

Divisions affected: Witney North and East; Witney South and Central

## **CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021**

### **WITNEY – VARIOUS LOCATIONS – PROPOSED WAITING RESTRICTIONS**

Report by Strategic Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Environment is RECOMMENDED to approve waiting restrictions at:
  - a) Corndell Gardens
  - b) The Newland area
  - c) The Crofts
  - d) Avenue Two

as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on proposed waiting restrictions on various roads in Witney as shown at Annexes 1-5 to address hazardous or obstructive parking.

#### **Financial Implications**

3. Funding for the proposals has been provided by developers of adjacent land in respect of the proposals at Avenue Two and from the Oxfordshire County Council revenue budget in respect of the other locations.

#### **Equality and Inclusion Implications**

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

#### **Sustainability Implications**

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

#### **Consultation**

6. Formal consultation was carried out between 10 January and 12 March 2021. A notice was published in the Witney Gazette newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue

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Service, Ambulance service, West Oxfordshire District Council, Witney Town Council and local County Councillors. Notices were placed on site and letters also sent to approximately 340 premises adjacent to the various proposals.

7. Sixty-three responses were received which are summarised in the table below:

Road	Object	Support	Concerns	No opinion / objection	Total
Corndell Gardens	2	19	2	40	63
Newland Area	2	20	12	29	63
The Crofts	3	30	2	28	63
Avenue Two	1	12	1	50	63

8. The individual responses are shown at Annex 6 with copies of the original responses available for inspection by County Councillors.
9. Thames Valley Police did not object while noting that they may improve sight lines on road safety grounds and the new restrictions would be enforced by West Oxfordshire District Council, who also did not object.
10. One objection and one expression of concern were received from members of the public in respect of all the proposals. The objection cited general concerns over access for the disabled while the concern requested the introduction of resident parking zones in the town to address current parking pressures. Noting these, blue badge holders may park for up to three hours on yellow lines and so the proposals should not adversely impact disabled access. While resident parking zones may be investigated in the future as part of wider plans for managing parking in Witney, these are beyond the scope of the current proposals which seek to address very specific sites where parking presents a hazard and/or obstructs the highway.

### **Response to objections and other comments relating to specific sites**

#### **Corndell Gardens**

11. One objection and one expression of expression of concern was received on the possible displacement of obstructive parking to other locations on the road. This is always a potential risk following the introduction of parking restrictions but the current proposals are judged to address the main issues currently being experienced and, if approved, will be monitored to identify if there are additional locations that would benefit from waiting restrictions. The objection also cited concern that there has been encroachment of the highway by adjacent residents. Noting this specific comment, a check of the highway boundaries and Ordnance Survey plans shows that the area intended as carriageway – and, therefore, in principle available for parking subject to the provisions of the Highway Code – is fully available for public use. While the

adjacent highway verge is being maintained by the adjacent property owners as is common practice, vehicles should not be using the verge for parking. Expressions of support were received from nineteen members of the public.

### **Newland area**

12. One objection and ten site specific concerns were received in respect of these proposals. The objection and one of the concerns specifically related to a long-standing issue of parking on a raised footway where the adjacent carriageway is currently marked with single yellow lines (which apply to the full extent of the highway, including the footway) – see the plan at Annex 2 and the length of proposed double yellow lines to the west of the Griffin Public House. While noting the representations of the occupiers of the relevant property, it is not considered appropriate to remove the adjacent waiting restrictions or to formalise the current footway parking. The proposals – by removing a 30 metre length of existing single yellow line – will significantly increase the length of unrestricted waiting in the area, which will be available at all times to the adjacent residents.
13. The remaining nine concerns received from members of the public in respect of the proposals in the Newland area included the displacement of parking in an area already subject to considerable pressure but also views were expressed that the current proposals should be extended.
14. Noting the above, the current proposals are judged to provide the best achievable balance of helping ensure adequate visibility at junctions while retaining as much parking as possible given the existing demand from residents.
15. Twenty expressions of support were received from members of the public.

### **The Crofts**

16. One objection and one site specific concern were received in respect of this proposal. The objection was on the grounds of loss of parking in an already pressured area, with the concern also noting the pressures and requesting a resident parking permit scheme. An additional thirty responses were received expressing support for the proposal.
17. Noting the above, the proposal is limited in scope and resulting in the loss of just one existing parking space. It will also help address the current pressures by allowing access to adjacent off-street parking places.

### **Avenue Two**

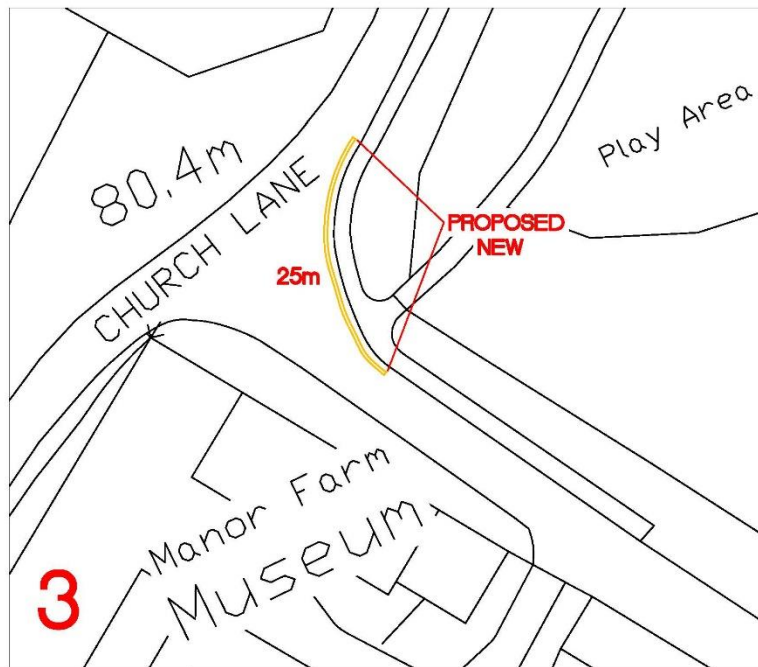
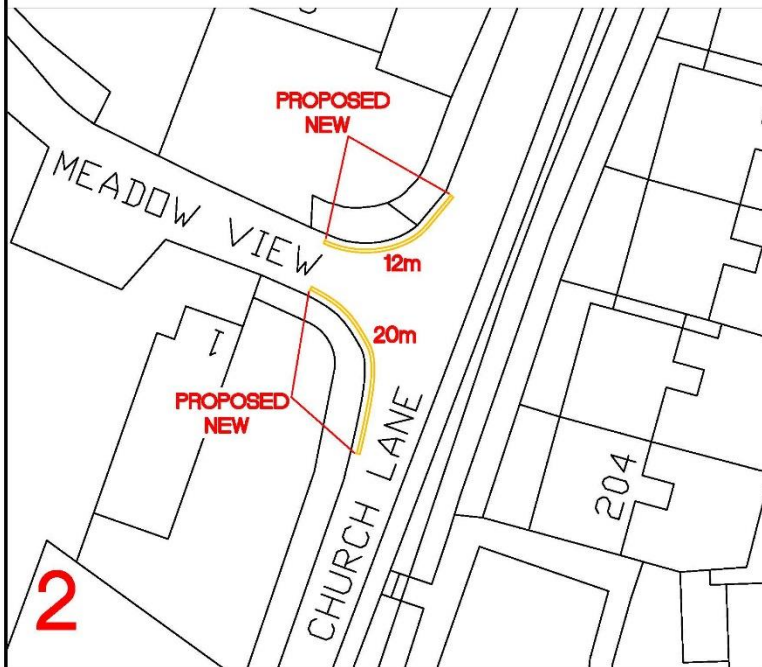
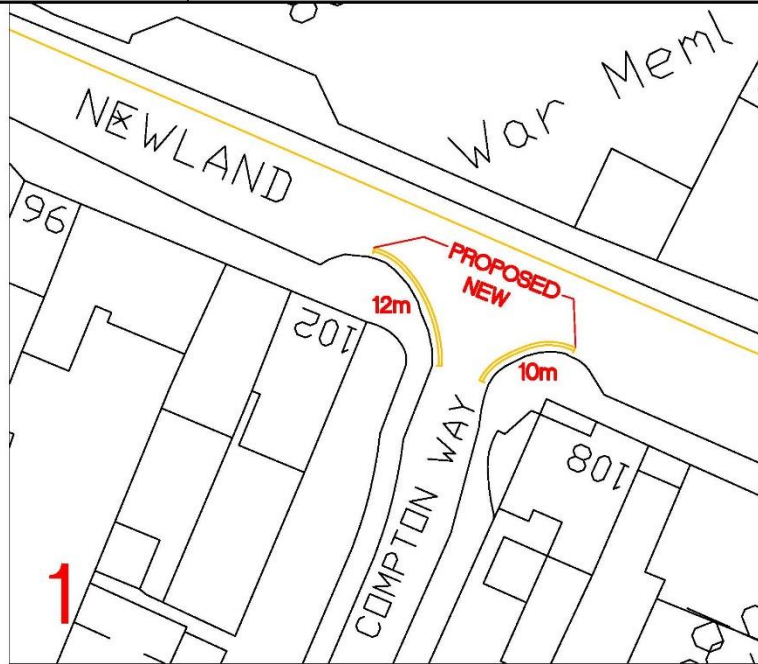
18. There were no site-specific objections or concerns and twelve expressions of support.

