

## **CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020**

### **EYNESHAM – VARIOUS STREETS - PROPOSED WAITING RESTRICTIONS**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed waiting restrictions as advertised.

#### **Executive summary**

2. Waiting restrictions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over parking obstructing traffic and/or being detrimental to road safety.

#### **Introduction**

3. This report presents responses to a statutory consultation to introduce and amend waiting restrictions on residential roads within Eynsham where parking is resulting in road safety and access problems for residents.

#### **Background**

4. The above proposals as shown at Annexes 1 to 5 have been put forward following discussions and site meetings with officers, the local member and Eynsham Parish Council.
5. The proposal for Thornbury Road relates to a previous proposal that was approved by the Cabinet Member for Environment at the delegated decisions meeting on 12 July 2018 but which required a further consultation due to the order not being made within the statutory 2 year time limit, noting also that the yellow line marking themselves have been in place for over a year.

#### **Consultation**

6. Formal consultation on the proposal was carried out between 7 July and 9 August 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Eynsham Parish Council, West Oxfordshire District Council and the local County Councillor. Street notices

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were placed on site and letters sent to approx. 260 properties in the immediate vicinity, adjacent to the proposals.

7. 26 responses were received. These are summarised in the table below

<b>Location</b>	<b>Object</b>	<b>Support</b>	<b>Concerns</b>	<b>No Opinion</b>
Back Lane & Clover Place	1	12	3	10
Queen Street/Orchard Close	1	11	7	7
Parking Bays (High Street)	2	11	4	9
Parking Bays (Mill Street)	3	11	5	7
Loading Bay (High Street)	3	11	5	7

8. The responses are recorded at Annex6. Copies of the full responses are available for inspection by County Councillors.

### **Response to objections and other representations**

9. Parking Bays - there is overall support for the introduction of the parking bays as advertised. It is felt that the 1-hour parking bays will help the High Street businesses as it will generate more turnover rather than the current situation where vehicles can park all day and restrict parking for passing trade.
10. Loading Bays – as well as proving invaluable to businesses by providing a guaranteed loading facility there is also the benefit to bus operations by Stagecoach, as the bay with infrequent use will help to facilitate their movements.
11. Double Yellow Lines – will help keep junctions free of parked cars so will be an improvement to road safety.
12. Eynsham’s Parish Councils full response to objections can be seen at Annex 7.

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

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

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

14. Funding for the proposed measures has been provided by Eynsham Parish Council.

### **Equalities Implications**

15. No equalities implications have been identified in respect of the proposals

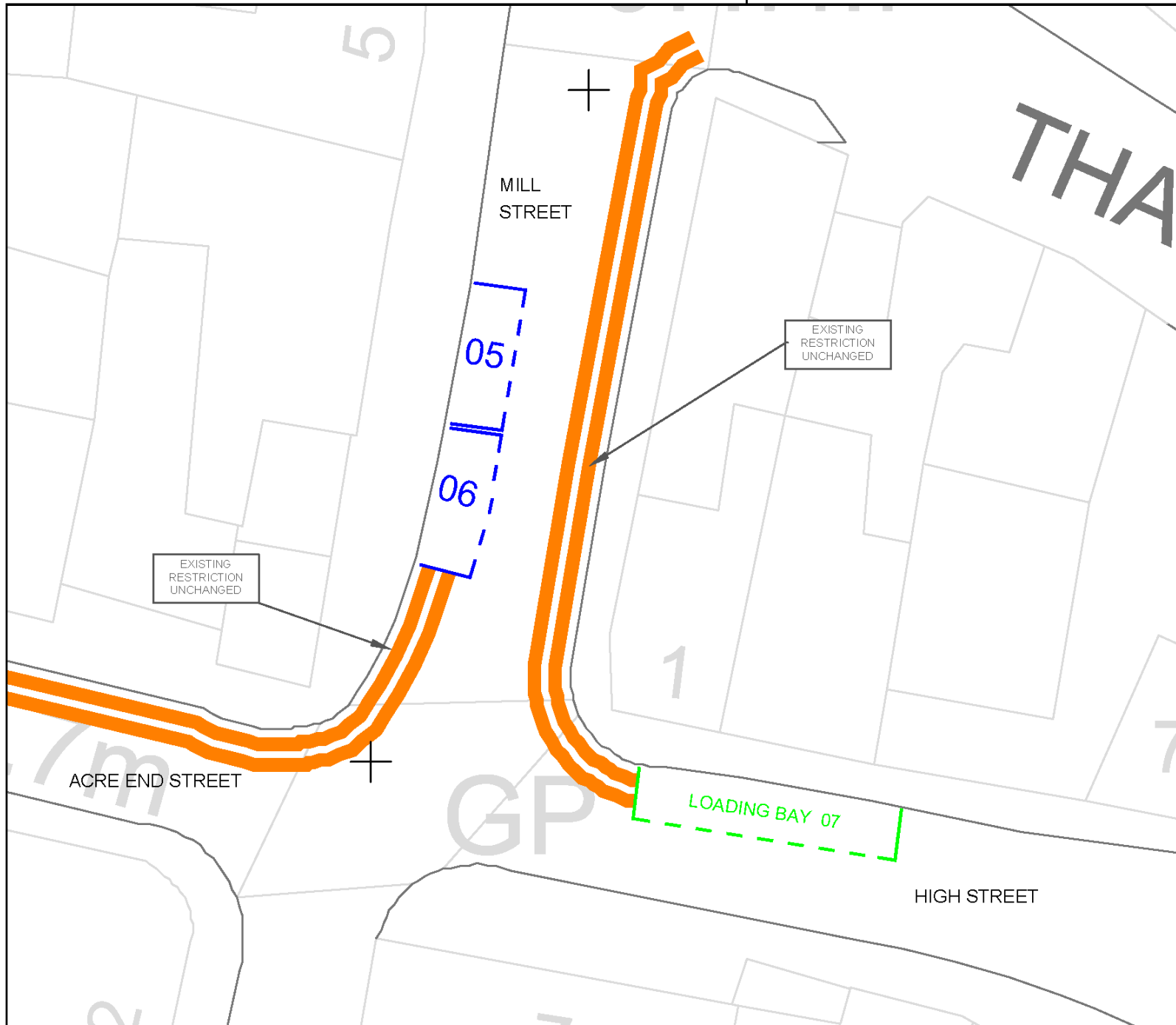
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JASON RUSSELL  
Interim Director of Community Operations

