

## **CABINET MEMBER FOR ENVIRONMENT– 24 JULY 2014**

### **PROPOSED AMENDMENTS TO PARKING RESTRICTIONS – CORN STREET, WITNEY**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections to a formal consultation on proposals to amend parking restrictions in part of Corn Street in Witney.

#### **Background**

2. The proposals in this report were developed with officers from West Oxfordshire District Council in response to requests to provide more flexible parking for residents and those visiting the area. In addition, by providing additional unrestricted parking in Corn Street it was hoped that there would be a reduction in the level of commuter parking on adjacent narrow side streets. The proposed restrictions are shown on the plan at Annex 1.
3. The key changes to the parking restrictions and layout are proposed to be the removal of almost all time-limited parking and to allow unrestricted daytime parking on the south side of Corn Street (west of Swingburn Place). To achieve the latter without causing disruption to traffic flow requires the parking on the north side to become formal footway parking – the footway in this part of Corn Street is particularly wide and so it was considered suitable, even though this arrangement has not previously been used in Witney.

#### **Formal Consultation**

4. In May/June 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 the District's Town Centre shop. At the same time, the Council wrote to local residents and businesses affected by the proposed changes and public notices were displayed on site and in the Oxford Times.
5. Eleven responses were received to the proposals and these are summarised at Annex 2. The Police and Fire Service do not object to the changes and the Town Council (through its Traffic Advisory Committee) welcome the additional parking spaces. One business located in this part of Corn Street has asked that the parking outside the shop continues to have a 2-hour limit to provide an opportunity for customers to park.

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6. However the majority of respondents either object to or are very concerned about the proposed introduction of footway parking. In addition several respondents from the south side of Corn Street object to the introduction of daytime parking outside their properties, citing the potential loss of daylight and increased noise nuisance.
7. These responses, in particular the issues around footway parking, have been discussed with County Councillor Laura Price. Whilst noting the benefits there will be to residents of adjoining streets by providing all day parking on Corn Street (which is a wider road and much more suitable for parking), Cllr Price does not consider that these outweigh the dis-benefits that arise from partial footway parking and have been expressed by many responders. Consequently she does not support the proposals as advertised.
8. In the light of these objections it is suggested that the proposals be amended so that parking on the north side of Corn Street remains on the carriageway and as a consequence the proposed additional parking on the south side does not proceed. The proposal to allow parking in this part of Corn Street to become unrestricted should continue, apart from the short section outside 154-158 Corn Street (which would retain a 2-hour limit). As a consequence there will be unrestricted parking available in this part of Corn Street which will be of benefit to residents of the area. The revised scheme is illustrated at Annex 3.

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

9. The cost of the proposed work under consultation will be met from the budget for minor traffic measures.

### **RECOMMENDATION**

7. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions for part of Corn Street, Witney as advertised but amended as described in this report.**

