

## **CABINET MEMBER FOR ENVIRONMENT –13 SEPTEMBER 2018**

### **BAMPTON - VARIOUS LOCATIONS - PROPOSED WAITING RESTRICTIONS, PARKING PLACE AND KERBED BUILD OUT**

#### **Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received to a statutory consultation to amend and introduce waiting restrictions at various locations in Bampton and to construct a kerbed build out on High Street to assist pedestrians crossing the road.

#### **Background**

2. The above proposals have been put forward by Bampton Parish Council to address concerns over safety and the amenity of residents in the village. Plans showing the proposals are provided at Annex 1 and 2.

#### **Consultation**

3. Formal consultation on the proposals was carried out between 18 July and 17 August 2018. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Bampton Parish Council and the local County Councillor. Street notices were also placed near the proposed waiting restrictions with letters sent directly to approximately 90 properties in the immediate vicinity.
4. Fourteen responses were received in total. 7 in support 3 objections and 4 neither/no opinion in respect to the proposed amendments to parking restrictions, and then 7 in support, 2 objecting and 5 neither/no opinion in relation to the informal crossing point.
5. The responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors if required.

#### **Response to objections and other comments**

6. Thames Valley Police did not object, confirming that enforcement of the restrictions would fall to the District Council and therefore place no additional burden on TVP resources.

7. The local member expressed support for both proposals, although noting in respect of the proposed informal crossing point a preference for a zebra or signal controlled crossing, but acknowledging also that the costs of either of these alternative options would likely be well beyond the budget available to the parish council.
8. Bampton Parish Council expressed support for the proposals.
9. The objections to the proposed amendments to waiting restrictions and the proposed parking places cited concerns over road safety at the Church Street junction (where it is proposed to remove waiting restrictions) and also concerns over the parking pressures in the village centre, including from the perspective of local businesses. These impacts have been carefully considered both by the parish council and by officers and the proposals, as advertised, are believed to represent an acceptable compromise between competing considerations. If approved they will be monitored to ensure that they are operating safely.
10. The two objections to the proposed build outs at the informal crossing point cited concerns over the risk of conflicts between oncoming vehicles as they approached the build out due to the narrowing of the carriageway and also a concern that delays here would encourage the use of the parking area to the north of the town hall as a cut-through, to the detriment of safety and general amenity. On the first concern, such build-outs have been widely used in village and urban settings and help provide much better amenity for pedestrians and have been found to operate with good levels of safety. While it is accepted that there may be a risk of some vehicles using the parking area as a cut-through, this will be monitored by the parish council.

### **How the Project supports LTP4 Objectives**

11. The proposals would help facilitate the safe movement of traffic.

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

12. Funding for the proposed waiting restrictions has been provided by Bampton Parish Council.

### **RECOMMENDATION**

13. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce waiting restrictions at various locations in Bampton and to construct a kerbed build out on High Street to assist pedestrians crossing the road as advertised.**

