

BIBURY PARKING WORKING GROUP – ACTION PLAN UPDATE

Short, Medium & Long-Term resolutions
to parking and traffic issues in Bibury

Issue 2 - June 18th 2024

INDEX

1. Executive Summary - 3 and 4
2. Examples of Issues - 5 to 7
3. Objectives - 8
4. Action Plan Summary – 9
5. Traffic Regulation Order (TRO) – 10 to 12
6. Enforcement – 13 to 15
7. Weight limits – 16 to 19
8. Engagement - 20 to 23
9. Signage – 24 to 26
10. Parking – 27 to 31
11. Other Considerations – 32 and 33

Who has compiled this plan?

This plan was put together by the Bibury Parking Working Group ('BPWG') in response to a request for assistance from the Bibury Parish Council and published June 4th 2024.

Significant progress in first two weeks of June 2024.

The BPWG are volunteers who recognise the impact of parking issues in the village and want to provide a robust, long-term solution. The plan is a framework that all residents and local stakeholders can contribute to.

Chair BPWG	Mark Honeyball	mark_honeyball@yahoo.co.uk
Chairman BPC	Craig Chapman	craigchapman@biburyparishcouncil.gov.uk
Cllr BPC	Brian Skarda	brianskarda@biburyparishcouncil.gov.uk
District Cllr	David Fowles	
Cllr Bourton PC	Madan Samuel	

EXECUTIVE SUMMARY

WHAT IS THE ISSUE?

Bibury is a small, residential village. It is a beautiful village that attracts visitors. For clarity, “Bibury” includes Arlington.

Over the last 5-10 years the level of visitors has increased exponentially.

There has been a huge increase in the number of cars and coaches visiting the village. There is a lack of infrastructure and parking control to support the increased levels of tourism. Further, there are a limited number of commercial activities and these indicate that they see limited income from the coach passengers (this is a major difference between Bibury and Bourton).

The additional tourism is having a detrimental effect on the fabric and essence of the village. What was a quintessential, peaceful and idyllic rural village has become an overcrowded haven. Roads, verges, the Swan Bridge and property are being damaged by coaches and cars. Residents are becoming increasingly frustrated and annoyed at not being able to enjoy their homes and village in peace. At times they cannot drive around the village or walk on the pavements due to tourist volumes and illegally parked vehicles.

The County Council, District Council, Coach Companies and Police need to understand the impact and put measures in place to remedy the situation urgently and this plan seeks to provide solutions and a mechanism to ensure that they do so in the best interests of our village and community.

EXECUTIVE SUMMARY

CONSIDERATIONS

CAUSES	IMPACTS
Increased private car traffic from tourists since Covid/Lockdown	Increased congestion
Increased number of Buses and Mini-vans visiting Bibury	Restriction of emergency vehicle access
Lack of Parking Availability	Cars parked illegally and obstructing highways and pavements
Lack of Parking Control	Damage to the bridge, walls, bollards and coach-bays
Lack of Parking Enforcement	Frustration of residents
Lack on controls to manage overweight vehicles	Obstruction on pavements for mobility vehicles and prams
Increased Attractions (Trout Farm expansion)	Increased likelihood of serious injury, incident or fatality
Inadequate Signage	

OBJECTIVES

WHAT DO WE WANT TO ACHIEVE?

Realistically we aren't going to stop tourism or through-traffic in the village but we must manage it – for the mutual benefit of residents, local businesses, the fabric of the village, local ecology, the tourists and tourism companies.

The benefits relating to the residents, fabric of village and ecology should override those of local businesses and those of tourists and certainly those of tourism companies.

What we wish to achieve:

1. Allow Residents to reclaim and enjoy their homes and their village safely, without excessive intrusion from tourists.
2. Maintain the fabric and quintessential nature of the village and its ecology, preventing physical damage (e.g., bridge, roads, walls around meadow, river walls) and damage to wildlife
3. Effectively manage parking so that the village and residents are not impacted whilst allowing tourists to experience the village and what it has to offer in a non-invasive manner.

Primary objectives:

1. A total ban on any vehicles (coaches or heavy goods vehicles) over 17T (laden) crossing the Swan Bridge.
2. A total ban on coaches in and through the village.
3. Converting current coach bay to car use only or pedestrianise.
4. Creation of additional parking and more effective management/enforcement of existing parking.