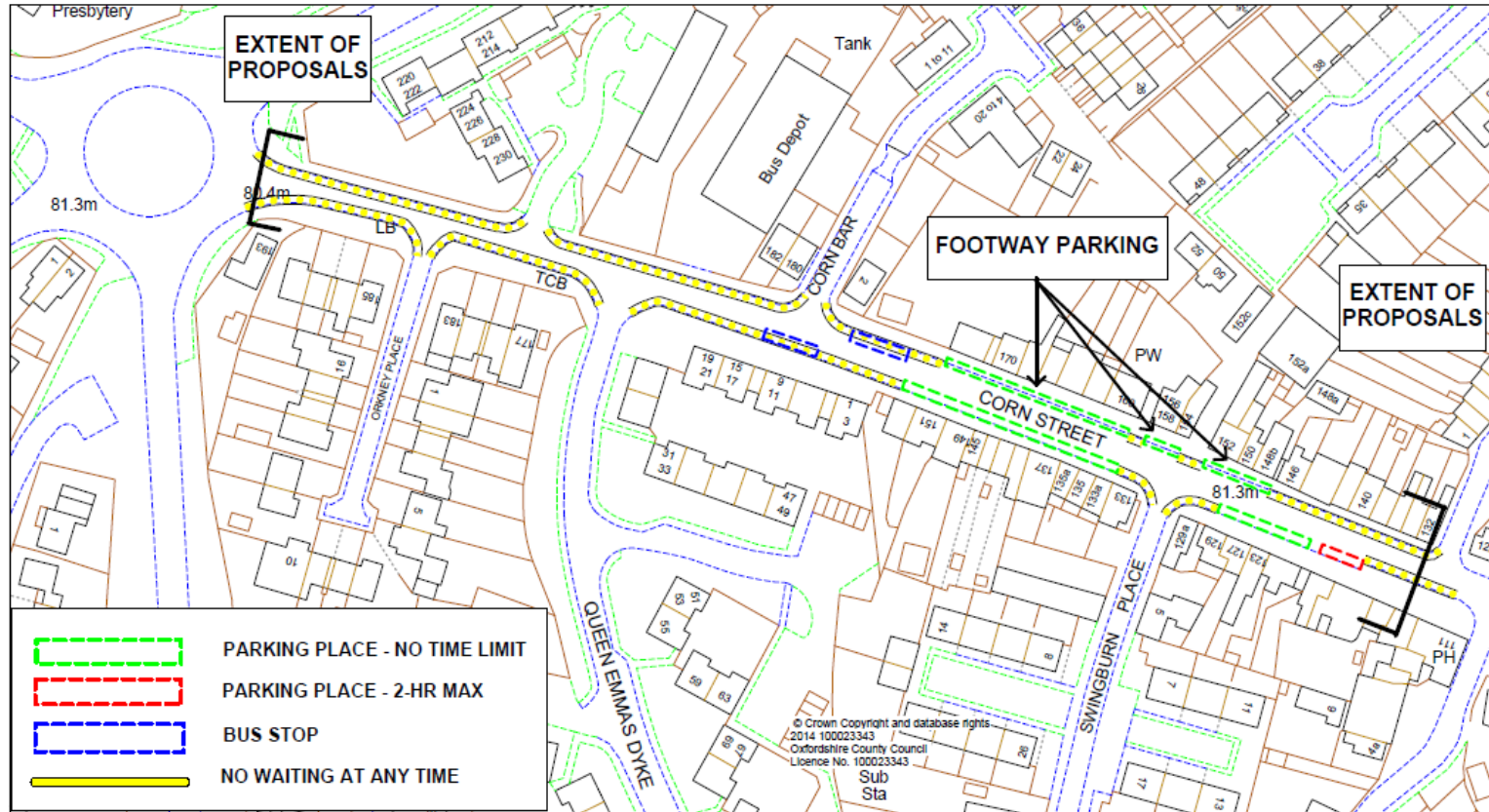
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

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July 2014




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**CORN STREET, WITNEY  
 PROPOSED RESTRICTIONS**

SCALE	1 : 1250
DATE	MAR 2014
DRAWING No.	
DRAWN BY	

## RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Thames Valley Police	Thames Valley Police have no objection to the order.	Noted.
Fire and Rescue Service	Have no concerns over the proposed changes as long as it doesn't restrict the width of the road causing any delays in their ability to respond to incidents in the affected area.	The proposals do not affect the overall road width available.
Witney Town Council (Traffic Advisory Committee)	<p>The additional parking proposed is welcomed but the pavement parking on the north side is a cause for concern in that the pavements were not being changed; people might walk into cars and injure themselves; it may increase the risk of damage to cars.</p> <p>Currently residents and businesses in and around Corn Street are parking in the side streets which is drawing consternation from those residents who are finding increasing obstruction to parking and access to their properties resulting in a near one way system around Swingburn Place, Orchard Way and the Crofts, Queen Emma's Dyke, Corn Bar and Holloway Road.</p> <p>Concern that there was no proposal to alter the traffic island between 115 and 134 Corn Street which has previously and continues to cause, a high number of accidents and would be better removed and narrowing the sides of the road to make the parking bays safer.</p> <p>Concern about the possibility that the parking could be used as a commuter zone with 24/7 parking with cars being left all day/weeks which potentially could defeat any benefit of having the additional parking with a negative effect for Corn Street and the side streets.</p> <p>Would further like to see the "no limit" parking extended further west towards the roundabout and support for the residents and businesses whom would be happy to</p>	<p>Formal footway parking, where bays are marked out to show the limits of where vehicles can park, works successfully in many places, including parts of Oxford.</p> <p>This is one of the problems that the proposals are trying to address.</p> <p>This will be the subject of a separate investigation.</p> <p>This is a risk, but only by removing the current 2-hour limit will residents be able to park all day.</p> <p>Extending the proposal further west would risk interfering with traffic flow in the vicinity of the</p>