OWEN JENKINS  
Director for Infrastructure Delivery

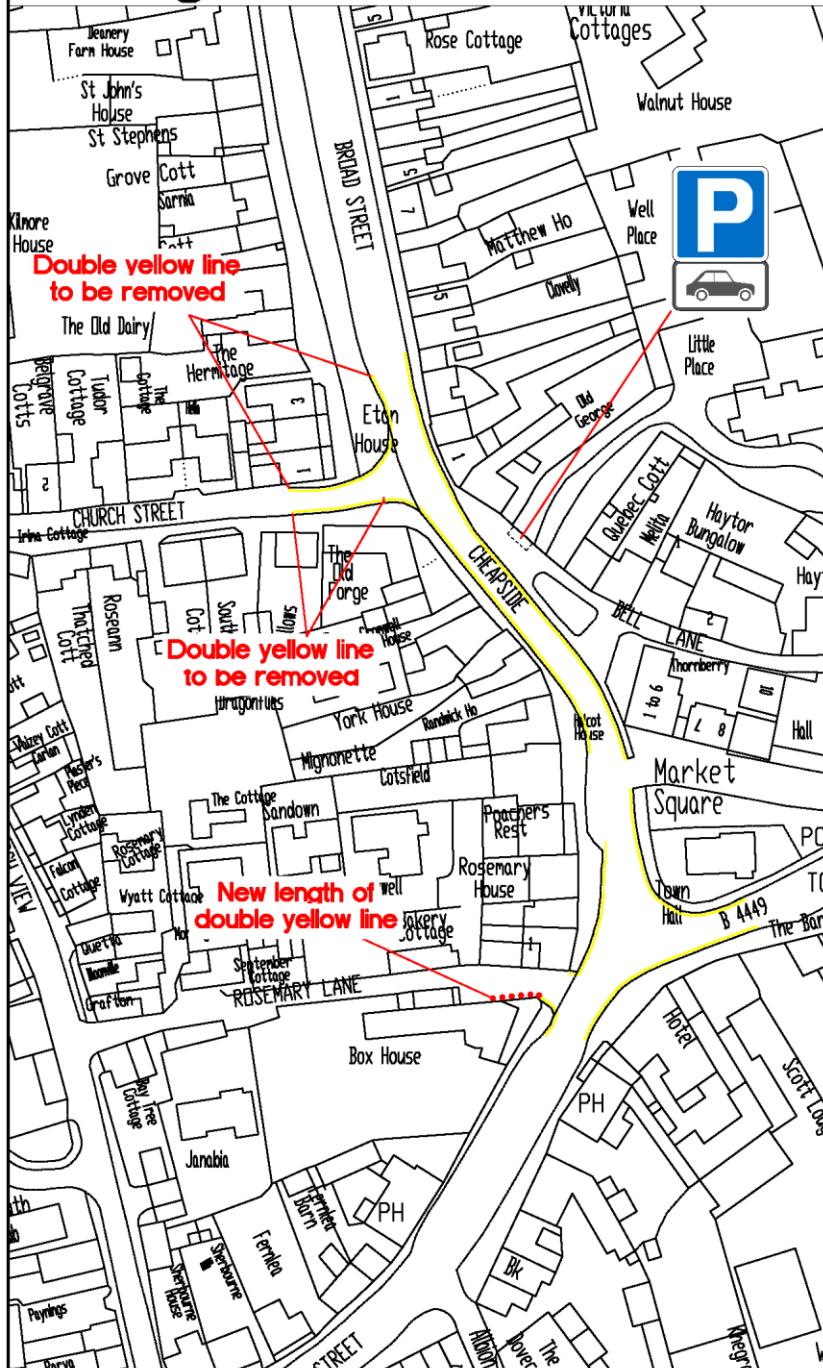
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Background papers: Plan of proposed waiting restrictions and other measures  
Consultation responses

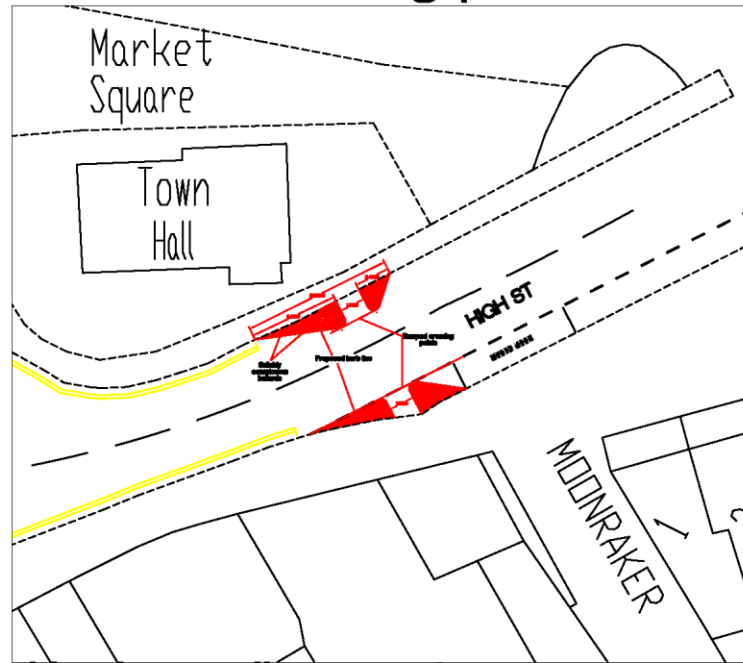
Contact Officers: Hugh Potter 07766 998704