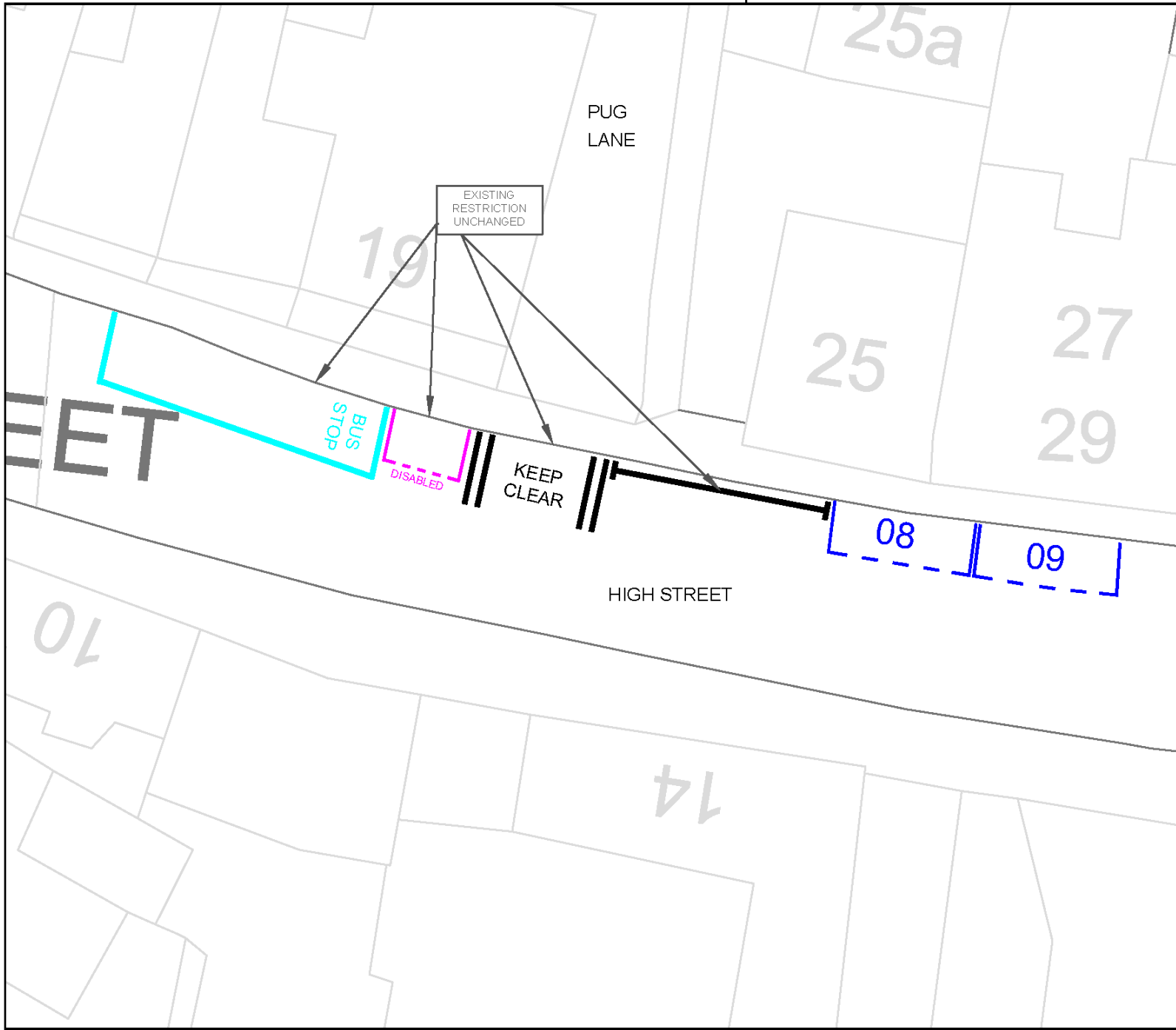
Background papers:      Plans of proposed restrictions  
                                 Consultation responses

Contact Officers:         Hugh Potter 07766 998704  
                                 Mike Wasley 07393 001045