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	<p>pay a nominal fee for a parking exemption to be allowed to park their cars longer than 2 hours in Corn Street thus freeing up parking in the side streets along with further proposals to improve parking between the town centre West towards the New Inn.</p>	<p>roundabout and the bus garage. There are no proposals to introduce residents parking (in whatever guise) in Witney.</p>
<p>Resident/Business (Corn Street)</p>	<p>The present parking restriction outside the shop premises and on either side for a considerable distance, is a 2 hour permitted parking between 8am-6pm Monday to Saturday. Would appreciate being allowed to retain a 2hr permitted parking outside the shop, should these proposals go ahead. It is imperative for customers to have a chance of parking and indeed for access to loading and unloading. With ever increasing properties becoming multi-occupancy, parking is becoming a nightmare and footway parking seems a dangerous solution. Corn Street is a very busy pedestrian thoroughfare particularly for school children. Perhaps some sort of 'residents' permits' would solve the problem.</p>	<p>It is suggested that this request be acceded to and the proposals amended accordingly.  There are no proposals to introduce residents parking in Witney.</p>
<p>Resident (Corn Street)</p>	<p>Strongly objects to the proposals to allow pavement parking in a large section of Corn Street.  Is shocked that the Council feels it is the right thing to do when many groups of pavement users are constantly being put in danger by cars parked on pavements. The people who will be compromised in Corn Street will be elderly people with walking aids, children in buggies, disabled people who are visually impaired or using wheelchairs, small children coming out of school on their scooters and older young people pushing their bikes down the hill. This is a very busy pathway needing all the space it can get. Is an electric chair user and uses the pavement from the bottom of Corn Street every day into town. Has to be vigilant at all times because the chair is powered of course and children and people don't look where they are going. Often has to stop to let the young ones by on their tiny scooters that move very fast. How can parents police their little ones when suddenly there is no kerb to guide them, instead cars half parked on the pavement? It is very dangerous and an accident waiting to happen. What if a child is by the kerb and a car drives up and continues onto the pavement to park? The child will be very confused by this. If parents and children need to cross Corn Street when they are half way down they will be sandwiched between parked cars and road users can easily not see them in time. Disabled people have battled with the idea of pavement parking for years and the problem is increasing. Lives in an area where the pavement is constantly filled with small lorries and white</p>	<p>Formal footway parking, where bays are marked out to show the limits of where vehicles can park, works successfully in many places, including parts of Oxford.  Partial footway parking is only being proposed where the footway is particularly wide.  The experience where formal footway parking has</p>

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	<p>vans, the pavement is full of holes where the lorry turns every day to park and the street is lined with cars parked on the pavement. If such people see pavement parking just up the road they will think it is fine and our situation will become worse and serious. Your actions render us powerless as you give permission to car owners to use the pavement.</p> <p>The Council should not be encouraging pavement parking only in very exceptional circumstances and this is not the case in Corn Street. The proposals are entirely inappropriate and must not be implemented if we are to stay safe up and down Corn Street. The Officers in Oxford have no idea of the culture of Witney and how we function daily up and down the street and that is why they come up with ideas that do not fit our town.</p>	<p>been introduced in a number of streets is that there has been no increase in the level of complaints about footway parking elsewhere.</p> <p>The proposal for footway parking is to enable additional long stay parking on Corn Street rather than in the adjacent side streets which are less suitable.</p>
Resident (Corn Street)	<p>Objects to the proposal on the following grounds:</p> <ul style="list-style-type: none"> <li>• Footway parking on both sides of Corn Street approx. between property numbers 133-170 will negatively impact the character of the street.</li> <li>• The scale of the changes is unnecessary – there is often enough parking available within the existing spaces, or otherwise at Swingburn Place or Queen Emma’s Dyke.</li> <li>• Noise caused by engines, opening and closing doors and the drivers and passengers of vehicles will be highly audible from within these properties, many of which open onto the street.</li> <li>• No time limit restrictions on these places mean it is likely that those working in the area (for example, at the bus garage) will take advantage of these spaces and take precedence over residents.</li> <li>• The ability to load and unload directly outside my house, currently permitted, will be reduced, as it is likely other vehicles will be parked.</li> </ul>	<p>The proposals would only allow footway parking on one side of Corn Street. This is not the view of those who have made representations for the provision of extra parking.</p> <p>Parking is currently allowed in the evening on the south side of Corn Street so this noise could be occurring at night now.</p> <p>This is a risk, but only by removing the current 2-hour limit will residents be able to park all day.</p> <p>There will be sections of double yellow line at either end of the parking bay which can be used for loading.</p>
Resident (Corn Street)	<p>Objects to the proposed changes in parking on Corn Street.</p> <p>There is currently a single yellow line on the south side outside my property. The changes would mean that there would be parking spaces directly outside.</p> <p>My property and the 2 further up the road towards town have very low front windows and my first concern is that vehicles parking outside would affect the light coming into the front of my property on the ground floor - particularly because of the low window height - there are daily 2 to 3 large transit size vans that use the parking spaces that are at this end of the street and if they were to park in front of my property it would affect light drastically.</p> <p>My second concern is an increase in the noise from parking cars and opening and shutting doors late at night outside the house.</p>	<p>The proposed parking bays would be limited to cars and small vans which would limit the affect described.</p> <p>Parking is currently allowed in the evening on the south side of Corn Street so this noise could be</p>