September 2018

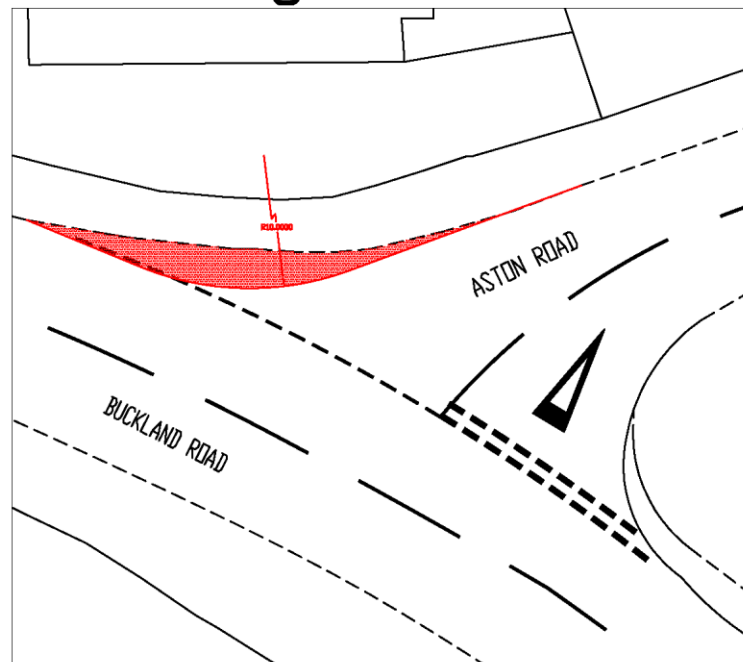
# Parking amendments



# Informal crossing point



# Kerb realignment



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| Drawing No. | Revision |
|-------------|----------|

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Project title  
**Bampton**

Drawing title  
**Amendments to parking restrictions, informal crossing point and kerb realignment**