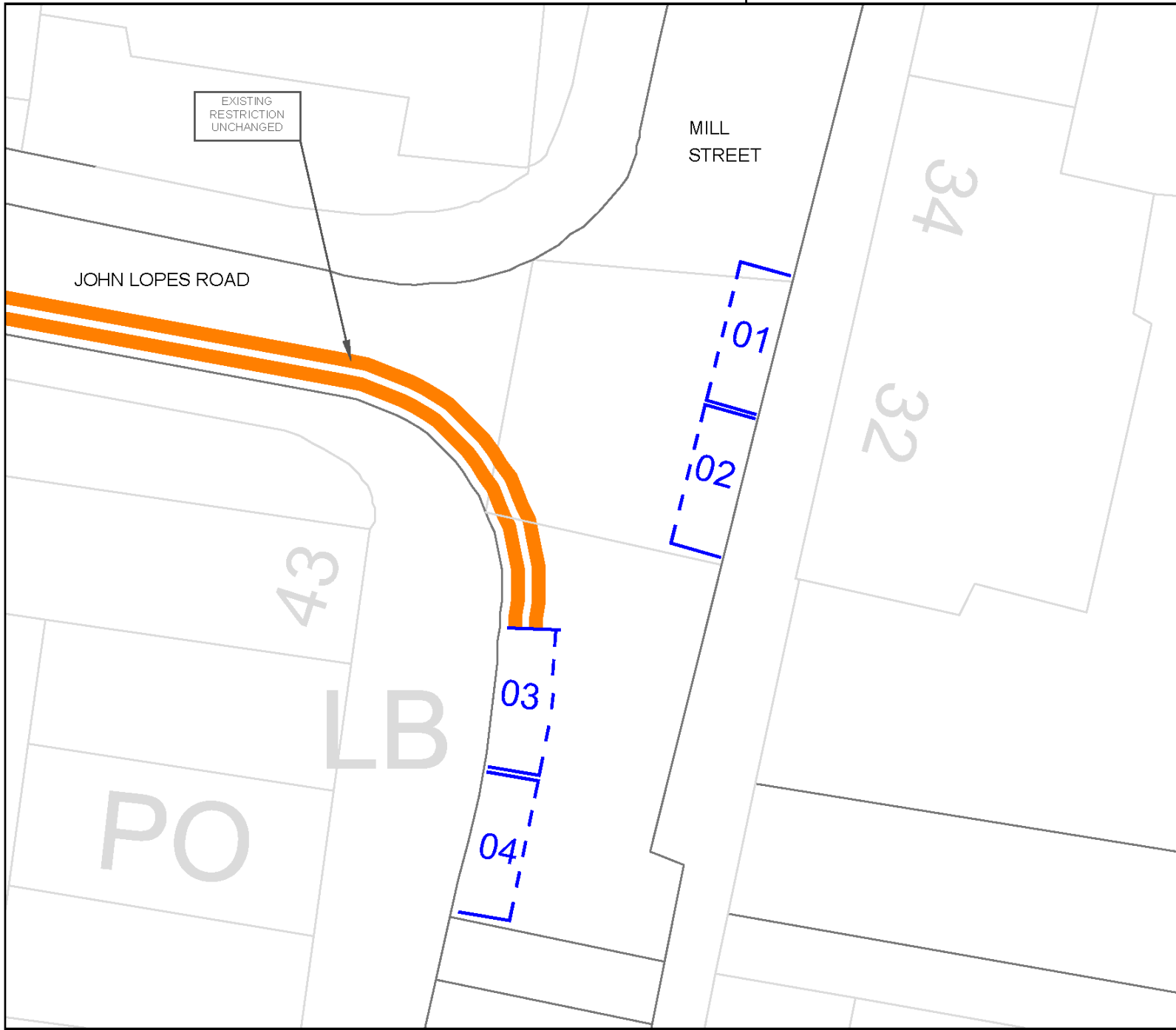
08 October 2020







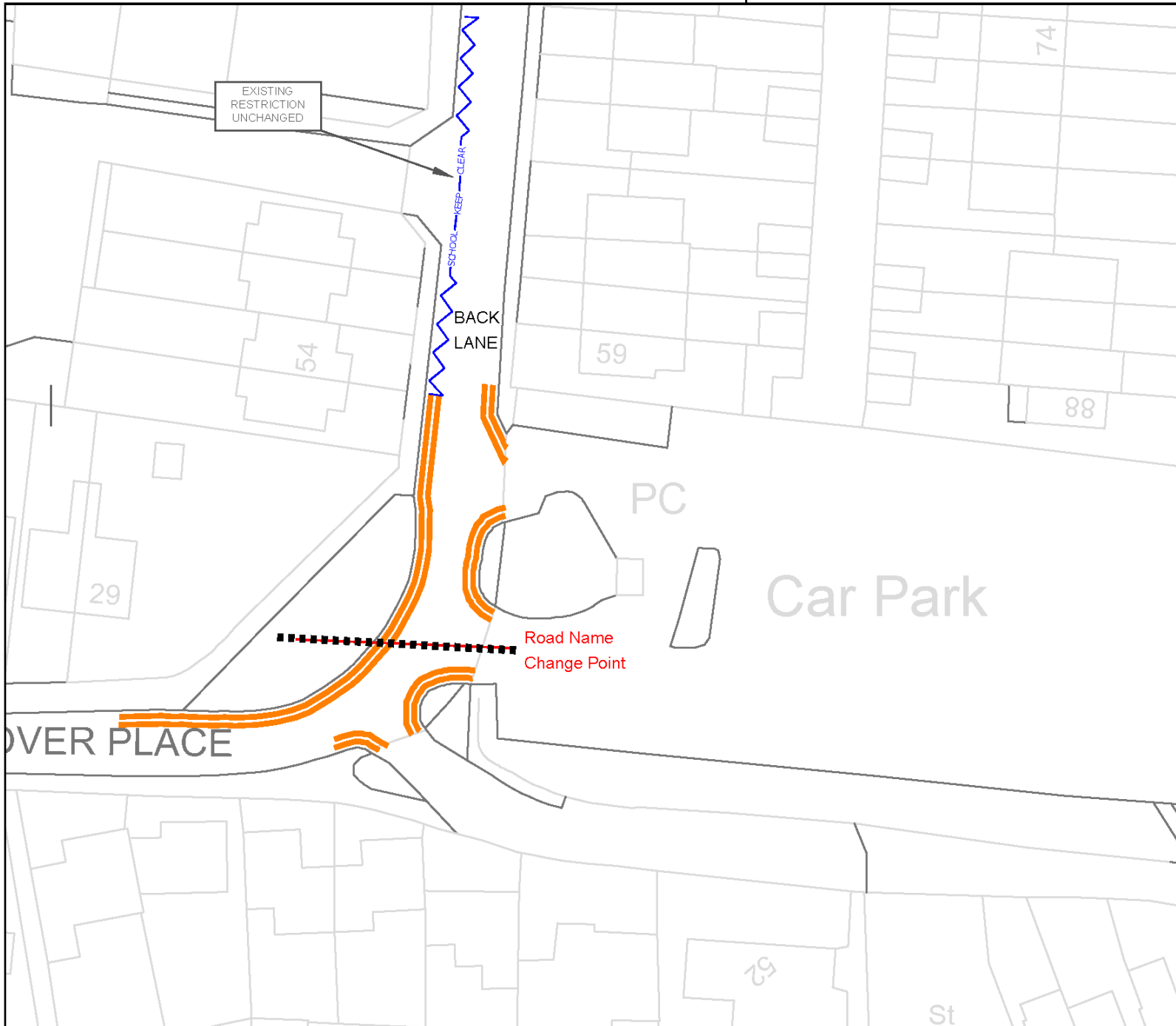
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<b>KEY TO RESTRICTION</b>					
	Proposed Loading Bay				
	Proposed Parking Bay				
	No Waiting (Double Yellow Line)				
ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
		Daren Jenkins Director of Communities & Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
<b>Project title</b>					
Proposed Parking Restrictions					
<b>Drawing title</b>					
Parking Bays 5 & 6 Loading Bay High Street - Eynsham					
<b>Drawing Status</b>					
<b>Consultation</b>					
Scale @ A3	Drawn by	Checked by	Approved by		
NTS	LN	MW	MW		
	Date drawn	Date checked	Date approved		
	12/11/2019	12/11/2019	12/11/2019		
Oxfordshire Project No. & File Ref					
Parish 206					
Drawing No.					Revision



Drawing No.		Revision	
<b>KEY TO RESTRICTION</b>			
		Proposed Parking Bay	
ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED			
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Rev.	Date	Purpose of revision	Drawn
Checked	Approved		
<div style="font-size: x-small; margin-left: 10px;">             Owen Jenkins              Director of              Communities &amp; Operations              Oxfordshire County Council              County Hall              New Road              Oxford              OX1 1ND              Tel: 0845 310 1111           </div>			
<b>Project title</b>			
Proposed Parking Restrictions			
<b>Drawing title</b>			
Parking Bays 8 & 9 High Street - Eynsham			<b>ANNEX 2</b>
<b>Drawing Status</b>			
<b>Consultation</b>			
Scale @ A3	Drawn by	Checked by	Approved by
NTS	LN	MW	MW
Date drawn	Date checked	Date approved	
12/11/2019	12/11/2019	12/11/2019	
Oxfordshire Project No. & File Ref			
Parish 206			
Drawing No.			Revision