BILL COTTON  
Corporate Director, Environment and Place

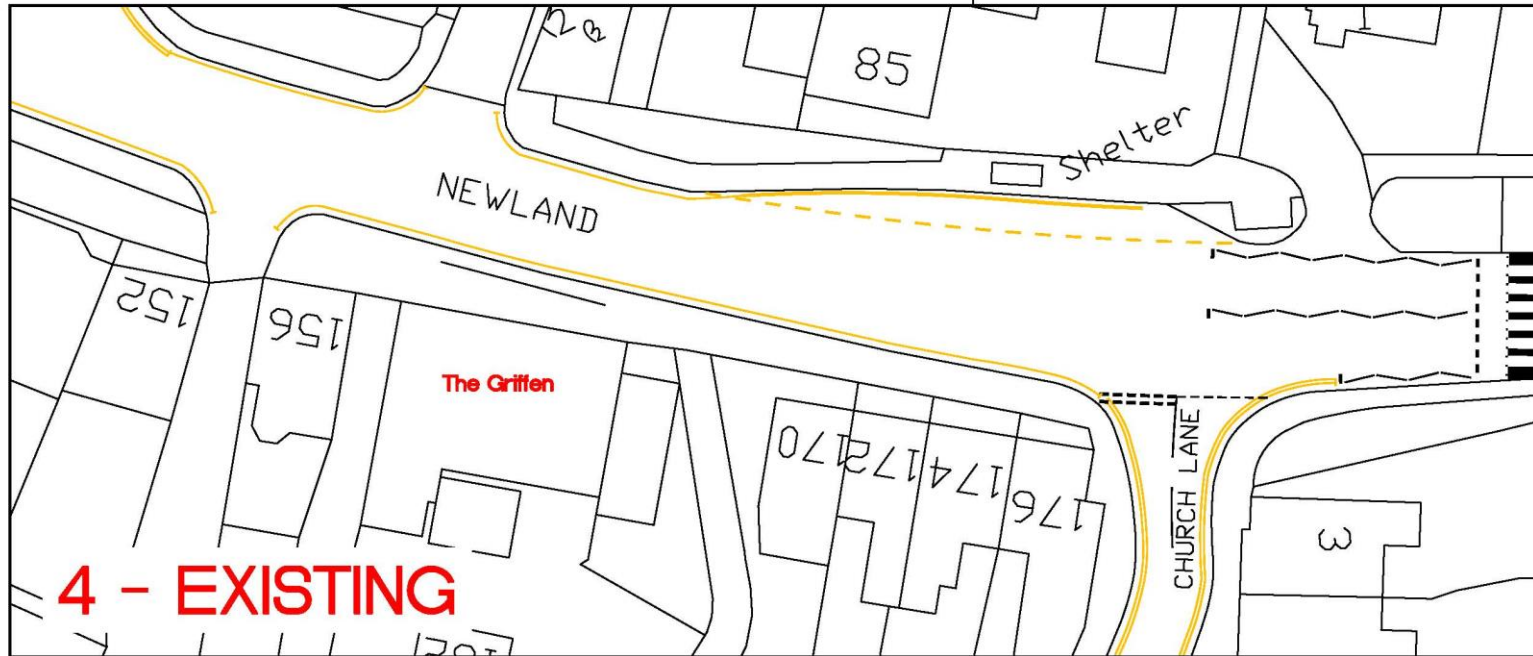
Annexes                      Annex 1 and 2: Newland area:  
                                    Annex 3: The Crofts  
                                    Annex 4: Corndell Gardens  
                                    Annex 5: Avenue 2  
                                    Annex 6: Consultation responses

Contact Officers:            Tim Shickle 07920 591545  
                                    Mike Wasley 07393 001045

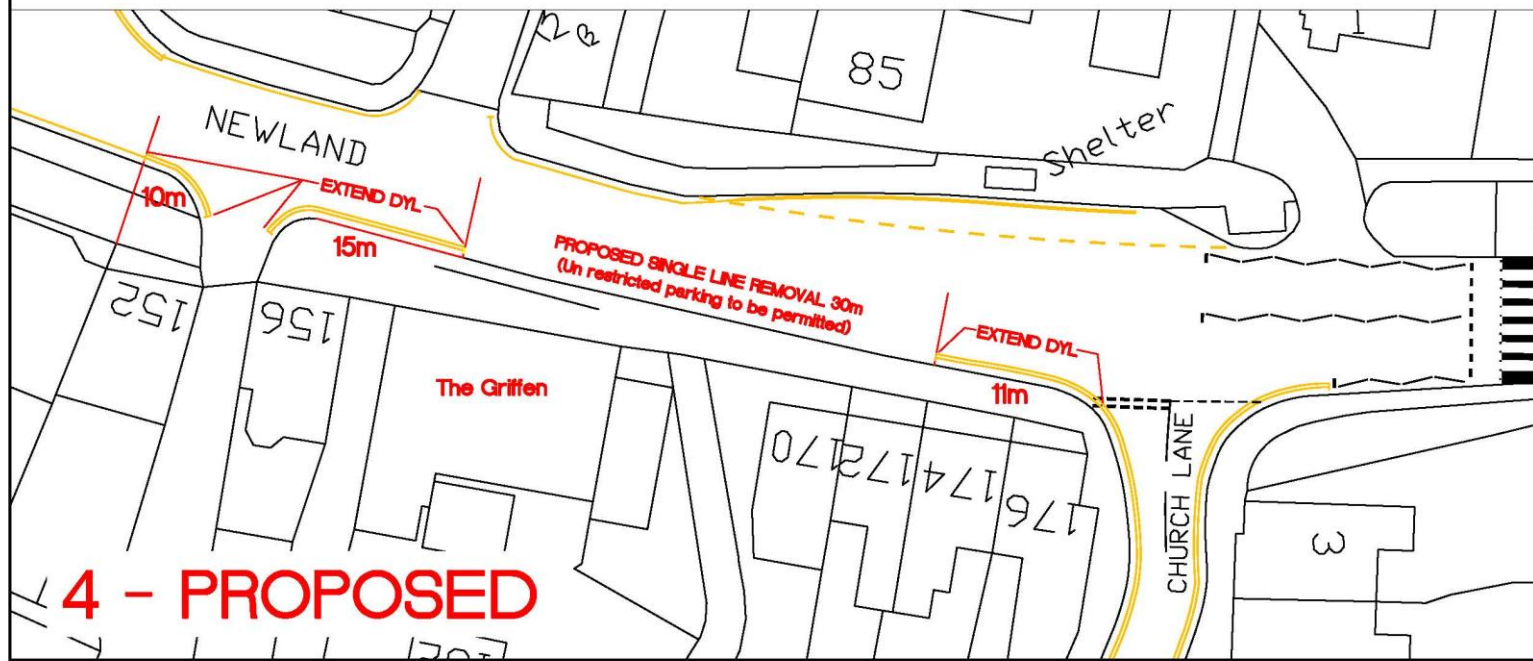
March 2021



Drawing No.		Revision													
<p>© Crown Copyright and Database rights 10023343 2017</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">Rev.</th> <th style="width: 10%;">Date</th> <th style="width: 65%;">Purpose of revision</th> <th style="width: 5%;">Drawn</th> <th style="width: 5%;">Checked</th> <th style="width: 5%;">Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<b>OXFORDSHIRE COUNTY COUNCIL</b>		Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111													
Project title		<b>Witney          B4022 Oxford Hill          to Newlands</b>													
Drawing title		<b>Proposed amendments          to parking restrictions          Sheet 1 of 2</b>													
Drawing Status															
Scale @ A3	Drawn by	Checked by	Approved by												
	JEW														
	Date drawn	Date checked	Date approved												
	Jan 2021														
Oxfordshire Project No. & File Ref															
Drawing No.		Revision													



**4 - EXISTING**



**4 - PROPOSED**

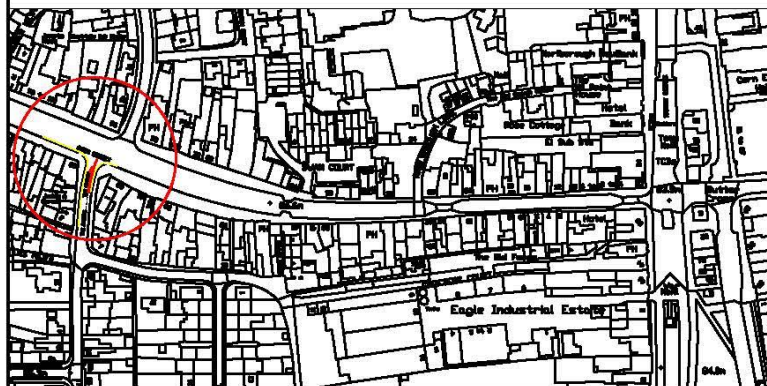
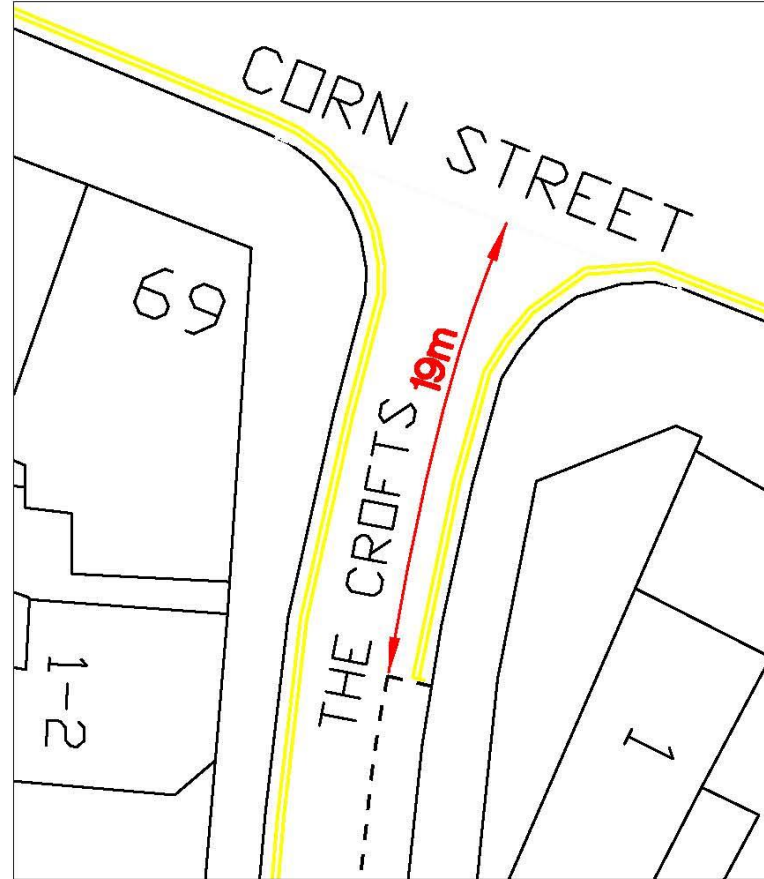
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<b>OXFORDSHIRE COUNTY COUNCIL</b>		Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel 0845 310 1111			
Project title		<b>Witney          B4022 Oxford Hill          to Newlands</b>			
Drawing title		<b>Proposed amendments          to parking restrictions          Sheet 2 of 2</b>			
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
	JEW				
	Date drawn	Date checked	Date approved		
	Jan 2021				
Oxfordshire Project No. & File Ref					
Drawing No.		Revision			