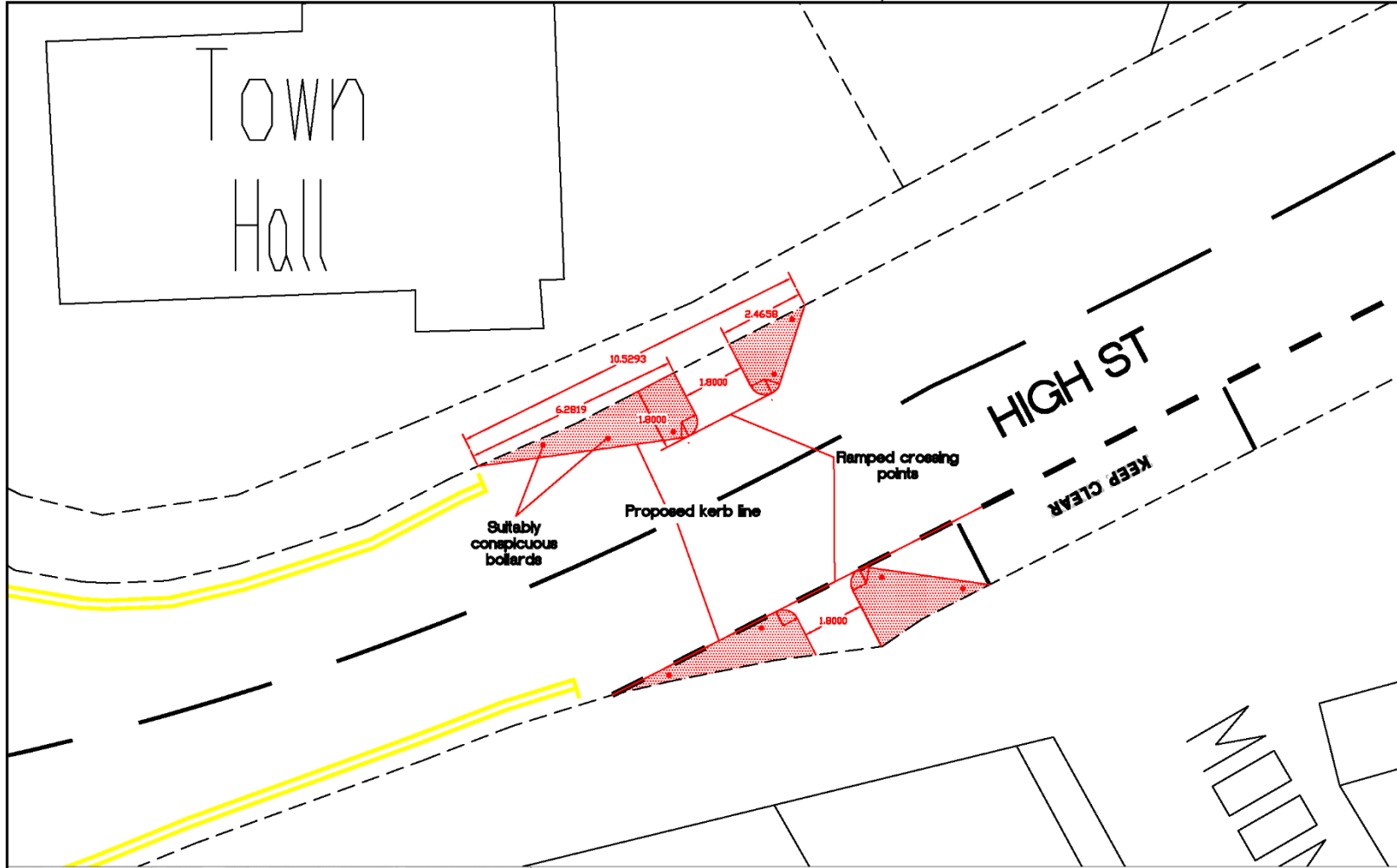
Drawing Status

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| Scale @ A3 | Drawn by   | Checked by   | Approved by   |
|            | Date drawn | Date checked | Date approved |

Oxfordshire Project No. & File Ref

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Drawing No. Revision

Proposed footway construction

**NOTE...**  
 This proposal will result in the loss of three on-street car parking places.

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Project title  
**Bampton**

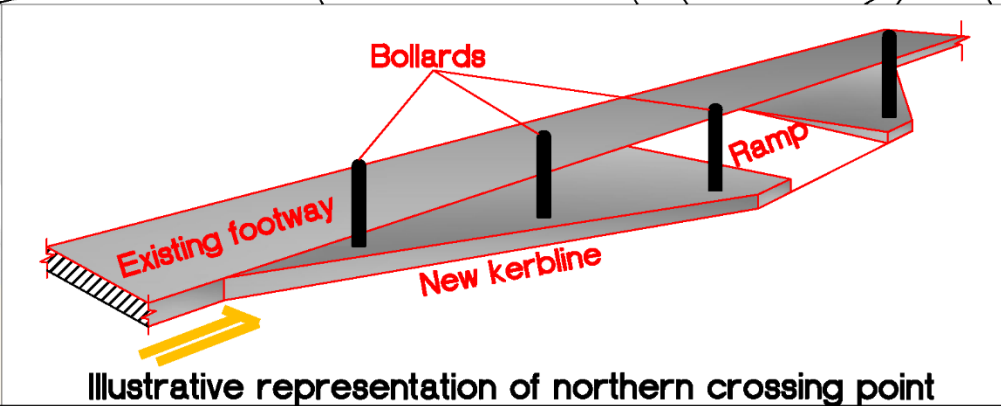
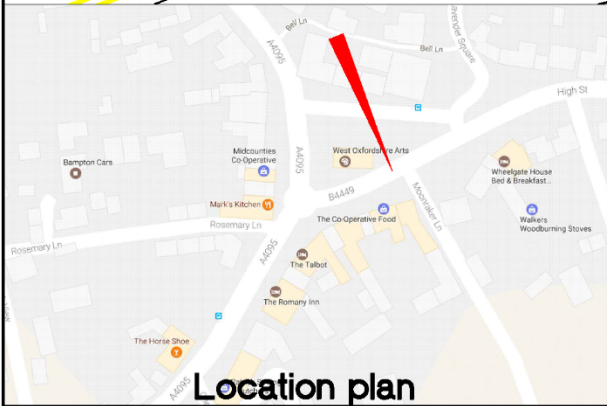
Drawing title  
**Draft proposed High St crossing point enhancement**