ACTION PLAN SUMMARY

Complete



In Progress



Not Started

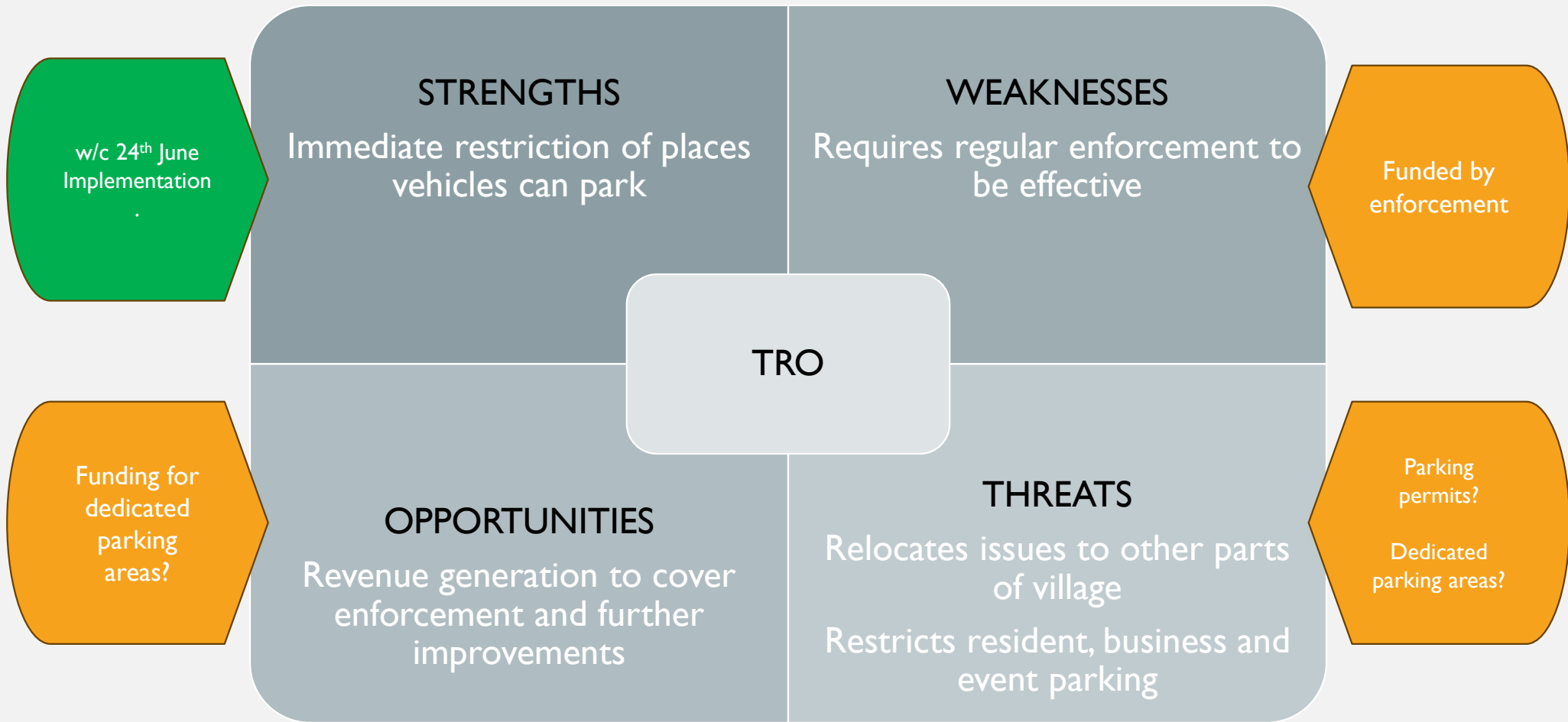


SHORT-TERM			Who	When	SHORT-TERM			Who	When	LONG-TERM			When
1	Obtain Highways survey results for bridge – structural damage? Damage found and to be repaired	BPC	June 2024	11	Signage - Review Weight Limit and Prohibition / Parking Signage (improve to Trout Farm carparks – some implemented)	BPC / BPWG	June 2024	19	Discuss MTE with GCC and Highways – meeting being arranged with GCC	Jun / Jul 2024			
2	Implementation of Phase 1 TRO– confirmed for w/c 24 June (weather permitting)	BPC	w/c 24 June	12	Work with Trout Farm to ensure safe use of existing parking (establish pathway)	BPC	June 2024	20	Dedicated Tourism / Visitor car park for cars if viable and required	2025			
3	Agree level of officer enforcement of TRO / parking restrictions – implement post TRO evaluation	BPC / BPWG	Q3 2024	13	Agree use of additional land for car-parking Trout Farm and obtain progress from Swan Hotel	BPC	June/ Jul 2024	21	Amenities at car park (refreshments, toilets, shuttle for disabled and elderly)	2025			
4	Progress Phase 2 TRO for ANPR at Swan Bridge and for conversation of Carpark opposite Trout Farm to cars only	BPC	Q2 2024	14	Identify land suitable for parking cars on periphery of Bibury if required. Coaches not identified	BPC / BPWG	From Jun '24	22	Residents only parking / access to village by vehicle	2025			
5	Agree TRO / Start enforcement of Overweight traffic using bridge by ANPR	BPC	Q3 / 4 2024	MID-TERM			Who	When					
6	Establish list of coaches / companies and their laden weights – list of 53 established and all weights identified	BPC / BPWG	June 24	15	Engagement with Coach Operators to agree code of conduct and agree solutions. Letters going to all 53 w/c 17 th June	BPWG	Q3 2024						
7	Build on engagement to date with Glous. County & District Council / Highways / Parking / Councillors / Police / MP / Media / Journalists & Social Media	BPC / BPWG	Started-ongoing	16	Engage Private Contractors to enforce parking – evaluate post TRO implementation and further talks with GCC	BPC	From Q4 2024						
8	Engagement with residents / businesses / PCC / National Trust / Coach Companies and drivers	BPC / BPWG	June / July / 2024	17	Restrict all overweight vehicles over bridge through village (lower bridge weight limit?) incl. coaches (currently exempt) – progressing with GCC	BPC	Q3 2024						
10	Proposal to substantially reduce weight limit and enforce being discussed with GCC	BPC / BPWG	June 2024	18	Liaise with other similar villages to understand solutions – initiated with Bourton	BPC / BPWG	From Q3 '24						