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## Existing restrictions



## Proposed restrictions

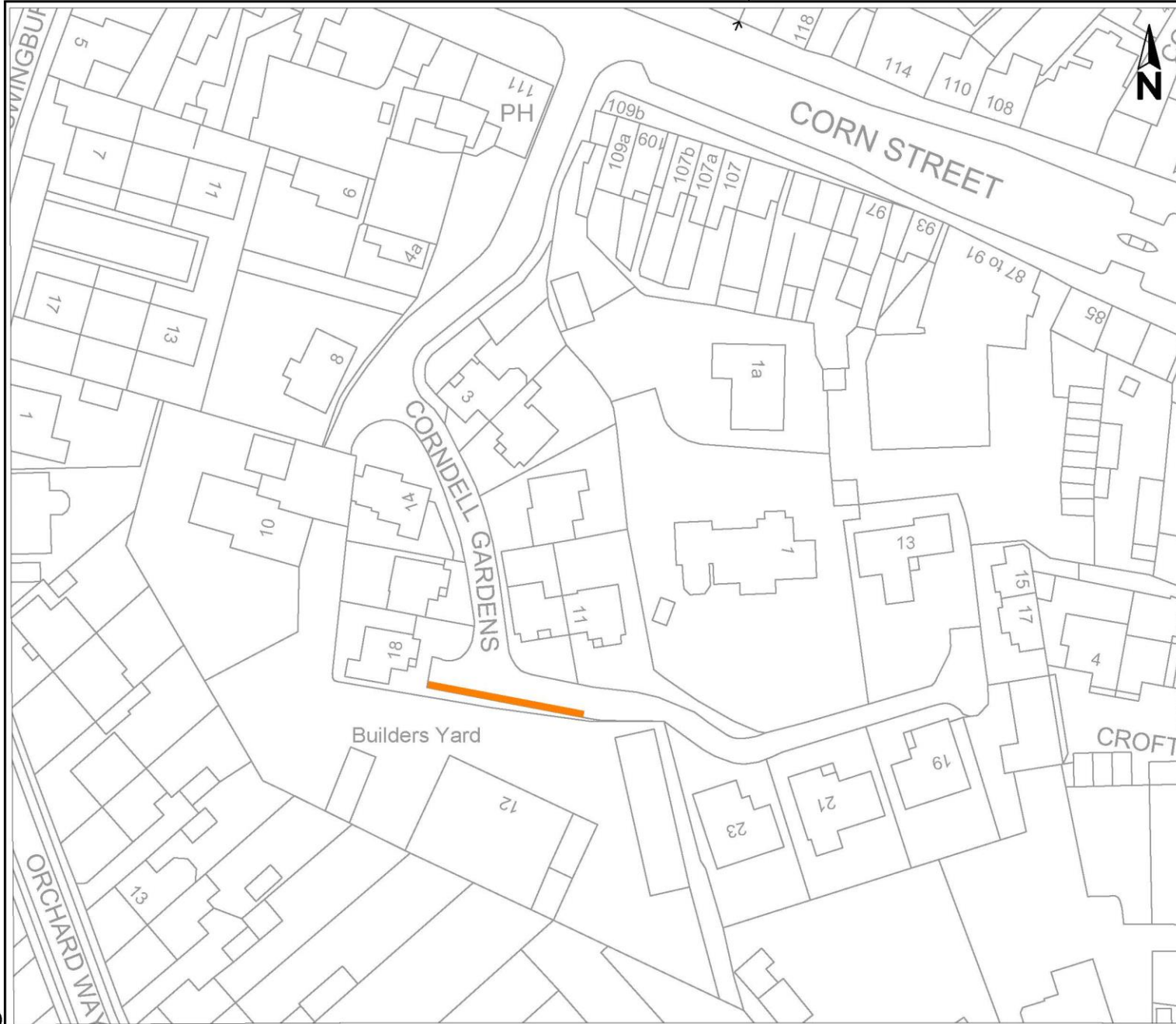


**Extend "no waiting at any time" south into the Crofts by approx 6m to cover new access. Parking bay therefore shortened by 6m.**

Drawing No.		Revision	
© Crown Copyright and Database rights 10002043 2017			
Rev.	Date	Purpose of revision	Drawn / Checked / Approved
 <p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Ben Jingles Countryside &amp; Highway Engineering &amp; Planning Oxfordshire County Council 100 High Street Oxford OX1 1BQ Tel: 01865 200 200</p>			
Project title			
<b>Waiting and Parking restriction amendments.</b>			
Drawing title			
<b>Witney - Corn Street junction with The Crofts.</b>			
Drawing Status			
Scale @ A4	Drawn by	Checked by	Approved by
Date drawn	Date checked	Date approved	
Oxfordshire Project No. & File Ref.			Revision
Drawing No.			



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Drawing No.		Revision 0	
<b>Key</b>			
		Proposed 'No Waiting at Any Time'	
Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA078805			
Rev.	Date	Purpose of revision	Drawn Checked Approved
Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
<b>Project title</b>			
PROPOSED 'NO WAITING AT ANY TIME'			
<b>Drawing title</b>			
WITNEY CORNELL GARDENS			
<b>Drawing Status</b>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn	Date checked	Date approved
	10/20		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

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**NOTES**

- Drawing to be read in conjunction with the following drawings:  
19251\_111 S278 Lobbies, limits and site coverage  
19251\_112 Vehicle tracking  
19251\_150 Highway construction details
- Markings to comply with Traffic Signs Regulations and General Directions 2016

**LEGEND**

- S278 boundary
- CCG highway boundary
- Site boundary
- Visibility splay 2.4m x 13m based on MTS
- Isolated (Hatched)
- Sign (Private)
- Areas to be paved
- Tactile paving - foot
- Gully and connection
- Drag 1003A  
line 500mm, gap 500mm  
width 220mm
- Drag 122B  
4000mm long

**NOTES**

- Refer to drawing 19251\_150 for highway construction details

**LEGEND**

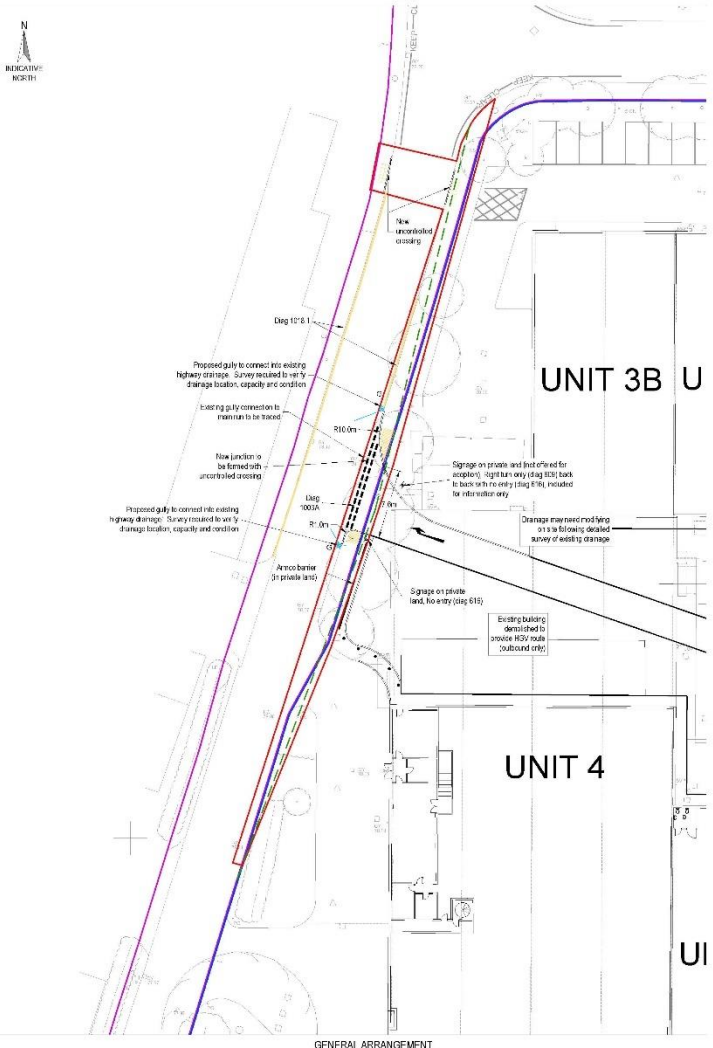
- Hatched kerb - 255x125mm (20mm upstand)
- Bullnose kerb - 225x125mm (solid flange)
- Drop kerb - 180x90mm kerb between H2 and B1
- Edging kerb - 153x45mm square by (s+d flush)

Row	Description	Surface Course	Blotter	Base	Sub-base	Capping
	Foot - Full depth concrete	40mm H2A/2014 F full (40% dos in accordance with BS EN 12185)	100mm AC20 dense bit 40%F1 in accordance with BS EN 13105	100mm AC22 dense base 20%F1 in accordance with BS EN 13105	See Table 1 Type 1 sub-base to DTP Spec Clause 803	See Table 1 capping box (P2)
	Foot - concrete and over concrete	same 40mm and replace with 40mm H2A/2014 F full (40% dos in accordance with BS EN 12185)				
	Footway - Full depth concrete	20mm AC6 dense surf (20%F1500 in accordance with BS EN 13105)	60mm H2A/AC20 dense bit 40%F1 in accordance with BS EN 13105	100mm H2A of C7.5 concrete	100mm Type 1 sub-base to DTP Spec Clause 802	
	Tactile paving	20mm x 120mm x 60mm brick bed/block paving - colour buff	30mm compacted 10% fines G4/1 sand bedding course	Depth varies to suit fall of footway C7.5 concrete	100mm Type 1 sub-base to DTP Spec Clause 803	