Drawing Status

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|------------|---------------------------------|--------------|---------------|
| Scale @ A3 | Drawn by<br><b>JEW</b>          | Checked by   | Approved by   |
|            | Date drawn<br><b>March 2017</b> | Date checked | Date approved |

Oxfordshire Project No. & File Ref

Drawing No. Revision



| RESPONDENT  | SUMMARISED COMMENTS   |
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| (1) Traffic Management Officer, (Thames Valley Police)        | <b>No objection</b> - Enforcement of the parking order will be the responsibility of WODC. Thames Valley Police have no objection to the proposals.   |
| (2) Local County Councillor, (Witney West & Bampton Division) | <b>Support</b> - I am aware of these proposals which are the result of a lot of work, including consultation, by the Parish Council. I wholeheartedly support the proposals as they stand and my only criticism is that I think the informal crossing could do with being more formal (zebra or light controlled) but I understand that cost is the limiting factor in this case.   |
| (3) Bampton Parish Council                                    | <b>Support</b> - The parish council wishes the whole of the works proposed in Bampton to go ahead and will continue to support this scheme through the next stages  |
| (4) Local Resident, (Bampton)                                 | <p><u>Parking Restrictions</u> - <b>Object</b> - These double yellow lines were provided around 30 years ago for safety reasons to ensure sufficient forward visibility for safer access and egress from the junction and for pedestrians (including children) crossing here; the necessity for these double yellow lines is even more important today given the increased traffic flows. Concerned about the limited informal consultation in the spring by the parish council and, in particular, the lack of direct contact with the residents who will be affected and request that this matter is discussed again by the parish council with proper notification to residents.</p> <p>I note your main motivation behind this idea is to provide more street parking for residents of Bampton. Parking of Cars outside resident's houses is a national problem particularly in the south of England which is not going to dissipate. May I suggest the Parish Council purchase a field on the outskirts of Bampton and develop it as a car park with hard standing. Bampton residents could then safely park cars and walk to their houses in the village. The Parish council would be able to generate substantial income from this scheme creating wonderful investment value, steady income for the village and solve the village street car parking problem.</p> |
| (5) Local Business, (Bampton)                                 | <u>Parking Restrictions</u> - <b>Concerns</b> - At certain points in the day it is a real struggle to find a parking space in Bampton which has a massive effect on our business. If people can't find a space it puts them off booking with us again and   |