TRAFFIC REGULATION ORDER (TRO)

The TRO is a legal order, which allows the highway authority to regulate the speed, movement and parking of vehicles

I.TRO



TRO

Following 3 phases of consultation the existing (Phase 1) TRO was signed off in August 2023. To be implemented w/c 24th June 2024 weather permitting by Ringway.

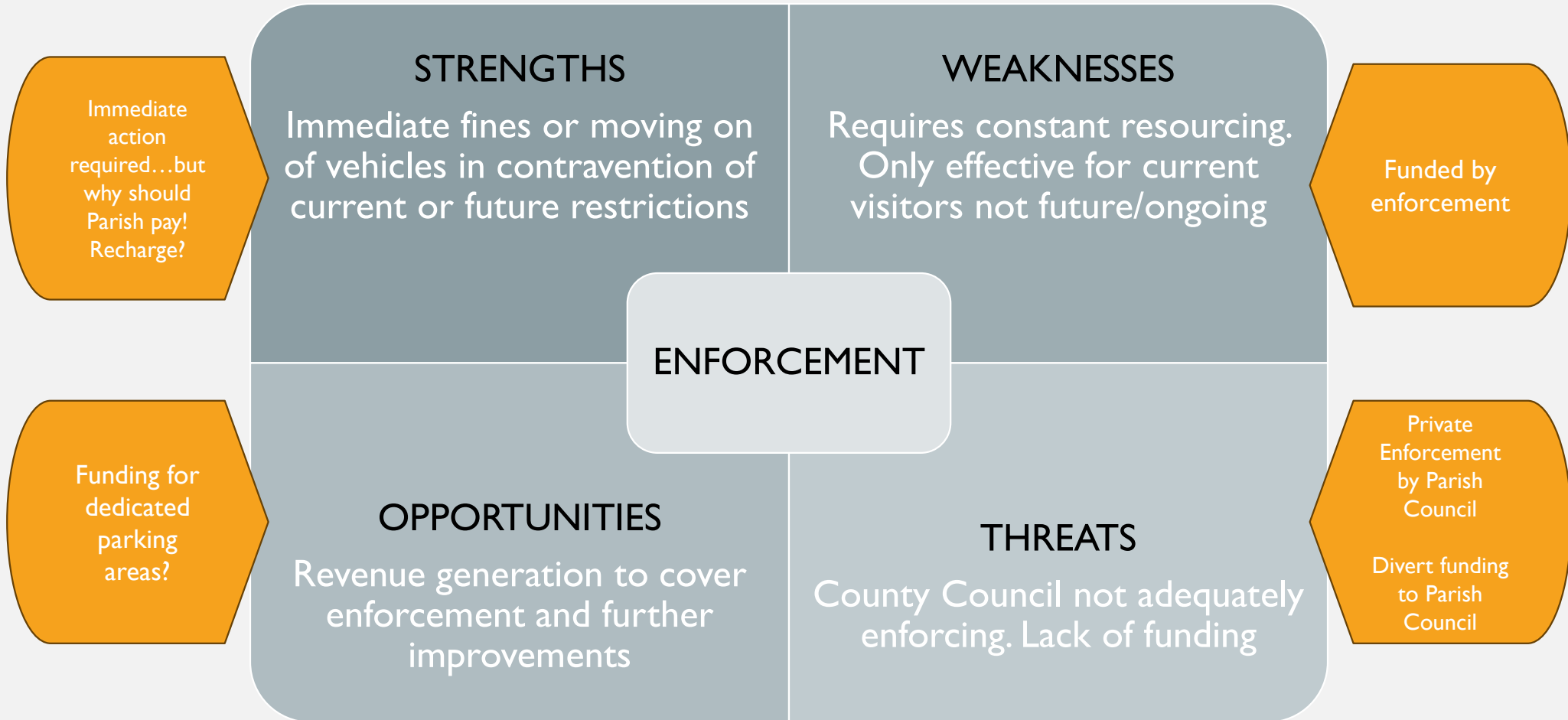
NOTE: Currently visitors (foreign and domestic) are ignoring yellow lines and are seeing no / limited enforcement. Adequate enforcement will manage this on the day but needs to be constant / more regular. Current lines are worn away and in the interim cones have been applied to prevent illegal parking, but this is only a temporary expedient.

Review provisions for resident parking at school/village hall? Resident permits?