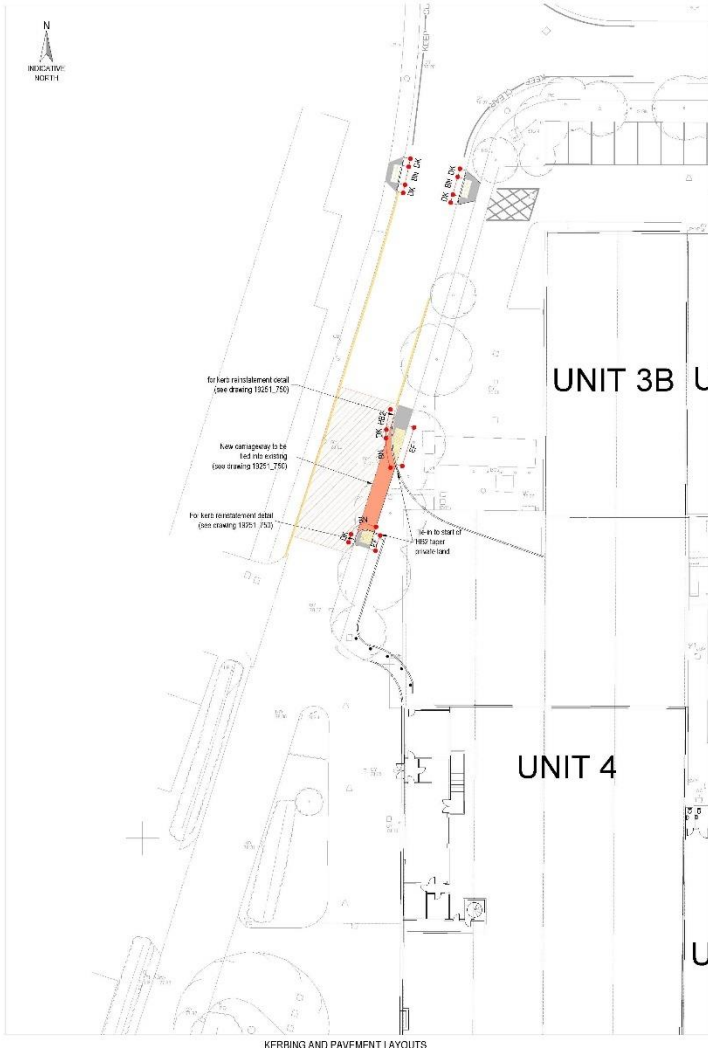
NOTE - Surface course materials needs assessing on site for the make-up of the existing road is known. To be agreed with OCC inspector before laying.

Sub-grade CBR	Type 1 Sub-base	2F2 Capping	Sub-base only
19%	160mm	150mm	150mm
17.3 - 18.9%	170mm	160mm	200mm
16 - 17.0%	180mm	180mm	250mm
14.3 - 15.9%	200mm	180mm	270mm
12.7 - 14.2%	210mm	210mm	300mm
11.1 - 12.6%	230mm	210mm	320mm
9.5 - 11.0%	250mm	240mm	350mm
7.9 - 9.4%	300mm	250mm	400mm
6.3 - 7.8%	350mm	250mm	450mm
4.7 - 6.2%			

Table 1  
1 Contractor to verify CBR at site prior to construction



GENERAL ARRANGEMENT



KERBING AND PAVEMENT LAYOUTS

A3	27.11.20	Double yellow lines added to east channel	CG	MB
A2	12.09.20	Updated to suit OCC comments	JH	MB
A1	31.10.19	Approval issue	JH	MB
Rev.	Date	Description	By	App'd

**PROJECT:**  
STATION ROAD, WITNEY

**TITLE:**  
S278 GENERAL ARRANGEMENT,  
KERBING AND PAVEMENT LAYOUTS

**CLIENT:**  
TILSTONE MANAGING  
WAREHOUSE REIT

**SCALE@A1:**  
1:250

**PROJECT REF:**  
19251  
**DRAWING No:** 100  
**REV:** A3  
Johnson Hattersburg  
P = Preliminary A = Approval T = Tender C = Construction



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – The Measures may improve sight lines on road safety grounds and the Order will be supervised by West Oxon District Council.
(2) West Oxfordshire District Council	<b>No objection</b>
<i>[A. Objections &amp; Concerns]</i>	
(3) Local Resident (Witney)	<p>Newland – <b>Object</b></p> <p>We support the removal of the single yellow line from the corner of Church Lane to past the Griffin Pub, however I'm massively disappointed that after 7 years of talks and tribunals with WODC around the parking issues at my address this line removal is not being extended along to my property.</p> <p>In Feb 2020 we were advised by Cllr Suzanne Bartington, that the money had been set aside, to remove the line in front of our property but the Covid 19 pandemic set upon us all and despite chasing things seemed to be on hold. This situation has been an ongoing since Sept 2016 and has caused much stress to us, it is a daily nightmare to find a parking space close to our house. The situation was made even worse when the owners of Smiths estate stopped staff of the units parking on the estate so the staff as well as residents are fighting daily for a few street parking spaces in King Fisher Crescent opposite or the lay-by starting at The Carpenters.</p> <p>We moved into the property in 2009 and for the first 7 years there were no issues with us parking on the raised area outside our property (the estate agents photos even showed this, so we purchased on the basis we had a parking space) but after a dispute with the previous landlady of the Carpenters and a resident who lives closer to the pub (who has ironically since been granted a disabled parking space), a complaint was made to WODC and from this point we started to be ticketed for parking outside our own front door (which in no way blocks the road, and there is still enough</p>

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	<p>room for a car to pass so is in no way blocking the pavement). I have even been ticketed when unloading food shopping!</p> <p>Please find attached photos of where we were historically allowed to park. These photos also demonstrate that a car can pass mine when using the space directly opposite my front door and how much space is still available to users of the path, even for those with prams/mobility scooters.</p> <p>We have put so many suggestions forward including a parking permit being issued that wouldn't even then have a cost implication. I have lost count of the number of times we have been pushed between WODC and Oxfordshire County Council each saying the other is responsible for the issue. Then in 2019 it was passed to Cllr Suzanne Bartington she visited on 26<sup>th</sup> July 2019 and totally agreed that something needed to be done about this situation and her main proposal was to push for the removal of the yellow line. By Feb 2020 this seemed to be in progress but this latest proposal does not include the area outside my property.</p> <p><i><b>Officer comment</b> In line with County Policies to encourage more and safer pedestrian activity it is considered that the needs of those vulnerable road users, using the pavement, to be more important than the desire for one household to park outside their property. In addition, although parking is generally permitted at the side of the road, except where there are restriction or a specific offence has been committed, driving actually onto the pavement or footway (to park or otherwise) is an offence under section 72 of the Highways Act (see also section 28 of the Town Police Clauses Act under obstruction). Parking on the carriageway is permitted outside of the restricted times.</i></p>
<p>(4) Local Resident (Witney)</p>	<p><b>The Crofts – Object</b></p> <p>We are writing strongly to object to the proposals to increase the number of double yellow lines on The Crofts.</p> <p>We live opposite The Three Horseshoes public house and our house is one of the only ones on our section not to have a private parking space. Owing to both the two hour restriction and frequent lack of space on Corn Street itself, we usually have to find alternative on street parking for our cars. We tend to find this on either Holloway Road or in the Crofts. In recent years this has become increasingly difficult as more spaces have been removed (owing to people understandably converting a part of their front gardens to drives and lowering kerbs, etc. and to the building of new properties on Holloway Road). The result of this is that we sometimes have to park on Saxon Way, Orchard Way, The Springs, Ashcombe Close, or even the Woodford way car park.</p>

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The environmental impact of this lack of parking is not insignificant. We frequently spend many minutes driving around the above-mentioned roads seeking a space. As we are sure you can imagine, this is also extremely inconvenient. Returning from the supermarket with a boot full of groceries is a particular trial. We often resort to the two hour spaces on the Crofts – as they are frequently, but not always, available – and carry our bags from there. As we get older, this becomes less and less appealing.

We feel this problem could be resolved if Corn Street residents were to be provided with Residents' Parking. This would place us on a par with those people who live on West End. As we mention above, we do not believe that this would deprive Corn Street businesses of many parking spaces as a good number of houses at the town end of the street have their own space anyway. It seems to us that it is very unfair that people on West End, a similar road to Corn Street, have parking and we do not. We should be interested to hear your justification for this.

Over the time we have lived on Corn Street, we have requested residents' parking, or some other amelioration of our difficulties, several times. At first we were told that traffic wardens had been instructed to look sympathetically on Corn Street residents. For some years now, though, this has not been the case. However, this was the only helpful gesture the council provided. We have never been given the rationale against putting us on a fair footing with West End residents, nor has anyone from the council, aside from the former instruction to traffic wardens, shown any sympathy for our difficulties. We feel that the council frequently consult us, but always ignore us. During the consultation about the temporary changes made during last year's pandemic we emailed Councillor Owen Collins requesting his help with this situation but we heard nothing, not even an acknowledgement.

Our frustration is chronic and significant. We should therefore be extremely grateful if you would at least acknowledge our input and try to help us with our parking issue.