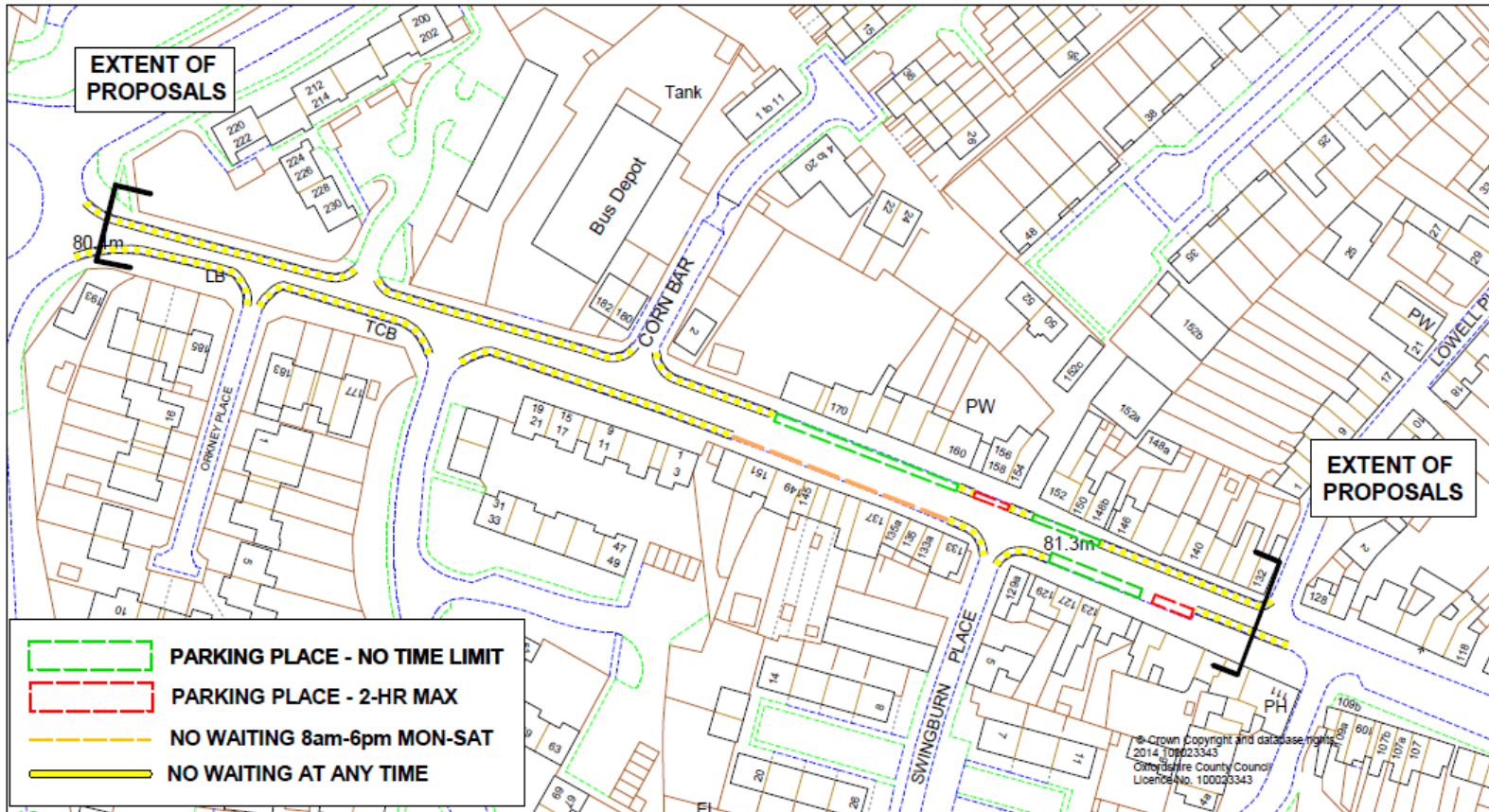
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	<p>My third concern is that of a safety one for crossing the road which is currently fairly easy as the line of sight both up and down the road is very good, allowing you to cross in safety when the way is clear. Cars parking on both sides of the street would affect the vision for pedestrians in this area crossing the street.</p> <p>My fourth concern is that the parking spaces will not be available for residents to use as they will be taken by the drivers of the buses (also coming and going at unusual hours), long stay shoppers using them and walking to town to avoid the 3 hour spaces in town and also commuters parking in them and then using the bus to go to Oxford for the whole day - All of these users would take the spaces outside the houses for long periods every day.</p> <p>Lastly, as it stands currently if on the odd occasion I need to drop something large or heavy from a vehicle through my front door, I am able to pull a vehicle up to the front of the house and unload, before moving the vehicle away, with parking spaces outside the front, cars parked there would prevent this from being able to happen for myself and also my other neighbours on this side of the road that do not have rear access to their houses.</p>	<p>occurring at night now.</p> <p>Increased levels of parking would probably make crossing the road more difficult but there would still be no parking near the bus garage and the pedestrian refuge east of Swingburn Place.</p> <p>This is a risk, but only by removing the current 2-hour limit will residents be able to park all day.</p> <p>There will be sections of double yellow line at either end of the parking bay which can be used for loading.</p>
Resident (Swingburn Place)	<p>Thinks the idea of parking on the pavements is dangerous as it already happens and cars and vans now drive on these footpaths.</p> <p>People ride bikes, also powered wheelchairs, prams, pushchairs and people trying to walk on the path, all that will happen is traffic will go much faster on Corn Street, it is hard to cross now.