Actions	Status	By Who	By When	Notes
Confirm date for implementation of TRO with GCC / implement	In progress	BPC	June 2024 / Q2 '24 Short Term	Confirmed w/c 24 th June 2024 weather permitting by Ringway
Progress Phase 2 TRO for ANPR at Swan Bridge and conversion of carpark opposite Trout Farm to cars only	In progress	BPC	Q2 2024 Short Term	TRO required to gain community approval for weight monitoring and change carpark
Agree TRO for ANPR at Swan Bridge / carpark conversion	Not Started	BPC	Q3/4 2024 Short Term	
Review Resident Permits	Not started	BPC	2025 Long Term	Need to establish viability and costs

ENFORCEMENT

2. ENFORCEMENT



ENFORCEMENT

Some limited enforcement but this is only dealing with the issue at a specific point-in-time. Gloucestershire County Council or Police should be more regularly and systematically enforcing parking in Bibury. It is revenue generating and will help stop anti-social / illegal parking. Unlikely that we will get much more than token enforcement as GCC and Police under resourced and under-funded.

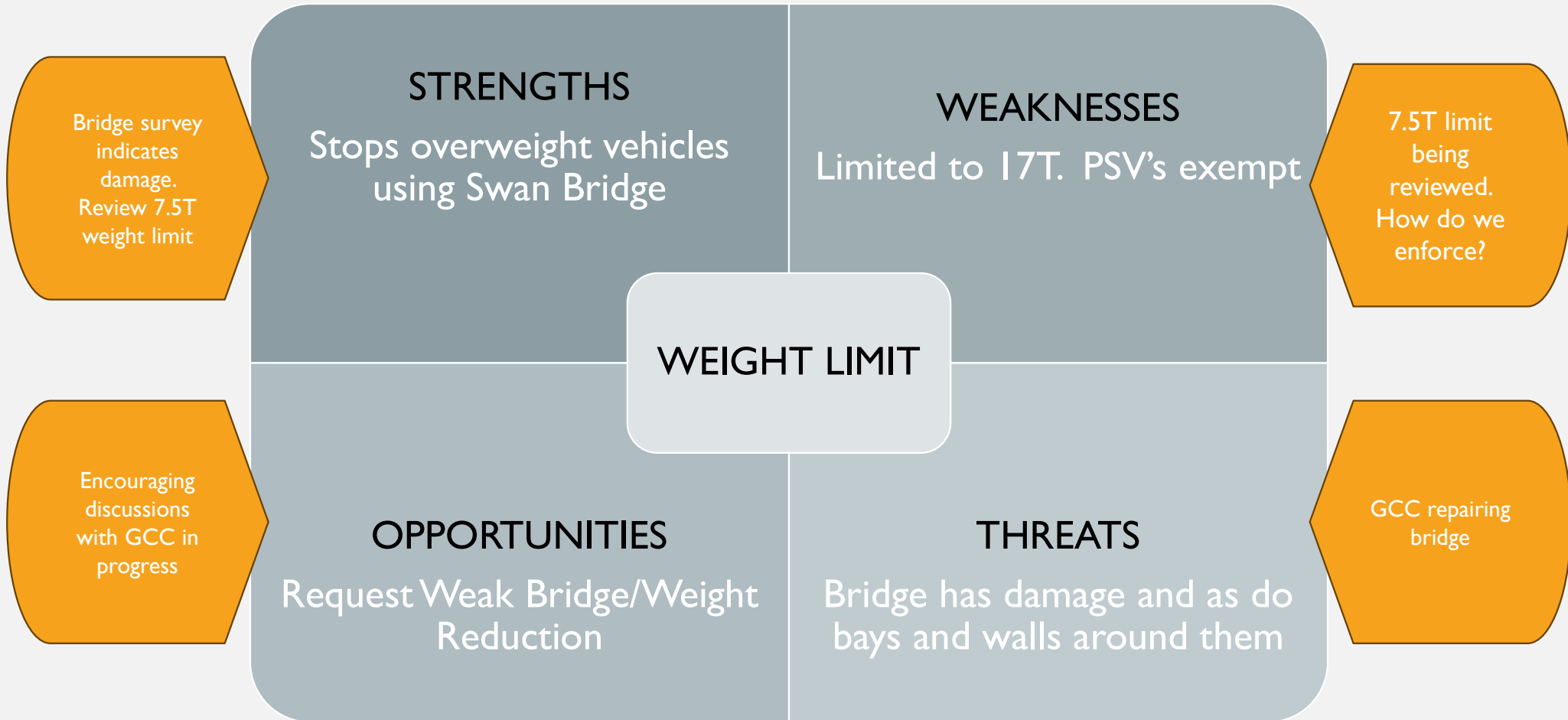
Alternative is to engage with Private Parking Enforcement. Cost is c.£22 per hour. This could be self-funding and revenue generating to help repair village and provide amenities.

Is there an ability to allow residents to send in photos for Police / Private enforcement to raise penalties?

Actions	Status	By Who	By When	Notes
Confirm what enforcement will be provided by GCC and Police - set minimum / guaranteed levels - implement	In progress	BPC	Q2 / 3 2024 Short Term	To be assessed post TRO implementation – Police, NSL
ANPR at Swan Bridge	Not started	BPC	Q3/4 2024 Short Term	ANPR so that enforcement can be implemented / fines issued
Engage Private Contractors to enforce parking	Not Started	BPC	From Q4 2024 Medium Term	Quotes obtained. Establish if GCC will fund – or fund locally from precept.
Investigate Resident Reporting	Not started	BPC	2025 Long Term	Discuss with GCC, Police and Private Enforcement

WEIGHT LIMITS

3, 4, 10, and 11. WEIGHT RESTRICTIONS



WEIGHT LIMITS

Weight Limit currently 17T. PSV (Passenger Service Vehicles) exempt!