**Officer comment** *Objection noted. This proposal results in the loss of one, time limited parking space but will allow for the removal of one vehicle parked on the carriageway contributing to easier passing for vehicles using the Crofts. In addition there will be one or two less vehicle competing for a parking space in the surrounding vicinity. At present WODC does not have any residents parking schemes. This would be a first and would need to be discussed with relevant district Councillors and a policy decision made. The TRO would be subject to public consultation and other road users may not support a scheme in this one street. The implications of a residents parking scheme are multiple and impact on resources both for the office and the enforcement team. The residents would also need to pay an admin fee for the permits which may or may not be supported. If the whole street is permit holders only visitors, contractors and carers to these properties would need additional permits.*

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<p>(5) Local Resident (Witney)</p>	<p>Corndell Gardens – <b>Object</b> Newland – <b>Object</b> The Crofts – <b>Object</b> Avenue Two – <b>Object</b></p> <p>I have real concerns over disabled access</p> <p><b>Officer comment</b> <i>Noted. Restricting parking with the aim of improving road safety will be for the benefit of all moving traffic.</i></p>
<p>(6) Local Resident (Witney)</p>	<p>The Crofts – <b>Concerns</b></p> <p>As a long-term resident of Corn Street (I first moved into my house in 2007), I have a number of observations which I have already raised with West Oxfordshire District Council. Your correspondence suggests that there will increase parking provision for residents, but it isn't clear where this will be created for those living on Corn Street and whether you are moving to a permit system, which would be a welcome development for the residents of this street*.</p> <p>*I have copied below my email to WODC of last August, when parking restrictions were suddenly brought back into force after the lockdown, resulting in me receiving £75 in 3 parking fines simply for parking within bays outside my own house. I would much rather residents be given the option of paying for a permit than having to move their cars unnecessarily each morning and having to find alternative places to park close by (e.g. Corndell Gardens, which I note is one of the locations due to have a new parking restriction).</p> <p><i>“Dear Sir or Madam</i> <i>You mentioned that warning notices were given to vehicles found to be in contravention of parking restrictions. Had it not occurred to Parking Services, as a matter of courtesy to Corn Street residents, to warn us separately, as many of us may not have been contravening the parking restrictions on any given day during that period at the beginning of July? That would have been appreciated, especially as so many of us were still working from home.</i></p> <p><i>I notice that little comment was made on my other observations. I know that there is a push in Witney to encourage travel by foot or bike, but most residents of Corn Street would be discouraged from doing this as every morning they have to get in their cars anyway to move them a matter of a hundred metres, just to avoid parking tickets. Once</i></p>



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	<p><i>you're in your car, it's simpler then to just drive to wherever you're going (work, school, to the shops). These are totally pointless journeys which emit even more fumes into Witney's already polluted air.</i></p> <p><i>The residents of Corn Street tend to park well, within the bays and within the lines. The main problems are in fact people parking poorly (over lines, sticking out into the highway, creating a danger for traffic and bikes) or come after office hours, where the narrowest part of the street, is made even narrower by people visiting the takeaways, creating traffic jams and preventing the easy passage of the buses and emergency vehicles. These issues do not seem to be addressed at all, partly perhaps because the Officers do not work past 5pm.</i></p> <p><i>Another issue which needs enforcing is people running their engines whilst stopped on Corn Street – in the past week I have noted three instances of this, and as this is a street used by schoolchildren each morning during term time I would suggest that this issue needs addressing urgently as well.</i></p> <p><i>If OCC owns the highway, do you suggest that I address my request for parking permits to be made available to Corn Street residents to them? If so, please advise the correct department and email address to which I can send this request. This situation is making life on Corn Street quite frustrating – this is a predominantly residential area these days and there is always plenty of space for people visiting businesses to park so I don't think this is much to ask.”</i></p> <p>I trust that all interested parties are involved in these consultations on parking changes, especially as there are already many proposed changes to road layouts, one way systems and restricted access in Witney currently (aimed at improving the safety of pedestrians and cyclists and encouraging alternative travel within the town).</p> <p><b>Officer comment</b> <i>At present WODC does not have any residents parking schemes. This would be a first and would need to be discussed with relevant district Councillors and a policy decision made. The TRO would be subject to public consultation and other road users may not support a scheme in this one street. The implications of a residents parking scheme are multiple and impact on resources both for the office and the enforcement team. The residents would also need to pay an admin fee for the permits which may or may not be supported. If the whole street is permit holders only visitors, contractors and carers to these properties would need additional permits.</i></p>
<p>(7) Local Resident (Witney)</p>	<p>Corndell Gardens – <b>Concerns</b>          Newland – <b>Concerns</b>          The Crofts – <b>Concerns</b>          Avenue Two – <b>Concerns</b></p>

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	<p>Where budgets are so tight, why is Oxfordshire CC allowing the free of charge storage of private vehicles on Council adopted roads?</p> <p>A controlled parking zone would both address the concern of vehicle storage on road by discouraging excess vehicle use; much in some of these locations is due to private vehicles on the drive and work vehicles (vans etc) on the road or vis-a-versa.</p> <p>Each home owner bought with a red line on their deed of transfer and were aware of the limitations of storage.</p> <p>A CPZ limited storage to private vehicles only, with charges for visitor permits above a certain limit would change behaviour. What is proposed will simply displace the problem; which is far more pervasive than these locations.</p> <p><b>Officer comment</b> <i>Noted. These restrictions will mainly reduce parking on the highway to improve road safety. Introduction of Controlled parking zones is outside the remit of this report.</i></p>
<p>(8) Local Resident (Witney)</p>	<p>Newland – <b>Concerns</b></p> <p>We are concerned by adding these restrictions this will push others from these areas to park in an already full road. Thus leaving residents from the affected streets nowhere to park. Would parking permits be an option?</p> <p><b>Officer comment</b> <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. At the same time we are removing some restrictions to accommodate the displaced parking.</i></p>
<p>(9) Local Resident (Witney)</p>	<p>Newland – <b>Concerns</b></p> <p>I am very much for the changes you identify, however as a resident of one of the streets involved, I would like to comment that in some areas I do not believe you have gone far enough!</p> <p>The proposal to place DYL parking restrictions either side of Meadow View onto Church Lane are very welcome. Currently, vehicles are parked to the left (towards Newland/Oxford Hill) every day and often (if not always!) restrict the view of any cars trying to turn left out of Meadow View. It is not just the length of the vehicle that makes matters</p>

CMDE12

	<p>difficult, but often the width of them. Sometimes vans park there. Cars have to exit Meadow View on the right hand side of the road, very slowly, to gain even a limited view up Church Lane. With the increase in foot traffic and bicycles over the past months, this has made the exercise very hazardous. We have paced out the limit suggested for the DYL area, but quite frankly this is not long enough. It should be at least another cars' length to give us a clear view. Visibility to the right hand side from Meadow View (towards Cogges Farm) is not such an issue. We do often have cars parked there but not regularly. However, we have difficulties when there is an event at the Farm. We have seen cars parked down Church Lane with two wheels up on the pavement in a solid line, thus blocking the pavement and also making it difficult for emergency or other vehicles to pass in the road. I would go so far as to suggest that there is a temptation when drivers see the end of double yellow lines to think they can park beyond it and it would perhaps negate that inclination if a DYL zone was introduced down the full length of Church Lane on the opposite side to Meadow View, as well as the full length of Church Lane from Meadow View (right turn) down to the corner with Cogges Farm.</p> <p><b>Officer comment</b> <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. At the same time we recognise the desire for parking in the area and so are trying to strike a reasonable compromise.</i></p>
<p>(10) Local Resident (Witney)</p>	<p>Newland – <b>Concerns</b></p> <p>I am a resident of Compton Way &amp; it is virtually impossible to exit left or right out of The Close until you are half way out into the oncoming traffic due to the close proximity of parked vehicles either side of the exit. It makes things worse knowing that these parked vehicles do have rear parking also.</p> <p>The troubles we have trying to make a right turn out of Compton way here in Witney. The parked vehicles in The lay-by pose a lack of visibility &amp; vehicles on exit will need to move out into the oncoming traffic in order to get a clear view.</p> <p><b>Officer comment</b> <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety.</i></p>
<p>(11) Local Resident (Witney)</p>	<p>Newland – <b>Concerns</b></p> <p>We are delighted that at long last attention is being paid to the parking problems at the junction with Church Lane. This is long overdue and is a subject that has been frequently raised amongst the residents and there have been</p>

## CMDE12

discussions with Traffic Wardens, our local Councillors and representatives of the Cogges Farm Museum. None of these discussions has been positive in terms of installing parking restrictions until now. So while we are broadly in support of these proposals we would respectfully request that you take note of the following observations, concerns and suggestions that we have.

It is important that the residents of Church Lane have adequate road parking for their vehicles and the vast majority do park considerately and appropriately. However, there has always been a problem exiting Meadow View with vehicles parked in Church Lane too close to the junction. This is almost exclusively on the left hand side exit from Meadow View because the parked vehicles severely limit visibility along Church Lane in the direction of Newland. This does not apply regarding visibility to the right as it is rare that there are parked vehicles on the right hand side of the exit and only generally occurs on occasions when there is a well-attended event at the Cogges Farm Museum. When the current lockdown is over, and the Museum has more well-attended events, it could be more of a problem.

On the left hand side of the exit from the Close, vehicles are almost always parked in Church Lane. They are very often extremely close to the junction and when attempting to exit by car, they severely obstruct visibility making this manoeuvre difficult and potentially dangerous. On countless occasions it is necessary to position one's vehicle to the far right carriageway side of Meadow View, then to edge out into Church Lane to reach the midpoint of the road and only then can one see round the parked vehicles and see if the road is clear. If there is already traffic approaching from the left, one then has to reverse back into Meadow View, clear a space if the traffic is turning in to the Close and then start the same process again. Additionally, large vehicles have been known to mount the opposite kerb (recently replaced) to make the left turn out of the junction.

However, while the provision of DYLS at this junction is most welcome, we think the proposal for the length of the DYLS on the left being just 12m will make little difference to the problems that we, the other residents, visitors, delivery vehicles and tradespeople experience when exiting left. The 12m length will not put sufficient distance between the junction and the permitted position of the vehicle parked closest to the junction.

It is not uncommon for cars to be abandoned in Church Lane in the area to the left of the Meadow View exit. After reporting these to WODC, they have been taken away. At the time of writing this response, there is a Mini that has not been moved for several months. It has been reported to the Council but they are unable to remove it because it is taxed and has a current MOT Certificate. The rear of this vehicle is about 15m from the grey paving blocks in Meadow View marking the junction. In our opinion this is still too close to allow for safe visibility and anything less than this would definitely not be adequate. Consideration must also be given to access for emergency vehicles, including fire service vehicles to ensure there is adequate access to and from Meadow View.

