomes residents permits only which would significantly reduce the amount of cars parked without inconvenience for residents</p>
<p>Resident of Coach House Mews</p>	<p>Vehemently opposes the proposal. The problem for residents is that the unrestricted parking spaces are used by employees of the organisations across the road. The changes proposed will do nothing to stop these people parking and therefore do not address the issue at all. The restrictions proposed will have the opposite effect of reducing the number of available spaces and making it even more competitive. This is something which will worsen when the new Bicester Town Centre train station opens next year and additional flats are built here. For households with two cars the on street parking spaces are absolutely vital. There is only one space allocated to each property, even those with two bedrooms, and there is no where else within a reasonable walking distance for residents or visitors to park. The only way to improve the situation for residents is to make the road permit only, anything else worsens the situation rather than improving it.</p>
<p>Resident of Coach House Mews</p>	<p>Pleased to hear that at long last the council are proposing to restrict the parking in this vicinity. The area has become an overflow parking for the industrial area which is just opposite Coach House Mews. Am fully for this proposal and certainly do hope it will be implemented.</p>
<p>Resident of Coach House Mews</p>	<p>Fully agree with the proposed parking restrictions, however is concerned at the lack of parking for residents and visitors. At the entrance to Coach House Mews there are two small signs which states Residents Parking Only however there is no enforcement and employees from nearby offices leave their cars all day in Coach House Mews whilst at work. Many residents find once they leave, there are no parking spaces on there return, this situation will be made worse by the proposed measures. Parking in Coach House Mews should be for residents only and enforced.</p>

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