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|                                  | <p>makes them run late which can be extremely difficult. Therefore, I am very wary about any parking being taken away without proper provision being made for other locations. I fully appreciate that you are looking at putting parking on Cheapside but without restrictions on time they are very likely to be filled with cars of local residents as then they wouldn't need to move them throughout the day, allowing a turnover of spaces. I feel in most areas the current double lines are sufficient but every day we see people parked on the double yellows (especially outside the salon after the roundabout) causing havoc with no punishment, therefore without more enforcement I don't see what adding more lines will do? I do feel, however, that if yellow lines are being considered then lines are needed on Moonraker Lane to at least act as a deterrent for parking. Last year I know there was an accident behind the salon at the bottom of Moonraker Lane and an ambulance couldn't gain access because of parking down this road. Also when there are bin collections come and someone is parked they cannot gain access which causes terrible trouble with a build-up of rubbish. It isn't an obvious parking place and only if you don't use your common sense would you park there anyway but double lines would enforce this and allow prosecution if they do.</p> <p><u>Crossing Point</u> - <b>Support</b> - This is such a fabulous idea and I'm so glad we are being given the opportunity to put one in place. Our reception looks out on where people cross everyday and I often find my heart in my mouth watching. When crossing from the parking or post office I struggle to gauge so many factors and cannot imagine what it must be like if you have a disability, children or are elderly. More than a few times have I had to stop traffic so an elderly person can cross the road with their shopping safely and cannot wait for this to be in place for the safety of my staff, clients and members of the public in Bampton.</p> |
| (6) Local Resident,<br>(Bampton) | <p><u>Parking Restrictions</u> - <b>Support</b> - I heartily endorse. Most houses in the village because of their age, are without garages, and until two years ago parking was not an issue because of sensible use of the spaces available. Suddenly without any warning, much of that space was deemed illegal for reasons that appeared also to be illegal, particularly double yellow lines closing the secondary road on the west side of Broad Street. It is excellent that the anomalies appear to be corrected by the new proposals.</p>   |
| (7) Local Resident,<br>(Bampton) | <p><b>Concerns</b> - any blockage at the Co-op will result in more vehicles using the car park of The Square as a rat run to cut out the roundabout, etc. In order to make the 'rat run' worthwhile you have to drive as fast as possible through The Square.</p>   |
| (8) Local Resident,<br>(Bampton) | <p><u>Parking Restrictions</u> - <b>Object</b> - I live at the top end of Broad Street and myself sand all residents are reliant on parking there as there is nowhere to park. Since i have lived here i have never had problems with traffic and parking therefore I strongly object to the plans.</p>   |



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| <p>(9) Local Resident,<br/>(Bampton)</p>  | <p><u>Parking Restrictions</u> - <b>No opinion</b> - <i>No comment</i></p> <p><u>Crossing Point</u> - <b>Support</b> - Very necessary; the crossing is extremely dangerous and I saw the result of 1 accident there. There should also be a 20mph speed limit in Bampton, as there is in central Oxford.</p>   |
| <p>(10) Local Resident,<br/>(Bampton)</p> | <p><u>Parking Restrictions</u> - <b>Support</b> - I wholeheartedly support all the proposed changes. I attended Parish Council meetings and wrote on numerous occasions to this effect.</p> <p>In particular I am in support of the removal of the double yellow lines on Church Street. These are outside my house. At present I park my car further down the street in front of properties belonging to other people, restricting their parking. Opening up the rest of the road would ease the situation in the whole street.</p> <p>It is likely that my neighbours will object to the removal of these lines. It is worth noting that their objection is because the double yellows effectively 'reserve' parking for their London visitors, who happily park there illegally at the weekends.</p> <p><u>Crossing Point</u> - <b>Support</b> - This will improve crossing for those attending the village shop, particularly the elderly and young. It will also prevent illegal parking on that corner which endangers pedestrians and vehicles turning from the roundabout.</p> |
| <p>(11) Local Resident,<br/>(Bampton)</p> | <p><u>Parking Restrictions</u> - <b>Support</b> - I support the changes in parking restrictions. Parking in the village is difficult and so offering more spaces, particularly on Church Street, will improve matters for residents and visitors. Historically this has been an area where parking was accepted but recent actions by the District Council have made things very difficult for residents. Removal of lines in this area will lighten the load on the remainder of the street and on those spaces on Broad Street. The additional yellow lines in the village will improve safety.</p> <p>My neighbours object to the removal of these lines, but as far as I can see it is only because it effectively reserves the space for their weekend visitors who park illegally across the lines on Sundays. This causes no difficulty for anyone, but if the lines are not there, they may not be able to get a space when they visit.</p>  |