CMDE12

	<p>There are naturally many fewer right turn exits from Meadow View because of the limited number of buildings in that direction. These journeys are not undertaken by the residents but by delivery drivers and tradespeople and here the proposal for DLYs of 20m in length may be sufficient, but why not continue them all the way along to prevent parking on the occasions when there are Museum events? Should there be an incident at the Museum access for emergency vehicles must be considered. Associated with this we would also request that much clearer signage to indicate the location of the Cogges Farm Museum Car Park situated in Cogges Hill Road should be installed at the Newland entrance to Church Lane.</p> <p>We would therefore respectfully suggest that you consider revisiting the proposal regarding the length of the DYLs in general and definitely increase the 12m length of the lines to the left exit from Meadow View. We presume a site visit and survey must have been done, but maybe a further visit would be possible to consider these points?</p> <p><b>Officer comment</b> <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. At the same time we recognise the desire for parking in the area and so are trying to strike a reasonable compromise.</i></p>
<p>(12) Local Resident (Witney)</p>	<p>Newland – <b>Concerns</b></p> <p>if an aim is to deal with ‘dangerous parking in and around junctions’ there is one significant omission from your list. This is the junction of The Crofts into Corn Street. This is a junction used by a large number of vehicles every day. To turn right into Corn Street one has to be able to see past the vehicle parked in Corn Street adjacent to the junction. Frequently this is hazardous as the DYL does not go far enough toward the centre of Witney. Please can this also be dealt with.</p> <p><b>Officer comment</b> <i>The restriction on Corn Street extends 2 or 3 car lengths beyond the junction with the Crofts which affords reasonable visibility for turning vehicles.</i></p>
<p>(13) Local Resident (Witney)</p>	<p>Newland – <b>Concerns</b></p> <p>As a resident of Compton Way Witney and following your letter as referenced , I would like to bring to your attention the communication I have had with various people in the council regarding the parking issues we have on the junction of Compton Way and Oxford Hill.</p>

CMDE12

	<p>This is a dangerous junction as I have detailed in my attached letter and this would be an appropriate time to include the addition of yellow lines.</p> <p><b>Officer comment</b> <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. These restrictions should address your concerns.</i></p>
<p>(14) Local Resident (Witney)</p>	<p><b>Newland – Concerns</b></p> <p>Regarding the proposed parking restrictions at Compton Way, Witney. Whilst I thoroughly agree the need for these road markings, our concern lies with where these cars will then park. We live at 28 Compton Way and already get blocked in our drive by tenants in one of the houses on the square, despite having spoken to them directly. We have requested for markings to be put in this area previously but told the schedule was very busy (please see email below). Both ourselves and our neighbours in 30 have access issues and as we both have vulnerable family members it can prove tricky if we need to get out to take them to hospital appointments.</p> <p>If there anyway that the road markings could also be introduced into Compton way square itself? There is an increasing number of cars due to houses being built without parking in the square, making access tricky for people coming into the square as well. We are willing to pay for the road markings we initially asked for but feel the whole square would benefit from more regulated parking.</p> <p><b>Officer comment</b> <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. The remainder of the above concerns are beyond the remit of this report.</i></p>
<p>(15) Local Resident (Witney)</p>	<p><b>Newland – Concerns</b></p> <p>I live close to Compton Way, on Newland and I broadly support the implementation of double yellow lines on the corner of the road junction. However, there are two things which I believe should be taken into account, in order to achieve your objective of “ensuring safety at junctions”: 1) You might have to paint yellow cross hatching onto the raised plinths on the corner, to prevent drivers parking on the raised section. 2) The general speed of traffic, moving along this section of Newland has been significantly increasing over the last year – this, to the point where it is difficult</p>

	<p>to cross the road, without running between passing vehicles, on occasion. There is a danger that, making the view of the junction more open to vehicles driving along Newland, without addressing the speeding issue, will simply result in these vehicles travelling at further increasing speeds, than at present.</p> <p><b>Officer comment</b> <i>These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. Vehicles parked on the pavement adjacent to a yellow line are still in contravention of the restriction. Speed enforcement is a concern to be raised with the Police.</i></p>
<p>(16) Local Resident (Witney)</p>	<p><b>Newland – Concerns</b></p> <p>I support the removal of the single yellow line from the corner of Church Lane to past the Griffin Pub, however I'm massively disappointed that after 7 years of talks and tribunals with WODC around the parking issues at my address of 144 Newland this line removal is not being extended along to my property. In Feb 2020 we were advised by Suzanne Bartlington, that the money had been set aside, to remove the line in front of our property but the Covid 19 pandemic set upon us all and despite chasing things seemed to be on hold. This situation has been an ongoing since Sept 2016 and has caused much stress to us, it is a daily nightmare to find a parking space close to our house. The situation was made even worse when the owners of Smiths estate stopped staff of the units parking on the estate so the staff as well as residents are fighting daily for a few street parking spaces in King Fisher Crescent opposite or the lay-by starting at The Carpenters. We moved into the property in 2009 and for the first 7 years there were no issues with us parking on the raised area outside our property (the estate agents photos even showed this, so we purchased on the basis we had a parking space) but after a dispute with the landlady of the Carpenters and a resident who lives closer to the pub (who has ironically since been granted a disabled parking space), a complaint was made to WODC and from this point we started to be ticketed for parking outside our own front door (which in no way blocks the road, and there is still enough room for a car to pass so is in no way blocking the pavement). I have even been ticketed when unloading food shopping! We have put so many suggestions forward including a parking permit being issued that wouldn't even then have a cost implication. I have lost count of the number of times we have been pushed between WODC (Maria Wheatley attended my tribunal and was the main contact) and Oxford City Council (James Wright main contact), each saying the other is responsible for the issue. Then in 2019 it was passed to Suzanne Bartlington she visited on 26<sup>th</sup> July and totally agreed that something needed to be done about this situation and her main proposal was to push for the removal of the yellow line. By Feb 2020 this seemed to be in progress but this latest proposal does not include the area outside my property. I will contact directly again too and would very much welcome the opportunity to discuss this matter further.</p>

CMDE12

	<p><b>Officer comment</b> This is a duplicate entry – see “3” above.</p>
<p>(17) Local Resident (Witney)</p>	<p>Corndell Gardens – Support Newland – <b>Concerns</b> The Crofts – Support Avenue Two – Support</p> <p>When you’re trying to pull out of Compton Way it’s impossible to see vehicles coming from the right because of the hill and the vehicles parked in the lay-by so I fully support the double yellow lines this side. However, I don’t feel double yellow lines are necessary on the other side as visibility is perfectly adequate.</p> <p><b>Officer comment</b> These restrictions are aimed at removing parking from adjacent to junctions, which would be contrary to the Highway Code, with the aim of improving visibility and thereby road safety. These restrictions should address your concerns.</p>
<p>(60) Local Resident (Witney)</p>	<p>Corndell Gardens – <b>Concerns</b></p> <p>Having looked at the plans for additional double yellow lines in Corndell Gardens I am concerned that with the new development of flats on the old APR site any overflow parking from this will now park opposite my house and this will block my vehicles from leaving my drive. I know this to be true as when Thames Water were here I had to ask them to move for me to access and leave my drive. They were happy to do this. Your proposed plans will protect some houses but just push the problem around the corner to me and my neighbours. I would therefore recommend double yellow lines opposite our drives as well as the ones you have planned. Obviously you will do as you decide and I hope my drive will not get blocked but rest assured when the new development of flats is complete and overflow parking starts to affect me and my neighbours we will let you know</p> <p><b>Officer comment:</b> These restrictions are aimed at removing parking to maintain access to the eastern end of Corndell Gardens.</p>



<p>(62) Local Resident (Witney)</p>	<p><b>Newland – Concerns</b></p> <p>CHURCH LANE - The vehicles that park between the entrance to Meadow View and the terraced houses cause no obstruction at all. DYL will displace them, where will they go. I have been using Church Lane around four times per week for many years and have never witnessed any type of traffic problem. Any money available should be spent on the road surface, which is crumbling in places. This road is a Cul-de-sac and with few residents does not require such attention as you propose.</p> <p>NEWLAND - Vehicles parked overnight do not cause much obstruction at a time when the road is not busy. The DYL you propose will displace them and I ask again where will they go. I am certain some will encroach on the existing DYL at the entrance to Kingsfield Crescent, thus making the junction with Newland a hazard. There have already been problems with vehicles illegally parked here by customers of The Griffin PH and on occasions some of these vehicles park on private areas owned by residents.</p> <p>It appears to me that your proposals will displace many vehicles, which will not disappear, they will instead move to parking on even more sensitive areas.</p> <p>Finally, the main uselessness of the proposal is that Parking Wardens rarely visit the area and in my experience only in the morning, when most of the inconsiderate parking takes place later in the day. It appears futile to me that you will create more no parking areas while never demonstrating the ability to enforce them.</p>
<p>(63) Local Resident (Witney)</p>	<p><b>Corndell Gardens – Object</b> <b>The Crofts – Object</b></p> <p>The Crofts - In extending the double yellow lines a public parking space will be lost. The parking spaces here are always in use as parking on The Crofts is always in demand, mostly by people living on The Crofts.</p> <p>The owners of 1 The Crofts were granted planning permission by WODC to drop the curb and create an off-street parking place for their property. In doing so potentially a public parking space is been lost. The highways department did not comment on this planning application. This property now has 2 private parking spaces but accessed from the highway at 2 separate points therefore taking up valuable street parking space. It hardly seems fair that 1 private space has been created to the detriment of public parking that benefits many in a high demand area. (Planning application number 17/03295/LBC)</p>

## CMDE12

The access in and out of The Crofts from Corn Street is a busy junction with vehicles and pedestrians, including a large number of school children, crossing as they walk into town. This new private parking space is a safety hazard with no visual splays when exiting the parking space. This can be seen in Witney Town Council's objection to this planning application on the grounds of safety and loss of public parking space.

Corndell Gardens – I am making an objection to the Corndell Gardens proposal as the owner of 18 apartments and as director of the management company responsible for the new Old Orchard Court development at Corndell Gardens representing the residents of 18 apartments, and as director of Jack James Homes Ltd, the developer of Old Orchard Court.

While construction of the Old Orchard Court development was taking place, on occasion vehicles associated with the site were parking where the double yellow lines are proposed. I can appreciate that this may have worried the residents of Corndell Gardens into wanting to protect this area from vehicles parking in the future. I can assure you that no vehicles associated with the site or otherwise have parked here since December 2020.