</p> <p>It will result in the public having to walk in the road (the safest place) as paths will get more broken than they are now. Come along Corn Street and look at the cars parked on the pavement all illegal but never anything done why because in this area they park anywhere anytime and never anything done.</p>	<p>Formal footway parking, where bays are marked out to show the limits of where vehicles can park, works successfully in many places, including parts of Oxford.</p>
Resident (Corn Street)	<p>Requests an amendment to the proposed footway parking in the vicinity of No. 148B so as not to obstruct the entrance to 148A.</p>	<p>This minor change can be made if the scheme is implemented.</p>
Resident (Corn Street)	<p>Concerned that commuters will park in the no limit parking all day and get the bus as they do in the surrounding streets. Perhaps if there was a 4- 6 hour max and no return for 30 mins that would deter the commuters.</p>	<p>This is a risk, but only by removing the current 2-hour limit will residents be able to park all day.</p>

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<p>Resident of Charlbury</p>	<p>Objects to the proposal to allow parking on the pavement in Corn Street, Witney. Is of the view that pavements are for people and not motor vehicles. This is particularly important in this street as it is used daily by large numbers of children en route to and from the Batt and Henry Box schools. The combination of small children, including under 5's and cars is surely a disaster waiting to happen. Vehicles should never be on pavements as they cause damage and are an obstacle for those with limited mobility, the disabled, mothers with buggies and most importantly, those with visual impairment.</p>	<p>Formal footway parking, where bays are marked out to show the limits of where vehicles can park, works successfully in many places, including parts of Oxford.</p> <p>The proposal for footway parking is to enable additional long stay parking on Corn Street rather than in the adjacent side streets which are less suitable.</p>
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**CORN STREET, WITNEY  
 REVISED PROPOSAL**

SCALE	1 : 1250
DATE	JULY 2014
DRAWING No.	
DRAWN BY	