<b>Drawing No.</b>	<b>Revision</b>				
<b>KEY TO RESTRICTION</b>					
	Proposed Parking Bay				
	No Waiting (Double Yellow Line)				
ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED					
					
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<b>Rev.</b>	<b>Date</b>	<b>Purpose of revision</b>	<b>Drawn</b>	<b>Checked</b>	<b>Approved</b>
 <div style="font-size: x-small; margin-left: 10px;">             Owen Jenkins              Director of              Communities Operations              Oxfordshire County Council              County Hall              New Road              Oxford              OX1 1ND              Tel: 0845 310 1111           </div>					
<b>Project title</b>					
Proposed Parking Restrictions					
<b>Drawing title</b>					
Parking Bays 1 to 4 Mill Street - Eynsham					<b>ANNEX 3</b>
<b>Drawing Status</b>					
<b>Consultation</b>					
<b>Scale @ A3</b>	<b>Drawn by</b>	<b>Checked by</b>	<b>Approved by</b>		
NTS	LN	MW	MW		
<b>Date drawn</b>	<b>Date checked</b>	<b>Date approved</b>			
12/11/2019	12/11/2019	12/11/2019			
<b>Oxfordshire Project No. &amp; File Ref</b>					
Parish 206					
<b>Drawing No.</b>					<b>Revision</b>



EXISTING  
RESTRICTION  
UNCHANGED

SCHOOL  
KEEP CLEAR

BACK  
LANE

59

74

54

88

PC

Car Park

29

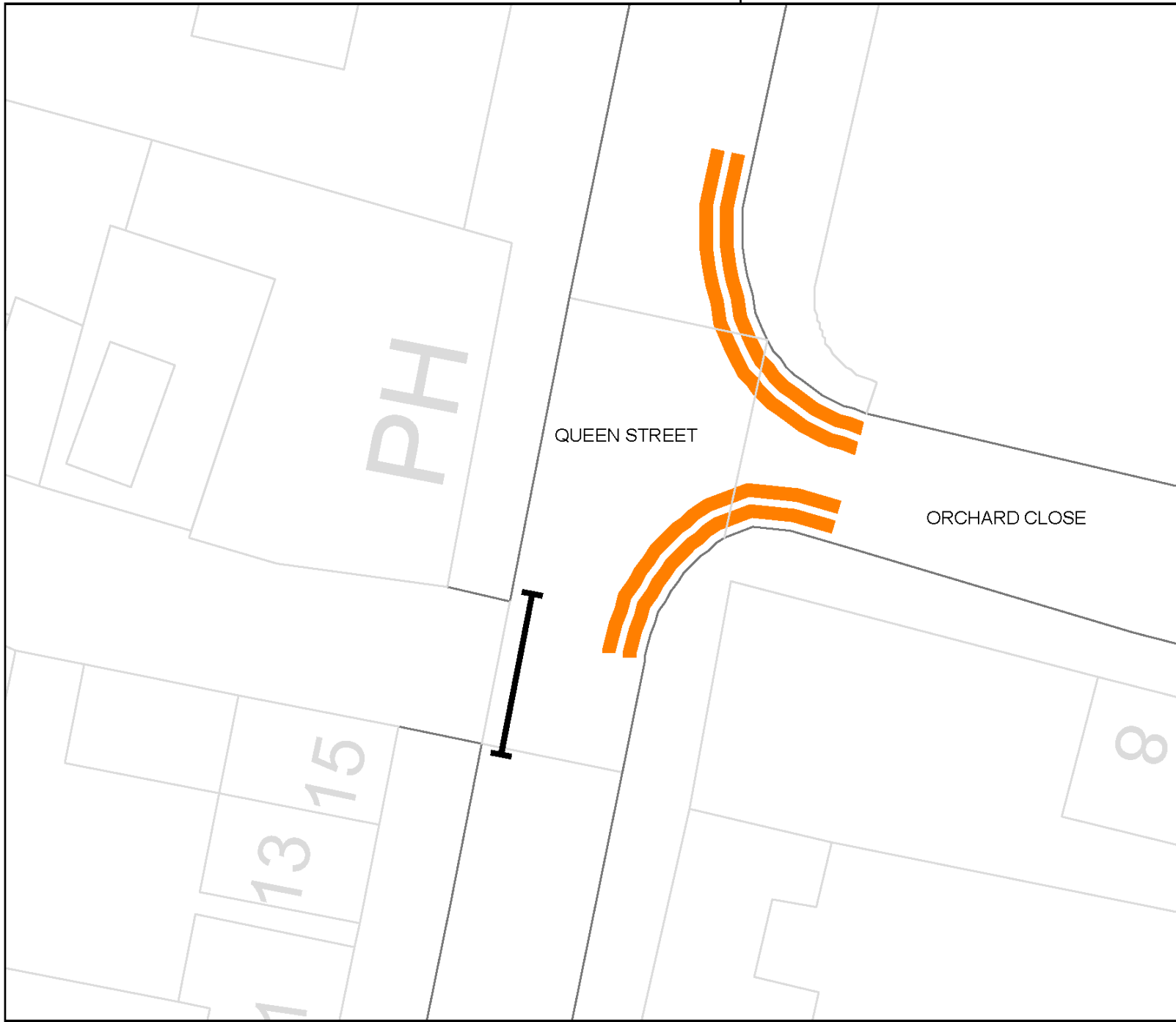
Road Name  
Change Point

COVER PLACE

52

St

Drawing No. Parish 120		Revision			
<b>KEY TO RESTRICTION</b>					
		No Waiting (Proposed Double Yellow Line)			
ALL RESTRICTIONS ARE NEW UNLESS OTHERWISE MARKED					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Owen Jenkins Director of Communities & Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title					
Proposed Parking Restrictions					
Drawing title					
Cover Place/ Back Lane - Eynsham ANNEX 4					
Drawing Status					
Scale @ A3		Consultation			
NTS	Drawn by LN	Checked by MW	Approved by MW		
	Date drawn 12/11/2019	Date checked 12/11/2019	Date approved 12/11/2019		
Oxfordshire Project No. & File Ref					
Parish 206					
Drawing No.					Revision



Drawing No.		Revision	
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© Crown Copyright and Database rights 10023343 2017			
Rev.	Date	Purpose of revision	Drawn Checked Approved
		Owen Jenkins Director of Communities Operations Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111	
Project title			
Proposed Parking Restrictions			
Drawing title			
Orchard Close & Queens Lane - Eynsham			
Drawing Status			
Scale @ A3	Consultation		
NTS	Drawn by LN	Checked by MW	Approved by MW
Date drawn 12/11/2019	Date checked 12/11/2019	Date approved 12/11/2019	
Oxfordshire Project No. & File Ref			
Parish 206			
Drawing No.		Revision	