Damage to the Swan bridge has been indentified from a survey undertaken in May 2024 and to parking bays/walls

ANPR survey results:

- Conducted over 2 weeks in Jan/Feb 2024
- 61 vehicles weighing in excess of 18T
- Proposed continuation of ANPR to prosecute offenders
- 33,610 cars, 4970 LGV, 555 OGV1, 61 OGV2, 360 PSV (low season figures)

NOTE: ANPR measures unladen weight. We need to establish list of coaches' laden and unladen weights for those that we know frequent the village.

WEIGHT LIMITS (contd.)

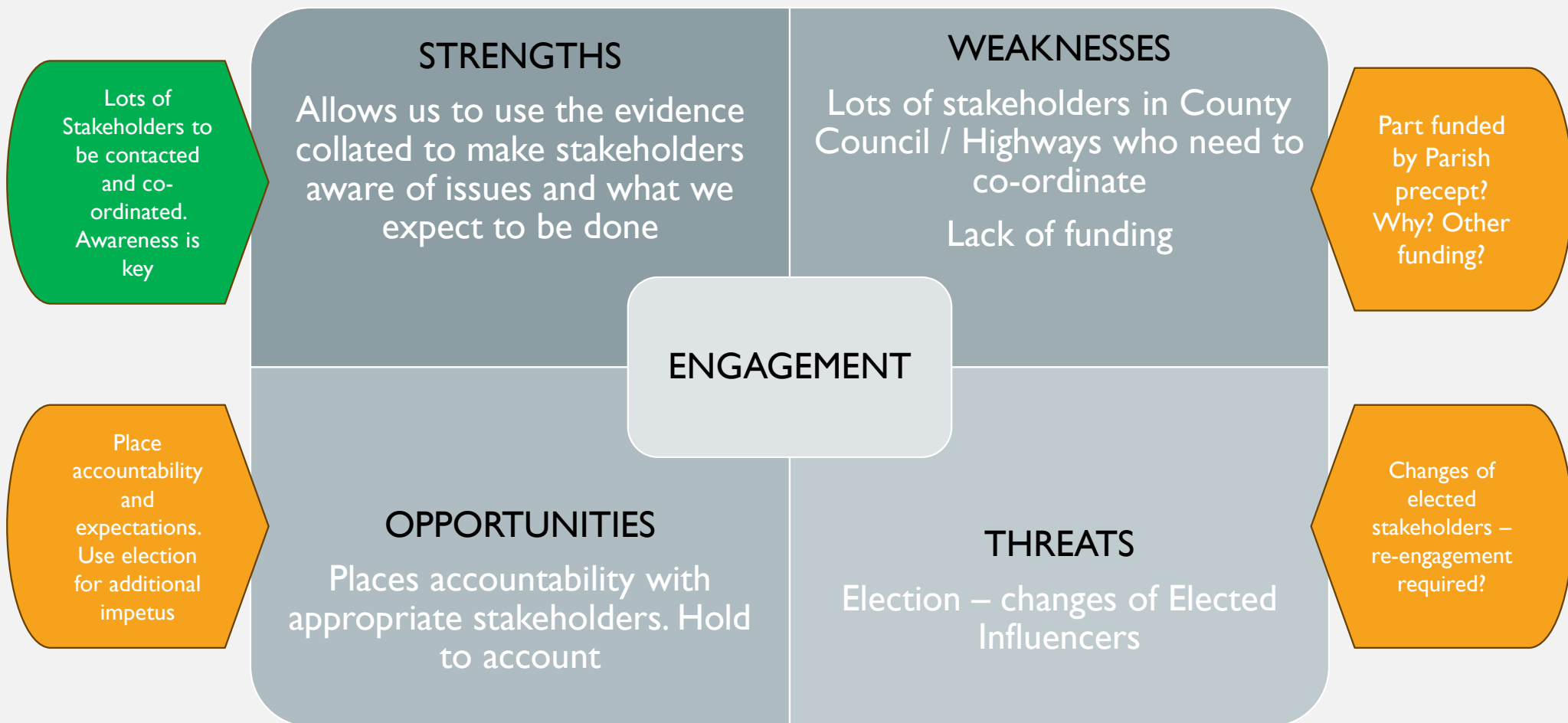
Weight Limit currently 17T. Potential to reduce to 7.5T (including coaches)

PSV (Passenger Service Vehicles – coaches / buses) currently exempt!

Actions	Status	By Who	By When	Notes
Highways survey results for bridge	Report awaited. Initial conclusion received. To be repaired.	BPC	May 2024 Short Term	Discussions being had with GCC to reduce weight to 7.5T (exemptions for local service and agricultural)
Establish list of coaches and their laden weights	Complete	BPWG	From May 2024 Short Term	List compiled. Communications being sent to each w/c 17 June
1) Make urgent request for Weak Bridge, 2) Apply weight limit to all vehicles incl. PSV's once survey results known	In progress with GCC	BPC	1) June 2024 - if damaged 2) Q4 2024 Short / Med. Term	Awaiting date for meeting with all stakeholders. GCC being pro-active.

