

Divisions affected: *Witney South and Central*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 25 May 2023

WITNEY- CORN STREET: PROPOSED PERMANENT NO WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed permanent no waiting restrictions as advertised at Corn Street, Witney outside Nos. 148-152, following an 18 month experimental period.

Executive summary

2. This report presents responses received to a statutory consultation for an Experimental Traffic Regulation Order (ETRO) that removes a 15-metre section of unrestricted parking on Corn Street, Witney outside Nos. 148-152, so as to create a continuous section of 'No Waiting at Any Time' (i.e. double yellow lines) as shown in **Annex 1**.
3. The proposals have been put forward by Oxfordshire County Council as part of the Active Travel Tranche 2 scheme which was approved by Cabinet Member Decisions for Environment in Feb 2021¹ which introduced the Experimental Traffic Regulation Order, which is now recommended to be made permanent.
4. The proposal aims to make cycling safer for everyone, make local shops, schools and employment easier to get to by cycling, and provide more choice for travelling in Witney.

Financial Implications

5. Funding for implementation of the Experimental Traffic Regulation Order and changes to the road layout and lining were provided by Active Travel Tranche 2 from the Department of Transport/Active Travel England.
6. If the order is not approved OCC funds will need to be used to return the parking bays and alter the road layout to make this safe for cyclists.

¹ [Agenda for Delegated Decisions by Cabinet Member for Environment \(including Transport\) on Thursday, 25 February 2021, 10.00 am | Oxfordshire County Council](#)

Equality and Inclusion Implications

7. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.
8. It is considered there is opportunity for blue badge holders to park within the vicinity.

Sustainability Implications

9. The proposal helps to facilitate on road cycling and the safe movement of traffic.

Formal consultation

10. The ETRO legally came into force on 24 December 2021. The formal consultation was carried out between 24 December 2021 and 17 June 2022, although responses received after this time would also be accepted. A notice was published in the Witney Gazette newspaper and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Witney Town Council, West Oxfordshire District Council, and the local County Councillor representing the Witney South & Central division. Letters were also sent to approximately 81 adjacent properties, and public notices placed on site in the immediate vicinity of the proposals.
11. 11 responses were received during the consultation period all from residents or individuals: comprising of 7 objections (64%), 1 expression of concern (9%), 3 in support (27%).
12. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

13. The West Oxfordshire Parking Strategy (2018)² identifies Corn Street has around 85 on street car parking spaces. The overriding objections to this proposal relate to the loss of the approximately 3 parking spaces (15m of parking space) and the demand for on street car parking exceeding the space available.
14. Whilst there is over 1600 off street car parking spaces free of charge within a 10 minute walk of the western end of Corn Street, where the removal of parking experiment has been carried out, we note these are not attractive to residents.

² [Standard Traffic Report Template \(westoxon.gov.uk\)](https://www.westoxon.gov.uk)

We consider that in the future a residents' parking scheme for Corn Street should be looked at a fresh to meet the needs of residents and businesses.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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May 2023

Figure 1: Consultation plan overview map of Experimental Traffic Regulation Order (ETRO) Corn Street, Witney outside Nos. 148-152.