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|   | <p><u>Crossing Point</u> - <b>Support</b> - This will improve matters for the elderly and young who want to cross to the local CoOp and stop people from parking briefly there causing dangerous conditions for the pedestrians and for cars turning left onto the High Street.</p>   |
| <p>(12) Local Resident,<br/>(Bampton)</p> | <p><u>Parking Restrictions</u> - <b>Object</b> - A restriction to the High Street, opposite the coffee shop in order to provide an informal pedestrian crossing will not enhance the traffic flow but restrict it and will cause traffic to take a speedy short cut through Market Square in order to avoid the resulting congestion. This already occurs during the morning rush hour when Co-op lorries are waiting to reverse or are reversing into Moonraker Lane and from experience I have found this practice to be dangerous. In addition, extending the double yellow lines will not prevent vehicles from parking on them as is currently the case (photos available if required). The presence of a burger van from Tuesday to Sunday already reduces the number of vital parking spaces in this area as does the fish and chip van on Monday and both increase congestion. This build out and its associated removal of parking places will NOT "minimise danger or facilitate the effective and safe passage of traffic" but increase it.</p> <p>However, I do not object to the proposed additional parking spaces, the proposed removal of the double yellow lines and the proposed build out at the High Street/Aston Road junction.</p> <p><u>Crossing Point</u> - <b>Object</b> - A restriction to the High Street, opposite the coffee shop in order to provide an informal pedestrian crossing will not enhance the traffic flow but restrict it and will cause traffic to take a speedy short cut through Market Square in order to avoid the resulting congestion.</p>                |
| <p>(13) Local Resident,<br/>(Bampton)</p> | <p><u>Parking Restrictions</u> - <b>Support</b> - I'm not objecting to easing the parking restrictions - far from it. That's great news and should make a big difference for us in Church Close. Since the enforcement of the existing regs, we've seen a massive increase in Broad Street/Cheapside cars parking in the close to avoid getting tickets. It's the buildouts that worry me.</p> <p><u>Crossing Point</u> - <b>Object</b> - I realise this one has been a long time in the planning, but I think the buildouts and associated DYs may cause a couple of issues:</p> <ul style="list-style-type: none"> <li>- where traffic turns from Station Road towards Aston on the roundabout, I think the buildouts may increase congestion. In turn, that may divert traffic through the parking area behind the town hall. Not a problem in itself, but it'd be good to reduce congestion in the centre of the village.</li> <li>- more seriously, the buildouts are likely to force vehicles into each other's' paths. This has the potential to create aggression, accidents and conflict (we're already seeing a lot of this at the village gateways where cars are forced into the path of oncoming traffic). As this is directly outside the village shop, I'd be happier if drivers were looking out for pedestrians rather than being focused on navigating a buildout safely or getting angry with other drivers in their path. A shared space scheme that blurred the distinction between the road and pavement would, in my view, be far more effective with far fewer problems.</li> </ul> |

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| <p>(14) Local Resident,<br/>(Bampton)</p> | <p><u>Parking Restrictions</u> - <b>Support</b> - As a resident of The Old George, Cheapside in Bampton, I am strongly in favour of any proposals to improve the serious parking problems facing local householders. In particular, I am pleased to see that a parking space is proposed to be created in Cheapside to the east of my property boundary. For the past many years I have been unable to park on the exceptionally wide footway outside my front door without incurring innumerable parking fines.</p> <p>One further space could, in my opinion, be provided in Cheapside outside my house where the width of the footway is generous enough to accommodate this without obstructing the use of the pavement.</p> <p>I would also be glad of clarification of the position whereby the dropped kerb, giving access to my driveway, is marked with a DYL. Thus, it seems that I may be infringing DYL restrictions whenever I drive into, or park in front of, my driveway gates.</p> <p><u>Crossing Point</u> - <b>Support</b> - <i>No comment</i></p> |
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