ENGAGEMENT

5 - 9 ENGAGEMENT WITH STAKEHOLDERS



ENGAGEMENT

The BPC and BPWG can only do so much. Stakeholder engagement will be vital to making this succeed. It must be consistent and build the case (using logic, not anger - however hard this may be)

All residents can have a voice and take action. The louder we shout, the more we will achieve –
TOGETHER.

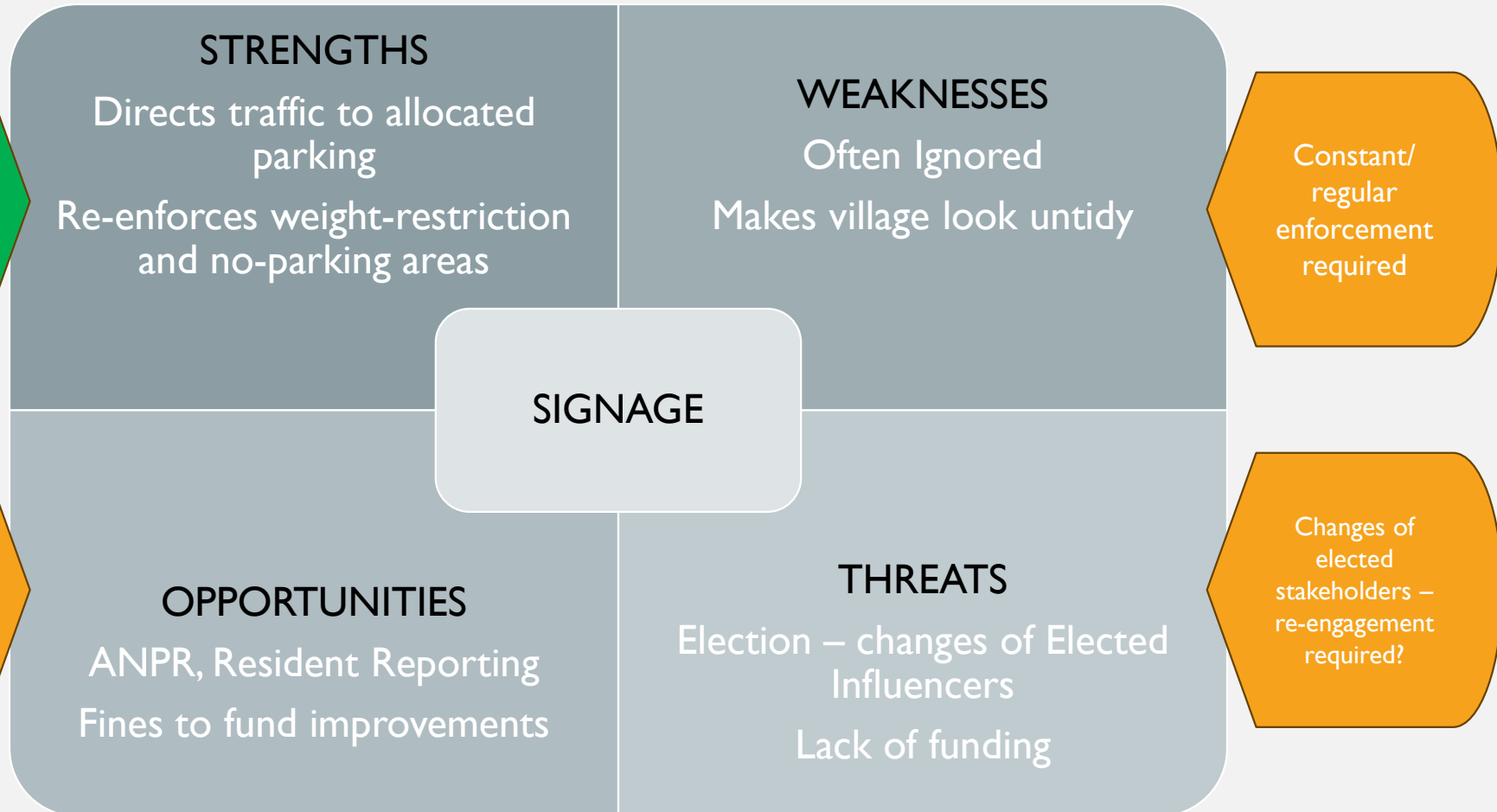
We have to put pressure on, and influence key stakeholders. They are the accountable action owners.