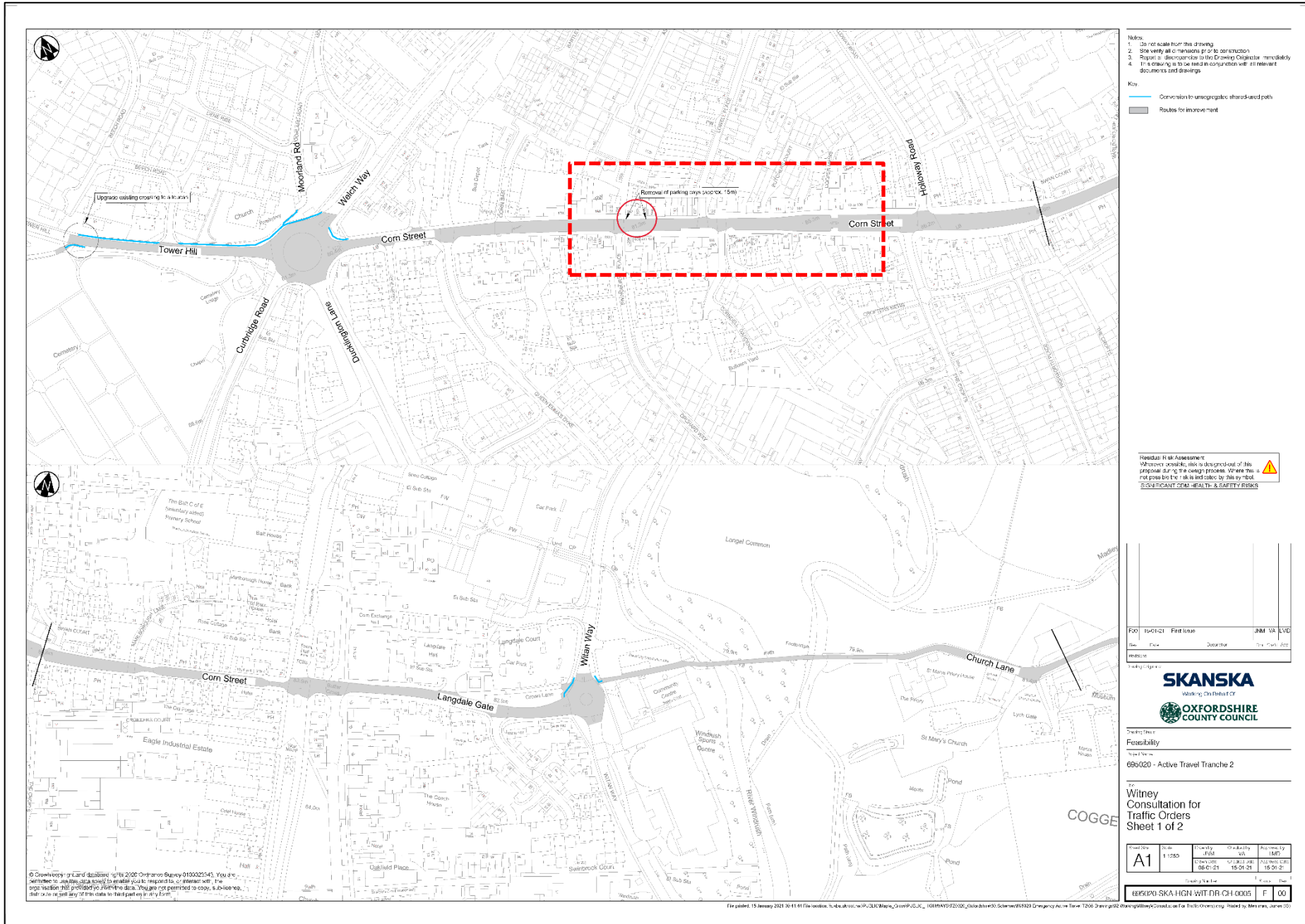
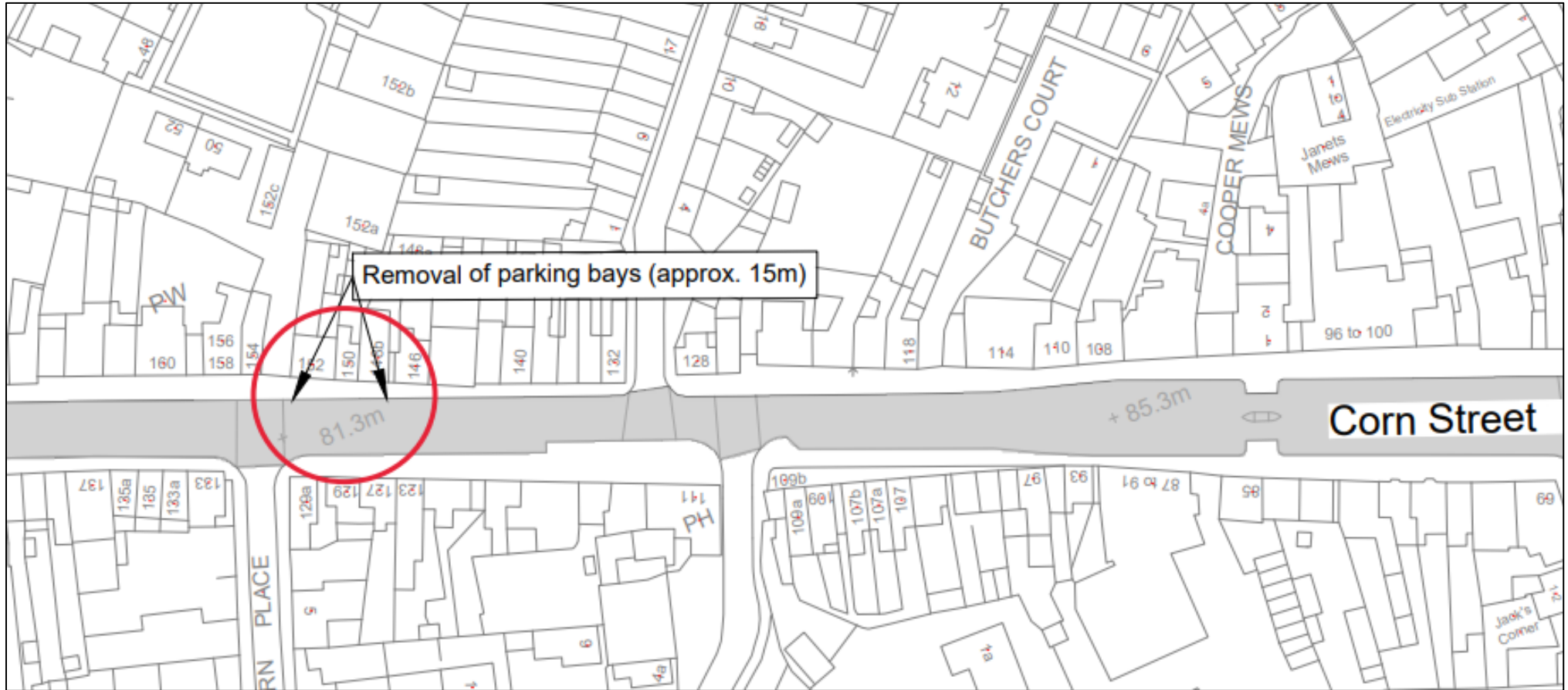