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection.</b>
(2) Local County Councillor, (Division)	<b>Support</b> – I strongly support both. Indeed, I have provided financial support for progressing the six- so have conflict of interest not financial.
(3) West Oxfordshire District Council	<b>No objection</b> – WODC Planning and Strategic Housing has no planning objections to the proposed parking and loading restrictions.
(4) Local Resident, (Eynsham)	<p><b>Object</b> – I have been a resident living in the centre of Eynsham for over a decade and continue to be a regular shopper, supporting our local businesses. However, residents of the village centre have been disappointed that the Parish Council did not perform a subjective consultation for this proposal. If they had then we think improvements to the parking problem could have been presented that would benefit all users of this limited resource. The quantity and location of the proposed 1 hour bays and the loading bay in the centre of the village will prevent residents from parking a reasonable distance from their home. It's an everyday fact in this village centre that during normal business hours and Church services there is insufficient parking in the centre of the village. During these busy times we regularly have to park 150m away from our home which is very inconvenient and would be unacceptable for older residents or families with young children.</p> <p>The current proposal is unfair because it: -</p> <ul style="list-style-type: none"> <li>• only increases parking for: - <ul style="list-style-type: none"> <li>o Shop customers</li> <li>o Large business deliveries. Why is this necessary because the COOP already has their own loading bay at the rear?</li> </ul> </li> <li>• and decreases parking for: - <ul style="list-style-type: none"> <li>o Residents and visitors</li> <li>o Business workers</li> </ul> </li> </ul>

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	<ul style="list-style-type: none"> <li>o Customers to the pub, cafe and art workshop as you would probably stay &gt;1 hour</li> <li>o Commuters to Oxford</li> <li>• No change</li> <li>o Church attendees</li> </ul> <p>A fair option would be to use a parking permit and 2 hour stay scheme in the centre of the village as well as installing a bus stop adjacent to the playing field car parks to give commuters to Oxford increased parking.</p>
(5) Local Resident, (Eynsham)	<p><b>Object</b> – We don't see why such urbanisation of this small village is necessary. Why do we need yellow lines as if it is a major conurbation?</p>
(6) Local Resident, (Eynsham)	<p>Back Lane &amp; Clover Place - <b>Neither/Concerns</b>  Queen Street/Orchard Close - <b>Neither/Concerns</b>  Parking Bays (High Street) - <b>Support</b>  Parking Bays (Mill Street) - <b>Object</b>  Loading Bay (High Street) - <b>Support</b></p> <p>My reason for completing this is my concern about the impact of the proposed new bays for residents of Mill Street. Will there be an introduction of residents permit only parking as well, to offset the fact that we will no longer be able to park in these new 1 hour bays, whilst people coming to use local businesses, as well as staff working all day from local businesses, and residents of other 'less busy' streets will all still be able to park outside my house for as long as they wish?</p> <p>I often return home over lunchtime with two preschool children in my car (often at least one is asleep and needing carried to her bed), unable to park near my house due to people coming to use the post office, Snax etc. If one of these new bays are free when I arrive, but there is no space directly outside my house until the lunch rush is over (as if often the case), will I now i have to park in this new bay and then later try get the kids out of the house and back in the car to move it after an hour (the kids are too young to be left unattended) to avoid a fine? Or would you rather i don't park in the new bay and try carry both children and all their swimming gear even further down the busy street, to keep it free in case someone really wants to buy a sandwich?</p> <p>This policy seems to prioritise businesses over local residents. Is there actually any evidence that people are currently not using these businesses due to the absence of 6 dedicated (but not necessarily available at any given time) bays? I'm not clear this will actually increase trade, but it will reduce the available space for local residents.</p>

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	<p>If you aren't planning residents only bays to offset the lost space for us, is there any chance of mitigating the impact of 1 hour bays by asking staff from local businesses (Snax, Talmages...) to use the free village car park for the day? And maybe to ask Talmages to park all their vans in their dedicated car park? This would of course free up space for their customers as well as their neighbours.</p> <p>Overall, i think that although busy, the area has a good mix of users and we all get along pretty well, so i wouldn't propose adding in bays to help the business OR the residents. I just don't think it's fair to help one but not the other given the parking pressures already apply to us all.</p>
<p>(7) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>  Queen Street/Orchard Close - <b>Support</b>  Parking Bays (High Street) - <b>Support</b>  Parking Bays (Mill Street) - <b>Support</b>  Loading Bay (High Street) - <b>Object</b></p> <p>I do not believe there is need for a loading bay opposite the Co-Op. Their deliveries are received through the rear of the building. The delicatessen and butchers do not have sufficient deliveries to warrant a full time Mon to Fri, 9-5pm loading bay. Nowhere in the documentation do you give the rationale for the loading bay. If you want to consult please give me the information I need in order to make a fully informed decision.</p>
<p>(8) Local Resident, (Eynsham)</p>	<p><b>Concerns</b> – I understand the rationale behind them which will certainly help local businesses but for residents in the heart of the village it may well increase parking difficulties.</p> <p>I live in Church Street where cars regularly park on what is a footway making it unsafe for pedestrians to walk on the road. The broken white lines which delineate the footpath have almost disappeared and the painted word footway has completely disappeared. Church Street is the access for several large Co-op delivery trucks every day. Occasionally they are unable to access the delivery point because of the combination of parked cars and recycling bins. Less parking in Mill Street and the High Street will mean that there is a danger that more people will park in Church Street while shopping.</p> <p>I see at Barnard Gate there is a newly painted footway in a location where there is a very wide grass verge to walk on.</p>

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	<p>Can you please give some consideration to improving conditions in Church Street by at least re-instating the painted footway.</p>
<p>(9) Local Resident, (Eynsham)</p>	<p><b>Concerns</b> – I live in the centre of the village (Thames Street) and I do not have access to off street parking. We have lost the spaces that were previously available in The Tuer and there have been developments allowed that have led to additional residents parking in the village centre.</p> <p>I agreed that we need to have some assistance in managing parking in the centre of the village and support the shops in trying to ensure that there are places for passing trade and deliveries. However, the current plans place the needs of the businesses, passing shoppers and those parking to work / catch buses to Oxford above the needs of local residents to park close to their homes.</p> <p>We moved to Eynsham from Oxford, where the parking policies seem to be more balanced and I would like to see something similar in Eynsham. Could the entire village centre be a permit holders / 1 hour parking zone - with the loading bays as specified? This would better serve the needs of residents, shops and shoppers, whilst discouraging those who use the village as a park and ride for Oxford. Those who work in local businesses could be encouraged to use the village car park, rather than parking in the centre of the village (it is not unusual to have to walk 5 minutes from where you park to your place of work, so I do not think this is too draconian).</p> <p>I do not like the idea of specified 2 hour spaces - these would only meet the need of shoppers and passing trade - whereas the whole centre being permit holders or 1 hour, would mean that every space could be used flexibly. Inevitably, during the day there would be more spaces available for shoppers as many working residents' cars would not be there.</p> <p>I believe that if the plans go ahead as they currently stand, it would be increasingly difficult for me and my family to find anywhere to park.</p> <p>It has to be noted that during lockdown, when it was just residents and local shops using the parking, there was a marked change in the amount of parking available in the centre of the village. It would be good to get to a stage where the only people parking in the centre of the village are those who live here or are using local businesses.</p>