ENGAGEMENT

Actions	Status	By Who	By When	Notes
GCC Highways	Engaged	BPC/BPWG	Ongoing	Implement TRO, action enforcement of TRO (or fund private?), bridge weight limit and inclusion of PSV's, discuss other initiatives (e.g.MTE)
CDC	Engaged	BPC	Ongoing	Limited involvement. Informed
Gloucestershire Police	Engaged	BPC/ BPWG	Ongoing	Police on board, supported by Cllr Spivey. However, funding, resource and powers are limited. Re-engage on enforcement and presence.. Support for impact on emergency vehicles as part of weight limit and MTE initiatives
Police Commissioner	In progress	BPC/ BPWG	Ongoing	Engaged but little co-operation – utilise media strategy to put on pressure
Coach Companies & drivers	In progress	BPWG/ Residents/ Local businesses	June/July 2024	List of 53 coach companies identified.Writing letter explaining impact to village, safety and bridge to all directors w/c 17 June 24
MP	Engaged	BPWG	June 2024	Sir Geoffrey Clifton-Brown to put pressure on authorities in June
Media & Social Media	Engaged	BPWG	Ongoing	Some BBC coverage. Engaged journalist/s.Always need more (+social) Agree messaging – change behaviours and awareness/pressure on Authorities. Spectator to publish article
National Trust	In progress	BPC/ BPWG	June 2024	Part of attraction in Arlington Row. Can they help fund solutions/provide resource? Discuss with Sherbourne office and HQ
Local Businesses	In progress	BPC/ BPWH	Ongoing	Media interviews, survey opinions and impacts.Trout Farm,The Swan, Catherine Wheel,The Twig, Nicks Ice Cream
Residents	In progress	BPWG	June 2024	Share draft plan for comments. Potential Survey/media interviews. Create templates for notices on put on cars/letters to coach operators. Potential for demonstrations with Police and Media attendance?

SIGNAGE

12. SIGNAGE



SIGNAGE

Current signage insufficient in village and on approaching roads for weight limit and parking (for example to the two Trout Farm carparks).

If weight-limit can be reduced following bridge damage survey, and to include PSV's, additional signage may need to be placed on A40/B4425 junction at Burford and at Cirencester end to make coaches and HGV's aware of weak bridge and new weight limit. Hopefully to prohibit HGV's and PSV's.

As new TRO is implemented and new car/coach parking, signage will need to be updated approaching and within village. It will need to be prominent and directional to the appropriate parking area.

Suggest we also place "no pedestrian" signage at either side of Swan Bridge

Actions	Status	By Who	By When	Notes
Review Weight Limit and Prohibition signage	In progress	BPC	June 2024 Short Term	Survey shows damage. To be repaired. 7.5T weight limit being discussed
Review / address Parking Signage	In progress	BPC	June 2024 Short Term	Initial signage up. Additional signage following TRO implementation

PARKING

13, 14, 15, 16 PARKING



Trout Farm land for cars. Land for coaches to be identified

Does anyone have land? Know of land we can use for coaches? Who funds?

Could we partly fund through enforcement in village (long term)

Changes of elected stakeholders – re-engagement required?

PARKING

There is a lack of parking for the increasing level of tourists (both cars and coaches). The TRO will restrict parking further (if enforced) so additional parking is required.

CARS

There is space for 195 to 225 cars on land owned by the Trout Farm. Gravelled and Overflow Carparks with machines to manage parking. Pedestrian walkway needs to be established from car park to Trout Farm. Signage to be put up. Parking will be chargeable. Revenue source for Trout Farm (subsidy to BPC to cover costs?)

There is further land owned by the Trout Farm that could also be changed to parking use and will provide a further 150 spaces. This needs approval and co-ordination between BPC, Highways and the Trout Farm to action. Also, The Swan Hotel has planning approval for a carpark which is not being progressed

Actions	Status	By Who	By When	Notes
Work with Trout Farm to ensure safe use of existing parking	In progress	BPC	June 2024 Short Term	Requires pedestrian walkway to be agreed and implemented by Trout Farm
Agree use of additional land for car-parking	In progress	BPC	Jun / Jul 2024 Short	By Trout Farm and Swan Hotel

PARKING - COACHES

The centre of the village is not suitable for safe coach parking/turning. The bridge is being damaged. Traffic is being severely congested. Residents, Tourists and coach drivers are finding this untenable. There is no co-ordination between the coach companies as to when they visit. Coach bays to be converted to cars only/pedestrianised.

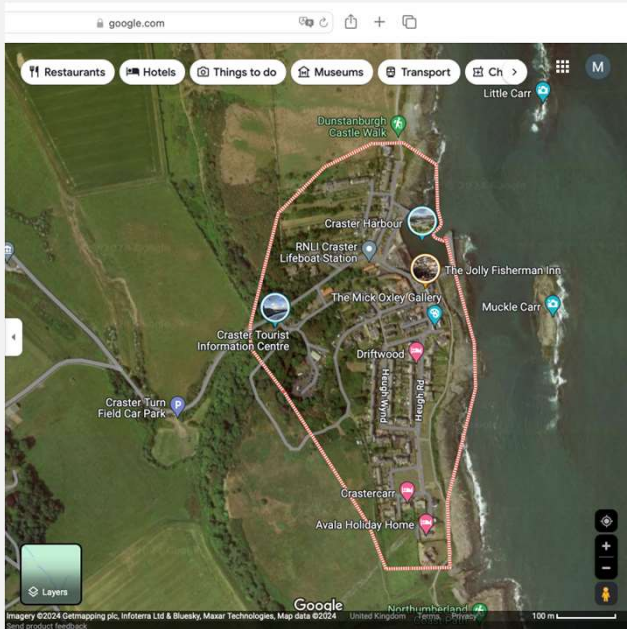
Coaches must be prevented from crossing the bridge and parking/dropping off in the village.