Figure 2: Consultation plan detailed map of location of Experimental Traffic Regulation Order (ETRO) Corn Street, Witney outside Nos. 148-152



RESPONDENT	COMMENTS
<p>(1) Resident, Corn Street, Witney (received by email)</p>	<p>Objection</p> <p>During your Active Travel consultation, I pleaded for no further removals of parking provision on Corn Street, specifically the stretch between 148-152 that you are now focused on, pointing out that we already lost several spaces when the new housing opposite was developed a couple of years ago. Two further spaces were subsequently removed anyway, to facilitate the implementation of the cycle lane.</p> <p>The monetary cost of your Experimental Traffic Regulation Order might be low, but the cost of this one to residents is high. The suggestion of permanently removing all of the remaining spaces is utterly confounding. Disrupting our lives and negatively impacting the value of our homes (that we bought in good faith, understanding that at least some parking was available) to "facilitate the continuity" of a cycle lane that is already in place, perfectly operational and for which spaces were already removed? The rationale makes no sense.</p> <p>All that you will achieve in doing this is widening the carriageway to facilitate more traffic and more speeding, of which there's plenty already.</p> <p>The parking situation on Corn Street is already at breaking point owing to a total lack of dedicated provision for residents. We are regularly forced to park far from our homes, a long way down adjacent streets, as we have to share the existing unrestricted parking with anyone passing through. It's particularly unfair and frustrating given that our Council Tax funds the enormous amounts of free parking provision elsewhere in the town centre - that we do not use at all.</p> <p>I must urgently remind you that Corn Street is a residential community with many elderly residents as well a "travel route". Between continually removing parking spaces, senseless disruption like night-time road resurfacing, zero speeding enforcement and doing nothing to mitigate the increasing traffic, pollution and congestion that we face as Witney is developed, I frankly feel that the council treats us with contempt at this point.</p> <p>We put up with more than enough already. Further removal of what little parking we share between us is unnecessary and unjustified.</p>