The residents of Corndell Gardens have taken it upon themselves to adopt parts of the highway into their own properties. As a result, areas of highway that could be used as roadside parking and for safety reasons pedestrian footway, are not available to use. In terms of safety this is forcing pedestrians to walk in the road. Highways must reinstate these areas.

don't feel there is a need for the double yellow lines as proposed and there is enough parking for everyone. All of the properties at Corndell Gardens have a private driveway for at least 1 car, most have parking for 2 cars. Demand from Corndell Gardens residents for additional parking is very low. Perhaps a traffic/parking survey of the area may be appropriate to demonstrate this.

I feel that the residents of Corndell Gardens are overly worried about the impact the Old Orchard Court development will have on parking in the area. At Old Orchard Court there are 24 parking spaces available for 18 apartments. If the highway were to be re-instated any potential problem from either Corndell Gardens or Old Orchard Court would be further eased as well as making it safer for pedestrians. It seems the residents of Corndell Gardens have somewhat caused their own parking concerns by the desire to have a slightly bigger garden or driveway and in doing so also put pedestrian safety at risk.

My concern is that in making this area double yellow lines, any vehicles that needs a place to park will park blocking the gate and access to the entrance of Old Orchard Court. I feel it far safer and sensible for any additional vehicles to

CMDE12

	<p>be able to park on re-instated highways or in the area that the double yellow lines are proposed. If double yellow lines are to be put anywhere at Corndell Gardens, it should be as marked on the photo below as additional parking here causes more obstruction and danger than parking where the proposed yellow lines are.</p> <p><b>Officer comment:</b> <i>The Crofts: Although it is accepted that there will be a loss of one on highway parking place, the proposal enable the use of two off-street parking places and therefore a net gain in parking availability in an area of high parking pressure. Corndell Gardens: a check of the highway boundaries and OS plans shows that the area intended as carriageway – and therefore available for parking – is fully available for public use. While the adjacent highway verge is being maintained by the adjacent property owners as is common practice, vehicles should not be using the verge for parking. No vehicles should be park where they are causing an obstruction.</i></p>
<p>[B. Support]</p>	
<p>(18) Local Resident (Witney)</p>	<p>The Crofts - Support</p> <p>No point having a driveway and dropped curb if people can park and block your driveway. Ridiculous this is even a concern</p>
<p>(19) Local Resident (Witney)</p>	<p>The Crofts - Support</p> <p>I support access into the property for off-road parking and think the junction will benefit from car parking being further away from the turning.</p>
<p>(20) Local Resident (Witney)</p>	<p>The Crofts - Support</p> <p>A sensible solution to allow residents to park 2 cars on their drive</p>
<p>(21) Local Resident (Witney)</p>	<p>The Crofts - Support</p>

CMDE12

	<p>I think residents should have priority parking over visitors.</p>
<p>(22) Local Resident (Witney)</p>	<p>The Crofts - Support</p> <p>I live in Weavers Close, so this is the main access to my road. When cars are parked here it causes traffic congestion, especially when lorries are also trying to get through.</p>
<p>(23) Local Resident (Witney)</p>	<p>The Crofts - Support</p> <p>I support the removal of the parking bay and introduction of double yellow lines on The Crofts. This will enable the resident to use their driveway to park their vehicle instead of them having to use nearby on-street car parking.</p> <p>Reducing the available parking space on The Crofts would not have a negative impact on the community as the residents will be able to use their new driveway to park instead of the nearby on-street parking. There is space for up to two cars in the driveway. If the resident can't use their driveway due to the parking bay in front of it, they will have to use the on-street parking.</p> <p>Using a driveway to park instead of having to use on-street parking is a much safer and secure option for the residents and their car. Vehicles parked on the street can be more vulnerable to opportunistic crime and accidents.</p> <p>The reduction of on-street parking in this area would also bring the following benefits to the community:</p> <p>With a guaranteed space the residents are not left searching the neighbourhood for a space. The reduction in the number of vehicles driving around an area searching for a parking place can improve local air quality by reducing pollution.</p> <p>The removal of opportunities for commuter parking in residential areas encourages consideration of alternative modes of transport and therefore contributes to reducing congestion.</p> <p>The main purpose of the road is for traffic movement. Reduced on-street parking will improve the movement of traffic in the area and reduce safety hazards. It will improve emergency vehicle and refuse vehicle access and entry to properties. Less parking will remove inconsiderate and indiscriminate parking.</p>

CMDE12

	The amenity of the area may be improved with fewer vehicles being parked during the working day on the road.
(24) Local Resident (Witney)	The Crofts - Support  The residents of Number 1 The Croft's had planning permission granted for a drop curb into their new access which now is pointless if the public can park in front of their property blocking access. Therefore, the bay needs shortening.
(25) Local Resident (Witney)	The Crofts - Support  I am strongly supporting this proposal because the residents have planning permission for a dropped curb and the restrictions are essential for them to be able to access their property safely in their car. Without the restrictions this will have a detrimental impact on the residents and ability to access their property freely via the dropped curb.
(26) Local Resident (Witney)	The Crofts - Support  We live in the area.
(27) Local Resident (Witney)	The Crofts - Support  To support local residents
(28) Local Resident (Witney)	The Crofts - Support  Supporting parking at Crofts
(29) Local Resident (Witney)	The Crofts - Support

CMDE12

	It is only the loss of one space, there is still enough in walking distance, corn Street is only full on the school run times usually.
(30) Local Resident (Witney)	The Crofts - Support  To allow residents to enter their driveway safely
(31) Local Resident (Witney)	The Crofts - Support  Parked cars on that corner make it difficult to see oncoming cars when crossing the road as a pedestrian. Restricting parking will help with visibility and allow Crofts residents to access their driveways.
(32) Local Resident (Witney)	The Crofts - Support  So owners can't use their drive way
(33) Local Resident (Witney)	The Crofts - Support  I think it's important for people to have access to off street parking for their own homes. If these houses were not old then they would already have this and it would be enforced in allowing building to happen.
(34) Local Resident (Witney)	Newland - Support  I support the extension to DYLS around the Newland/Church Lane junction as when I leave for work in the morning I often find it really difficult to see traffic coming from the west towards Oxford Hill. I support the removal of the single yellow line in front of The Griffin as this is the wider part of the road. I also support the introduction of DYLS at the Meadow View junction and at the end of Church Lane as there is a lot of indiscriminate car parking in this area, particularly when Cogges have an event on and a local garage appears to store cars by the Meadow View junction. However, the DYLS will only be as good as their enforcement and I am somewhat concerned about the impact of the

CMDE12

	<p>DYLs on the character and appearance of the conservation area and the setting of the listed barns. Is there any way of making the DYLs less obtrusive (although I accept that may defeat the object!)? I think that improved signage should be considered on Newland that makes clear there is no access to Cogges to non-disabled motorists. Posts or similar obstructions could also be added to the verge of Church Lane as this would prevent people going up onto the verge.</p>
<p>(35) Local Resident (Witney)</p>	<p>Newland - Support</p> <p>I live in Compton Way and have become increasingly frustrated and concerned about the parking on the Oxford Hill and Compton Way.</p> <p>Trying to turn right onto the Oxford Hill is very dangerous as visibility is poor due to parked cars. Safely manoeuvring into the road to take my children to School is very difficult.</p> <p>Secondly on driving to the top of Compton Way towards the Oxford Hill I have had to do an emergency stop on a number of occasions to allow speeding cars who are accessing the business unit pass despite me having right of way. Many cars park along Compton Way who use the business Centre both on the corner and the top end on the left hand side (when looking from Oxford Hill). The business park appears to have adequate parking so I am unsure why the cars park there.</p>
<p>(36) Local Resident (Witney)</p>	<p>Corndell Gardens - Support</p> <p>Regarding Corndell Gardens Potentially this is an area where people will park and in doing so make access to parts of Corndell Gardens difficult, in particular for large vehicles such as Ambulances, Fire Engines, Refuse Collection vehicles, and delivery trucks</p>
<p>(37) Local Resident (Witney)</p>	<p>Corndell Gardens - Support</p> <p>I live on Corndell Gardens and the proposed place for the double yellow lines solves a lot of the parking issues we've faced. The Corndell Gardens road is narrow and not wide enough to allow for parking and access. It also stops people from parking in the only spot that emergency vehicles can turn around to leave our road. Also it stops people from parking in front of the fire access gate for the new build opposite number 9 and 11. I whole heartedly support this</p>

CMDE12

	<p>proposal.</p>
<p>(38) Local Resident (Witney)</p>	<p>Corndell Gardens - Support</p> <p>I live at number on Corndell Gardens, opposite the proposed restriction. For which I strongly support.</p> <p>The road is decidedly narrow and parking along the wall is a constant cause for concern. A row of vehicles means we cannot get on or off our driveway at all.</p> <p>When our cars are on the driveway, if others park along the wall, the road becomes too narrow for which a refuse lorry cannot safely pass (I have video of this, showing a Council refuse lorry driving across our front lawn).</p> <p>The OCC local highway authority, having recently reviewed this location due to the building development of 18 apartments directly opposite the proposed parking restriction, had stated:</p> <p>"With this development, I am not convinced that the site and surrounding roads have spare capacity to safely contain even a single vehicle" - Rashid Bbosa - Transport Engineer – Transport Development Control - Oxford County Council.</p> <p>It is in that vein that I support this application. As a resident, I understand that this restriction means that my own visitors will not be able to park along this small stretch of road, although, this is the right approach as it is the safest way to ensure free access for all residents, refuse and emergency vehicles.</p>
<p>(39) Local Resident (Witney)</p>	<p>Corndell Gardens - Support</p> <p>Parking and manoeuvres have been a nightmare on Corndell Gardens for a long time due to commuters and Corn Street residents leaving their cars here, especially in the turning zone outside numbers 18 and 9. They often block emergency services tending to elderly residents and on multiple occasions the bins for our houses and houses further up the street have not been emptied due to lack of access. The addition of 18 flats is going to make the issue significantly worse so I strongly support the addition of double yellow lines from #18 up to #11. I Also note that the approved plans for 12 Corndell Gardens were for 24 parking spaces but Jack James Homes Ltd have only marked out</p>