As part of a Due Diligence exercise opportunities for coach parking on the periphery of Bibury have been evaluated, in a similar model to those implemented at Castle Combe, Lindisfarne, Craster and Laycock, whilst none have been identified

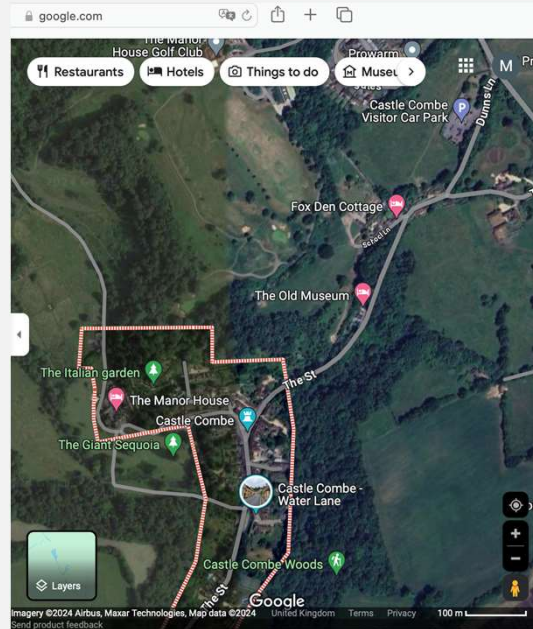
Land of the periphery of Bibury needs to be identified, procured and made suitable. Opportunity for revenue and jobs for local residents (e.g. coffee stall, shuttle bus) – if viable.

Actions	Status	By Who	By When	Notes
Identify land suitable for cars) on periphery of Bibury	Initial discussions in progress	BPC	From June 2024 Short Term	Consult local residents, landowners and businesses to identify and procure land
Approach coach companies to obtain co-ordination of visits	Not started	BPC / BPWG	Q3 2024 Medium Term	53 companies identified. Awaiting response to initial letters and weight limit restrictions before commencing
Liaise with other similar villages to understand solutions	In progress	BPC/ BPWG	Ongoing Short / Med Term	Initial contact with Bourton instigated. Northumberland County Council very proactive and consistent on this matter.

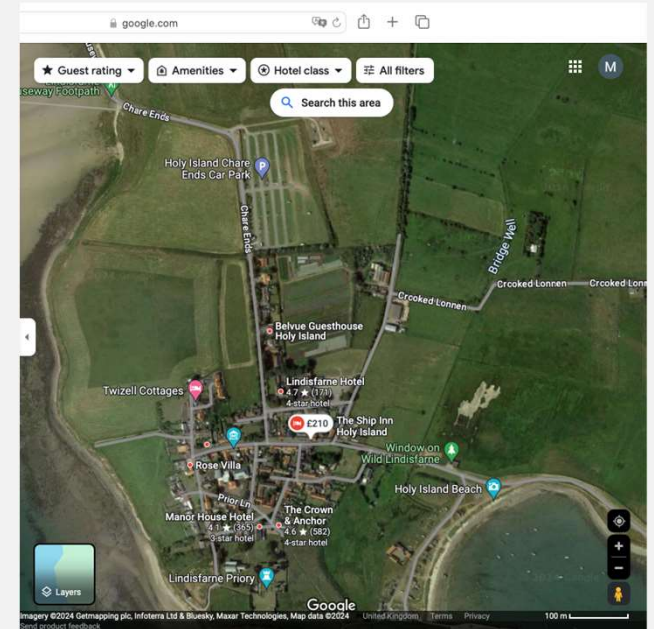
LONGER-TERM SOLUTIONS – HOW DOES IT WORK ELSEWHERE?



Craster, Northumberland



Castle Combe, Wiltshire



Lindisfarne, Northumberland

- Restriction of tourist vehicles (coaches and cars) to villages
- Car Parks owned and managed by Northumberland County Council (Craster and Lindisfarne).
- Revenue generation for County Council or owner of land (e.g. Trout Farm)
- Signage explaining that residents and village should be respected.

OTHER CONSIDERATIONS

ADDITIONAL CONSIDERATIONS

Moving Traffic Initiative (Gloucestershire County Council)

<https://www.gloucestershire.gov.uk/parking/moving-traffic-enforcement-information/>

An enforceable initiative to keep traffic moving and avoid congestion.

Cllr Dave Norman, cabinet member for road safety, said: “The majority of road users travel safely and follow the traffic regulations, however a small number do not, which causes a potential safety issue for everyone.

“Enforcing offences in these locations will act as a deterrent to people who are tempted to break the rules, which will help to prevent collisions. These measures will make our roads safer and keep traffic flowing, as well as encourage walking and cycling and promote the use of public transport.”

Actions	Status	By Who	By When	Notes
Discuss MTE with GCC and Highways	Not started	BPC/ BPWG	Jun / Jul 2024 Short Term	Funding available for this initiative?