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<p>(10) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>No opinion</b>  Queen Street/Orchard Close - <b>Support</b>  Parking Bays (High Street) - <b>No opinion</b>  Parking Bays (Mill Street) - <b>No opinion</b>  Loading Bay (High Street) - <b>No opinion</b></p> <p>I support the introduction of double yellow lines on Queen Street at the Junction with Orchard Close (Draft Traffic Order 13(b)), conditional on these lines being extended further into Orchard Close as the Close is regularly blocked by cars parked at the corner preventing access to the Close by waste and recycling vehicles and large delivery vehicles contrary to The Road Vehicles (Construction and Use) Regulations 1986, s.103.</p> <p>The Highway Code (Rule 243) says 'Do not stop or park...within 10 metres (32 feet of a junction...'. This should be the minimum extension of double yellow lines into Orchard Close to keep the junction clear.</p> <p>I would also suggest parking restrictions for a least one car space be placed on the south side of Orchard Close adjacent to the streetlight pole opposite 1 Orchard Close. When this space is occupied by a parked vehicle, because of the narrowness and tracking curve of the road, waste, recycling and delivery vehicles are regularly obliged to trespass on and cause damage to the frontage of 1 Orchard Close.</p>
<p>(11) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>  Queen Street/Orchard Close - <b>Support</b>  Parking Bays (High Street) - <b>Neither/Concerns</b>  Parking Bays (Mill Street) - <b>Neither/Concerns</b>  Loading Bay (High Street) - <b>Neither/Concerns</b></p> <p>Reasons for Support of Back/Lane Clover Place &amp; Queens St/Orchard Close  I support the restrictions of on-street parking on street frontage identified on your plans. In the case of Queens Street and Orchard Close the restriction needs to be extend beyond the stretch of kerbside you have marked on the consultation plan with a double yellow line on both sides of the spur junction in Orchard Close, opposite No 1, preventing parking under the street light. I would recommend a meeting on site with the residents to agree the precise points.</p> <p>This order will also ensure that the Queens Street / Orchard Close junction secures access for emergency and service</p>

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	<p>vehicles, as well as avoid dangers i.e. the benefits go beyond those stated in your list of reasons for introducing this order.</p> <p>Reasons for Concern about the High Street / Mill Street restrictions          Although I am supportive of the need to control parking and agree with the locations identified I am concerned that the proposed action is only part of what is required to secure the safety and environment of the Eynsham Village centre. On its own it is a sticking plaster solution to the problem that exists and will intensify near future. What is required is a proper traffic management plan to give priority to the pedestrian at the heart of the village by reducing traffic speeds through the centre and creating proper space for pedestrian movement. At present priority is given to vehicular traffic and the narrow pavements make this worse. Introducing parking restrictions will reinforce this. There must be a proper scheme for the centre for example in terms speed controls, wider pavements or shared surfaces and public realm enhancement, in addition to just controlling parking. The risk is that the parking controls in the centre will merely exaggerate the priority given to through traffic.</p> <p>This is an issue that needs to be addressed now because there is a real risk that the safety and environment of the centre which is poor but tolerable at present, will become undesirable as pressure is put on the village centre with the scale of new housing proposed in the Local Plan, which in effect will double the size of village, making it the third largest settlement in West Oxfordshire It may also be that Post-Covid the shift to greater dependency on local service provision will create added pressure. Therefore, I recommend that the introduction of the restrictions (with the modification I propose) must at the same time be linked to a commitment to preparing a village centre enhancement scheme as a matter of priority.</p>
<p>(12) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>          Queen Street/Orchard Close - <b>Support</b>          Parking Bays (High Street) - <b>Support</b>          Parking Bays (Mill Street) - <b>Support</b>          Loading Bay (High Street) - <b>Support</b></p> <p>Double yellow lines - Queens Street/Orchard Close:          As a resident of Orchard Close for 34 years, I am very much in favour of this proposal. For many years the parking of cars at the junction - frequently by users of the Queens Head public house opposite- have frequently prevented access by refuse lorries, delivery lorries and with no pavements in Orchard Close, has created a dangerous walkway for pedestrians. Access for car drivers entering and visibility issues leaving the Close has also been dangerous, with cars parked at the junction.</p>

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	<p>To ensure the junction remains clear in the future:</p> <ol style="list-style-type: none"> <li>1. Can I request the yellow lines are extended to the drive entrance of 8 Queens Street into Orchard Close.</li> <li>2. The yellow lines are extended on the north side of Orchard Close along the yew hedge to the garage entrance of 12 Queens Street.</li> </ol>
<p>(13) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>No opinion</b>  Queen Street/Orchard Close - <b>Neither/Concerns</b>  Parking Bays (High Street) - <b>No opinion</b>  Parking Bays (Mill Street) - <b>Neither/Concerns</b>  Loading Bay (High Street) - <b>No opinion</b></p> <p>I live on Witney Road and due to the already ridiculous double yellow lines outside my house it means that if I have any visitors they cannot park outside my house. Usually a slot can be found in Clover Place. Double yellow lines down there will mean that they can no longer park there either. The problem is that during the day the car park by the doctors is usually full especially in term time when it is used by pupils from Bartholomew School and, prior to the pandemic, by people parking and then catching the bus and of course by people going to the doctors. My family live away so when they visit they have luggage with them, we can just about accommodate one more car on the drive which means that my son and daughter will have nowhere to park if they both come to visit. <b>SO WHERE DO YOU SUGGEST THEY PARK.</b> The situation with double yellow lines is becoming increasingly frustrating, you need to live in this area to understand the problem. Could the residents at least have parking permits if these, in my opinion, unnecessary and unthought through, decisions are made. Although I do not live in the other designated areas I would be concerned if I did as due to the nature of some properties on those roads I do not think they have any other alternative than to park in the road.</p> <p>I previously objected to the lines put outside my house to no avail, not even an acknowledgement, I hope for a better response to this objection.</p>
<p>(14) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>  Queen Street/Orchard Close - <b>Neither/Concerns</b>  Parking Bays (High Street) - <b>Support</b>  Parking Bays (Mill Street) - <b>Support</b>  Loading Bay (High Street) - <b>Support</b></p>