CMDE12

	<p>18 spaces on site which will make the parking situation worse than what would have been calculated by WODC when they approved these plans (See application 17/03509/FUL - AMENDED_SITE_PLAN-601642.pdf) as there would be no visitor parking</p>
<p>(40) Local Resident (Witney)</p>	<p>Corndell Gardens - Support</p> <p>Parking on this section of Corndell Gardens is causing significant problems for current residents, and delivery, refuse collection, and emergency vehicles.</p>
<p>(41) Local Resident (Witney)</p>	<p>Corndell Gardens - Support</p> <p>Think would be an improvement</p>
<p>(42) Local Resident (Witney)</p>	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>Turning left into The Croft's from Corn Street can be dangerous if a vehicle is parked near the junction and an oncoming vehicle is trying to exit The Croft's. I fully support this improvement.</p>
<p>(43) Local Resident (Witney)</p>	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>The provisions are all very welcome in terms of their contribution to road safety and safe access.</p>
<p>(44) Local Resident (Witney)</p>	<p>Corndell Gardens - Support Newland - Support The Crofts - Support</p>

CMDE12

	<p>Avenue Two - Support</p> <p>The driveway in question has space for 2 cars and only 1 bay will be removed.</p>
<p>(45) Local Resident (Witney)</p>	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>So people can access their own drives</p>
<p>(46) Local Resident (Witney)</p>	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>Turning left into The Crofts from Corn Street is difficult especially when lorries are coming out from the brewery</p>
<p>(47) Local Resident (Witney)</p>	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>I believe that the town needs to grow and improve and if works are needed like the above then that is fine as we will all ultimately benefit.</p>
<p>(48) Local Resident (Witney)</p>	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p>

CMDE12

	This will make parking easier for residents and prevent others from blocking access.
(49) Local Resident (Witney)	<p>Corndell Gardens - Support  Newland - Support  The Crofts - Support  Avenue Two - Support</p> <p>Think this is fair and might mean less congestion</p>
(50) Local Resident (Witney.)	<p>Corndell Gardens - Support  Newland - Support  The Crofts - Support  Avenue Two - Support</p> <p>Supporting moving parking bay so driveway can be used. Crofts Witney.</p>
(51) Local Resident (Witney)	<p>Corndell Gardens - Support  Newland - Support  The Crofts - Support  Avenue Two - Support</p> <p>I am a resident of Compton Way and welcome the proposed restriction on either side of the junction with the main road (we have requested this from the council for some time now and are grateful that the council is resolving this), however Compton Way has another issue that we urgently need the council's support with: There is a constant overflow of cars parking on Compton Way from the following observed sources: a. the houses on the main road parking at the back b. the 2 pubs on the main road c. the offices at the entrance of Compton Way d. 3 vans from unknown sources one being from a house on the main road This leads to chaotic, unordered and dangerous parking along Compton Way - including on the grass, pavement or curve along the road which restricts the traffic and on occasions completely obstructs the passage of bigger cars like the recycling trucks or other vans. Most frustratingly, as all the spaces are taken by random cars from sources listed above, the residents living towards the end on Compton Way have no spaces left and are thus forced to park on the curve blocking the narrower stretch/neck of the cul-de-</p>

CMDE12

	<p>sac. This is the situation of the residents living at #54 and next door from them called The Sykes. They are forced to park on their front doors but partly blocking the neck of the cul-de-sac on a daily basis. The cars entering the cul-de-sac have to drive over the pavement on my side @ #26 and due to this the pavement on my side is starting to subside- please come and inspect. The situation above is bitterly inconvenient, frustrating and dangerous. I would like to please propose that the council supports the residents living on Compton Way by considering to implement the following: 1. instate a restriction for 'vans only' for 1-2 spaces at the beginning of Compton Way where the road is widest so that vans will not park on the curve and block both the road + pavement further down the road, and so that, in addition, the aesthetic aspect of the road is preserved. 2. instate a yellow line on the curve in front of #54, their next door the Sykes + the neck of the cul-de-sac on both sides so that cars will not block the traffic or drive over the pavement to enter the cul-de-sac. 2a. consider repairing the side of pavement that is starting to subside/unravel on the side of #26 due to cars driving on the pavement due to restrictions (thank you!) 3. place parking restriction on Compton Way for the benefit of residents only in the manner that the council considers most efficient to decongestion the parking along the whole road -e.g. resident scheme. 4. open further stretches of parking on the main road – e.g. even 1-2 space here and there will help the cars that are looking for parking (from sources a - d from above list). I and other concerned neighbours would be very grateful for your intervention in this matter to preserve orderly parking and safety on Compton Way.</p>
<p>(52) Local Resident (Witney)</p>	<p>Newland - Support</p> <p>I am in support of the proposal to introduce new restriction in Newland and Church Lane in Witney.</p> <p>However, any restrictions impose will put further pressures on Stanton Harcourt Road, off Church Lane in Witney. Parking is already a problem for those of us living in Stanton Harcourt Road as residents of Oxford Hill park in our road. Can you please advise as to how we could suggest a parking permit system in Stanton Harcourt Road please?</p>
<p>(53) Local Resident (Witney)</p>	<p>Newland - Support</p> <p>It's great to see the parking situation is being looked at in Church Lane. I live on Wadards Meadow and for a long time people in electric mobility wheelchairs and buggies are having a job to negotiate around vehicles that park across the end of the footpath coming from the estate where it joins the junction with Church Lane and the track that goes in front of the access to Cogges Farm.</p> <p>What with people coming to the Oxleaze Play area and also cars that attend events at Cogges Farm it can get very</p>

CMDE12

	<p>hectic. I have approached Witney Town Council over this matter and suggested markings being put a cross the end of footpath to stop cars parking there but they washed their hands of it. If you could look into this matter it would be great.</p>
<p>(54) Local Resident (Witney)</p>	<p>Newland - Support</p> <p>I welcome the proposals concerning Church Lane and Meadow View. At times it's a very busy lane, to the pre-school, church, and Cogges Farm Museum. And a lovely walk, or cycle, into town.</p> <p>The proposed DYLS will make a great difference to us exiting meadow view, and also the reduced speed limit. The popular Cogges Farm Museum will I expect welcome the new proposals, and hopefully the confused signage at the top of the road ( Newland) will be revised to instruct motorists to use the Museum's car park, and not areas in Church Lane where we won't have DYLS.</p>
<p>(55) Local Resident (Witney)</p>	<p>Newland - Support</p> <p>We live in Compton Way, and would fully support double yellow lines on the corners of Compton Way and Newland. Visibility can be very difficult emerging out of Compton Way onto the main road, so any help with that is appreciated, especially as some of the vehicles parking at or near the corner are vans or large cars.</p> <p>I would also point out that a lot of people who live on Newland choose to park in Compton Way because of the lack of parking on Newland. There are some designated spaces for these residents, but it can make our road very full. There have been a number of occasions when vans from owners of properties on Newland have parked further down Compton Way in the narrow part of the road, making it impossible for cars (or indeed emergency vehicles) to access the cul-de-sac at the end (where we live).</p>
<p>(56) Local Resident (Witney)</p>	<p>Newland - Support</p> <p>The parking problems have increased each year, most new residents on Newland now have 2 cars. The restriction needs extending into Compton way to the inner side of the cobbles Car are parking on the cobbled part of the road, obstructing the view into Compton Way, which makes it impossible to see approaching cars coming towards Newland.</p>

CMDE12

	<p>If a vehicle is coming it means that your own car is now sticking out onto Newland into oncoming traffic . Some of the vehicles parking on the cobbles are people going to the small Methodist chapel on Newland, a number of residents on Newland park to “ unload shopping etc” for quite a long while. Also commercial vans find it convenient to park on the end regularly. It is amazing that there have not been many head-ons. Quite a few very near misses.</p> <p>At the moment it's a bad junction to get out on to Newland for cars and pedestrians, these new proposals should make a lot safer.</p>
<p>(61) Local Resident (Witney)</p>	<p>The Crofts - Support</p> <p>Prohibiting parking so close to this junction will help traffic flow, as traffic can build up at this point and impact Corn Street. Also there is an electrical/telecoms box here that requests 24 hour access, but this often get ignored as there is currently a parking space exactly where access is required; extending the yellow lines would solve this issue.</p>
<p>(57) Local Business (Witney)</p>	<p>Corndell Gardens - Support Newland - Support The Crofts - Support Avenue Two - Support</p> <p>Makes sense. Very hard to see traffic exiting Compton Way</p>
<p>(58) Local Business (Witney)</p>	<p>Newland - Support</p> <p>We would like to express that we largely support the proposals for the changes that have been proposed, with the growth in the area we believe that some provision for additional parking on Newland is a good idea. However, we would like to raise some points for consideration. It has been described that the area from the entrance to our industrial estate to the new parking area will be a "no waiting at any time". We suggest that this area be designated as a unloading area, primarily for the deliveries to the Griffin Public House and to the tenants of the Newland Industrial Estate.</p> <p>We as the proprietors of the estate do recommend to our tenants that they inform their suppliers that the site does have a restricted access and that they should insist on their deliveries be made by smaller vehicles, such as a 12 tonne lorry for example. However, we have absolutely no way of enforcing this, as unfortunately sometimes that just</p>

CMDE12

	<p>isn't achievable. So, of course, this results in deliveries being made at the roadside.</p> <p>It is therefore our concern that should no provision be put in for an unloading area it could have an adverse impact on the businesses that call the estate home and therefore could result in job losses.</p>
<p>(59) Resident (North Leigh)</p>	<p>Corndell Gardens - Support</p> <p>I support the parking restrictions, as a relative of the occupants of 9 Cornell Gardens, I have seen first-hand the selfish way in which people park their cars along the boundary wall of the current building development. Residents of Corn Street and builders' vehicles have used this as a parking area for a considerable time. This has made manoeuvring in and out of the driveway of 9 Corndell Gardens very tight and at times taking several attempts to straighten up to drive away. With the flats across the road nearing completion it will only exacerbate the situation when they are occupied. If those residents start to park along the wall, then I fear it will cause such an obstruction that emergency vehicles, refuse lorries and residents living further up the road will find it very difficult to pass through. I therefore support the use of parking restrictions here and hope the residents in Corndell Gardens can finally drive in and out with ease as it's been long awaited.</p>