	<p>I would suggest, if you want to improve the environment, the street, and the lives of residents, pedestrians and cyclists, that you consider measures such as:</p> <ul style="list-style-type: none"> * Traffic calming * Speed enforcement cameras * Pedestrian crossings * More and dedicated parking provision for residents * Electric car charging points * Widening of pavements * Restrictions on vehicle types <p>Any of these would improve Corn Street.</p> <p>Removing the remaining spaces to open up this already busy road is the absolute last thing that anyone needs. I strongly object to your proposal and urge you to reconsider.</p> <p>I have copied relevant representatives and would appreciate their attention on this matter. The council could do so much better than this.</p>
<p>(2) Resident, Corn Street, Witney (received by email)</p>	<p>Objection</p> <p>I am writing to protest most strongly to object to further removal of parking spaces in Corn Street.</p> <p>Not all residents are able to go car-free and there has been no consideration to providing alternative parking availability to residents if these spaces are removed.</p> <p>Many cyclists continue to use the pavement on which to cycle despite the new cycle lanes and I cannot see extensions will change this. Corn Street continues to busy and parked cars serve a purpose in slowing down the traffic.</p> <p>In view of the current pandemic, many residents are having to work from home and so cars need to be parked somewhere during the day.</p>

	<p>If these spaces are being removed, alternative parking provision needs to be provided.</p>
<p>(3) Resident, Corn Street, Witney (received by email)</p>	<p>Objection</p> <p>I am writing in response to your letter dated 15/12/21.</p> <p>I live at [redacted] Corn Street having moved here just under four years ago. Since that time a number of unrestricted parking spaces have been lost in close proximity to my property. Namely to a new development next door to me where I think there were originally 3 or 4 spaces were removed to make way for the new development. To lose more is totally unacceptable to me.</p> <p>We already have the issue of people parking for the day to get on the bus to Oxford at the bus stop a few metres away and with no resident parking the spaces become even more limited.</p> <p>I regularly collect my three grandsons from Ducklington Primary School, unfortunately not in walking distance, and bring them home to no parking spaces. So then have to park in side roads and then have to try and get them safely across the busy road.</p> <p>In the four years I have noticed Corn Street becoming busier and busier, with many vehicles not adhering to the speed limits, and cyclists not using the cycle lanes but preferring to use the pavements. By removing more parking spaces I can't see this will improve anything, but force people out of our lovely town centre.</p>
<p>(4) Individual, Corn Street, Witney (via Let's Talk Oxfordshire)</p>	<p>Objection</p> <p>Everything works. Don't break something that doesn't need fixing. To suggest this will make walking easier is nonsense. Also people on bikes won't use them to go shopping in Witney... if they tried to cycle home carrying shopping they would be stopped by the police. Leave our street alone, please</p>
<p>(5) Individual, Slate Crescent, Stonesfield</p>	<p>Objection</p>

(via Let's Talk Oxfordshire)	Lack of parking for residents who live in Corn Street and businesses. Lack of space for deliveries. Lack of on street parking for disabled in Corn Street who currently use the spaces. NOTE THE NEWLY MARKED SPACES HAVE ALREADY REDUCED THE AVAILABILTY OF PARKING. Will reduce trade for businesses.
(6) Individual, Wroslyn, Freeland (via Let's Talk Oxfordshire)	Objection The parking in corn street should be free and unrestricted
(7) Individual, Rowan Drive, Witney (via Let's Talk Oxfordshire)	Objection The county council have prospered from signing off multiple housing schemes without the subsequent investment in infrastructure. Rather than build and improve roads and car parks it seeks instead to continually punish Oxfordshire residents for car ownership. restricting access on corn street will only reduce footfall for businesses and hasten the demise of our once thriving town centre.
(8) Individual, Corn Street, Witney (via Let's Talk Oxfordshire)	Concerns There are a number of residents who now are unable to park in Corn Street in the Evening, resulting in the side roads and single yellow parking overspill. Additional parking provision is required also during the day to support businesses.
(9) Individual, Corn Street, Witney (via Let's Talk Oxfordshire)	Support Pinch point in road regularly caused a blockage to the flow of traffic. More space allocated to cycle lane now as well, providing necessary improvement.
(10) Individual, Park Road, Chipping Norton	Support

<p>(via Let's Talk Oxfordshire)</p>	<p>Traffic calming is always a good idea, and since there is plenty of town centre parking available just outside the zone, local businesses ought not to suffer adversely. Always providing that DISABLED PARKING in the main High Street remains available throughout.</p>
<p>(11) Individual, Wolage Drive, Grove (via Let's Talk Oxfordshire)</p>	<p>Support Current parking bays risk head-on collisions given the road narrowing and the pedestrian traffic island. They should be removed.</p>