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	<p>The proposed restriction at the junction of Queens Street and Orchard Close is most welcome. At present, thoughtless parking prevents larger emergency and delivery vehicles from entering Orchard Close.</p> <p>However, the problem will not be fully addressed unless a double yellow line is also introduced on both sides of the spur junction in Orchard Close, opposite No 1, preventing parking under the street light.</p> <p>This junction is on a very sharp bend which is too narrow for parking. At present, larger vehicles often drive over the lawn at No 1.</p>
<p>(15) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>  Queen Street/Orchard Close - <b>Support</b>  Parking Bays (High Street) - <b>Support</b>  Parking Bays (Mill Street) - <b>Support</b>  Loading Bay (High Street) - <b>Support</b></p> <p>My husband and I wish to state the importance of preserving the resident parking outside of our house on High St, and our neighbour. We are senior citizens and rely on these spaces as our properties are without driveways. We endure irritation in that drivers do use our spaces when we are out, for the purpose of taking the bus into Oxford for the day, The Evenlode DIY struggle with the same issue.</p>
<p>(16) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>  Queen Street/Orchard Close - <b>Support</b>  Parking Bays (High Street) - <b>Support</b>  Parking Bays (Mill Street) - <b>Support</b>  Loading Bay (High Street) - <b>Support</b></p> <p>We really need the double yellow lines on the Queen Street/Orchard Close junction. For many years, people have been parking their cars here - sometimes for a few days at a time. It makes turning out of Orchard Close difficult and dangerous. It also prevents the waste collection lorries from being able to access Orchard Close sometimes. And worryingly, it could prevent emergency vehicles from entering Orchard Close.</p> <p>The bays on Mill Street and High Street are also needed to allow the local business to flourish by allowing customers</p>



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	<p>to have somewhere to park.</p>
<p>(17) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>  Queen Street/Orchard Close - <b>Support</b>  Parking Bays (High Street) - <b>Support</b>  Parking Bays (Mill Street) - <b>Support</b>  Bay (High Street) - <b>Support</b></p> <p>Supporting the scheme because the parking in Eynsham needs addressing and it will help local shops</p>
<p>(18) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>No opinion</b>  Queen Street/Orchard Close - <b>Neither/Concerns</b>  Parking Bays (High Street) - <b>Support</b>  Parking Bays (Mill Street) - <b>Support</b>  Loading Bay (High Street) - <b>Support</b></p> <p>I support the addition of Double Yellow Lines at the junction of Queen Street and Orchard Close in Eynsham. However in order to prevent there being a restricted entry to Orchard Close caused by vehicles parked further along Orchard Close, the Double Yellow Lines need to be extended further in to Orchard Close away from the junction.</p> <p>The length of the extension needs to be determined on site to enable adequate access for Waste &amp; recycling vehicles, large delivery vehicles and cars at all times. There is also a need to ensure adequate access to Orchard Close for Fire Engines and Ambulances at all times.</p> <p>The other parking/loading bay proposals are supported to ease current parking problems.</p>
<p>(19) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>  Queen Street/Orchard Close - <b>Neither/Concerns</b>  Parking Bays (High Street) - <b>Support</b>  Parking Bays (Mill Street) - <b>Support</b>  Loading Bay (High Street) - <b>Support</b></p>

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	<p>I very much support the principle of the double yellow lines in Queen Street/Orchard Close. There have been many occasions when waste, recycling and green waste vehicles have not been able to enter Orchard Close as people have parked their cars in the entrance to the close, and/or on one or both sides of the road in the first 10 or 20 metres or so of the close. There have also been occasions when delivery lorries have not been able to enter the close, or the drivers have had great difficulty trying to get past parked cars. On many occasions when I've driven into the close in a car I've noticed that it would not be possible to get a fire engine or possibly an ambulance into the close. I've looked at the drawing provided in the consultation documentation and estimate that the double yellow lines end at or around the rumble strip (which is not marked on the drawing). If they do end there then I'm concerned that it will make the situation worse as, quite reasonably, people see the end of a double yellow line as an invitation to park. If cars park in the first 10 or 20 metres or so Orchard Close they may well cause an obstruction to vehicles. I would very much support the proposals if the double yellow lines extended further into Orchard Close to a point where it's safe to park and would not cause an obstruction to emergency services vehicles, waste and recycling vehicles etc.</p>
<p>(20) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>  Queen Street/Orchard Close - <b>Support</b>  Parking Bays (High Street) - <b>Support</b>  Parking Bays (Mill Street) - <b>Support</b>  Loading Bay (High Street) - <b>Neither/Concerns</b></p> <p>I live in the centre of the village and I witness a lot of the problems. I do have some concerns that the number of available parking spaces will reduce especially with the loading bay in the High Street opposite the Co-op. I often witness the problems delivery vehicles have and although that will greatly assist them, it will be very frustrating for shoppers wanting to drop in either for a quick shop (a lot of people do that on the way to work) or for longer shop as it will remain unused for the greater part of every day.</p> <p>There is a lot of informal parking in The Square in addition to the 5 formal spaces and 1 disabled space, and this generally works well except when some drivers park very thoughtlessly indeed. Generally, the thoughtless ones don't stay very long though!</p> <p>However there is one point that I would like to draw attention to. At the east side of the disabled bay there is a 'triangular' piece of paving immediately south of the stone 'cairn'. A few people have recently started parking there, especially overnight, and even small vehicles stick out into the road on that corner. I have witnessed very large early morning delivery lorries to the Co-op having great difficulty (and sometimes giving up) trying to negotiate the corner in order to get access to the rear delivery yard of the Co-op. This is sometimes made worse by vehicles also parking opposite, outside the church, where there is already a discrete 'no parking' sign.</p>

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	<p>I don't think the proposed loading bay on the High Street opposite the Co-op will be a cure for that as the driver explained to me recently that it was the smallest lorry the Co-op had and he has to access the rear yard as he has a huge amount to deliver on large metal trollies. It wouldn't be appropriate to cross the busy road and take them in the front entrance, although that may well suit the smaller specialist deliveries.</p>
<p>(21) Local Resident, (Eynsham)</p>	<p>Back Lane &amp; Clover Place - <b>Support</b>  Queen Street/Orchard Close - <b>Support</b>  Parking Bays (High Street) - <b>Neither/Concerns</b>  Parking Bays (Mill Street) - <b>Neither/Concerns</b>  Loading Bay (High Street) - <b>Neither/Concerns</b></p> <p>I live in Eynsham, on Mill Street and have concerns about the practicality and enforcement of the measures proposed. Will traffic wardens be deployed to the village to enforce the loading and parking bay restrictions?</p> <p>More specifically, if lorries are going to park in the loading bay opposite the Co-op, how will there be enough room for the buses to get past?</p>
<p>(22) Local Resident, (Eynsham)</p>	<p><b>Neither</b> – We would like to request double yellow lines at the road entrance to Millers Cottages which is off Mill Street. 16 dwellings depend on access but frequently cars park across the entrance. (This has become more frequent as people are shopping online) it's impossible then to access or to leave. I know I write on behalf of others living here.</p> <p>This would be a simple addition to the other proposals and is really necessary. Yellow lines are a good deterrent!</p>
<p>(23) Local Resident, (Eynsham)</p>	<p><b>Neither</b> – All the residents of Mill St Mews have had parking prob's for some time, mainly vehicles blocking the entrance to the mews. We have a number of elderly residents here &amp; the chance of an ambulance not being able to gain access is very real. Hoping you may be able to factor this in your parking plans for Mill Street.</p>
<p>(24) Local Resident, (Eynsham)</p>	<p><b>Neither</b> – As a resident of the over 55's development ,Mill Street Mews, which is situated in between the Library and the Market Garden via the access road to the Mews, I am constantly witnessing parking across the entrance to the Mews and also parking so close to the entrance that it is impossible to see the oncoming vehicles along Mill Street</p>

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	<p>making mine and the other 8 residents virtually impossible to drive left or right to leave our properties. it is very dangerous for them even when crossing the road to the Post Office. There are 'Keep Clear' Parking signs on the road which are very worn out and completely ignored.</p> <p>While you are sorting out 1 hr parking bays and double yellow lines, as proposed in this consultation, can you also consider renewing the signage on the road outside the Mews please or adding double yellow lines.</p>
<p>(25) Local Resident, (Eynsham)</p>	<p><b>Neither</b> – I am content with the proposals for one hour parking outside the shop at 32 to 34 Mill Street but suggest that whilst marking these up you repaint and extend the existing KEEP CLEAR lines from the southerly end of the new markings past the entrance to Mill Street Mews to the end of the markings beyond the road hump and entrance to the library. This is because the exit from Mill Street Mews is almost blind both left and right and is dangerous. Mill Street Mews provides an entrance to 9 dwellings for elderly people (retirement homes), most of whom have cars, and off street parking for another 3 cars to the rear of the shop (32 to 34) &amp; so it is quite busy. Additionally, the addition of two one hour parking bays on the other side of the street (west side, as per your proposal) will make the exit yet more difficult. The road hump is used as a crossing to the shops and Post Office on the other side and vehicles travel down Mill Street at 30 MPH (often faster) so a blind exit offers "an accident waiting to happen".</p>
<p>(26) Local Resident, (Eynsham)</p>	<p><b>Support</b> – The current proposals for the proposed traffic restrictions in the High Street look fine to me. The reason for writing to you now is to ask whether, when the new lines are painted on the road, some thought might be given to the line across our access getting out onto the High Street from our drive , shared with two other houses and used regularly by 5 cars, is made very tricky by the fact that parked vehicles, especially vans and cars with tinted windows obscure the vision when they are parked up to, or often over, the white line. It can sometimes be a very dangerous exercise to get our cars out of the drive and into the road, with no vision of oncoming traffic.</p> <p>A solution would be to extend the white line on both sides which would offer a partial solution, and if this could be done at the same time as the other line painting, it would be really helpful.</p>



# EYNSHAM PARISH COUNCIL

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Oxfordshire County Council

22 September 2020

Dear Sir/Madam

**Proposed Traffic Regulation Order – Double yellow lines, parking bays and loading bays, Eynsham. Representation for Delegated Decisions by Cabinet Member for Environment (including Transport) Meeting - Thursday, 8 October 2020 10.00 am**

Following a reviewing of the consultation responses, we wish to make the following observations:-

<p><b>Parking bays</b></p>	<p>There is overwhelming support and understanding for the proposals albeit in a few cases, with some reservations. This concurs with the outcome of the Retail Groups' survey of every resident in the High Street. There is only one outright objector to all the proposals who supports this with specific comments. However, the resident doesn't appear to have taken into account the positive benefits that shops/businesses bestow on the village, namely enhanced property values and the convenience of so many services within a few minutes' walk, not to mention the social service that the shops give freely. The resident appears not to comprehend the difficulties imposed on the shops when customers and/or delivery vehicles can't park close by.</p> <p>Most people using the <u>one hour</u> bays will be residents from within Eynsham and from the surrounding villages who are running errands and quickly using the shops and services in the vicinity. The recycling of vehicles through the busiest spaces will alleviate problems of shoppers and delivery drivers having to search around for a park. This is surely a better use of space to have many people able to use a parking space in a busy location, than someone parking there for days on end.</p> <p>The <u>1 hour</u> parking bays will certainly help the high street businesses to survive and thrive, which most people would certainly be in favour of.</p> <p>For these reasons, the new arrangements might in fact make it easier for residents to find a place to park.</p>
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<b>Loading bay</b>	<p>In relation to Resident Response no.21, this location was agreed in conjunction with Stagecoach <u>in an effort to improve flow and safety at that pinch point (Harris's Corner)</u>. The suggested space would not be in constant use. It would thus increase safety by enabling vehicles to pull into the space when a bus is approaching allowing it to pass. Stagecoach's service is a huge asset to <u>Eynsham</u> and we need to be cognisant that if the buses keep finding it difficult to manoeuvre, they may choose to alter the service.</p> <p>The butcher has around 3 - 4 deliveries a day and Cornucopia Cooks has between 3 and 10 a week. Although the Co-op does have most deliveries made to the rear of the shop, many (including daily bread) park on Mill Street. The loading bay will serve other shops in the immediate vicinity as well as those mentioned.</p>
<b>Double yellow lines</b>	<p>These are supported and will need to be reviewed in future to consider further enhancements to the schemes.</p>
<b>Other comments</b>	<p>Residents raise matters outside the scope of the proposed TRO including (1) access to Mill Street Mews, (2) footpath marking at Church Street (which has been raised with Mike Wasley to undertake), (3) people parking in the village to catch buses to Oxford and (4) Parking Permits.</p>

In consideration of the amount of work that has contributed to this proposed TRO, should OCC members consider that one or more components are unacceptable, the Council kindly request that the remaining more acceptable components are confirmed for the TRO to be made.

Furthermore, we kindly request that Oxfordshire County Council carry out a Strategic Review of the traffic flow (all modes including walking, cycling, public transport and private car) in Eynsham village and make recommendations for improvements to the current footprint and its relationship to the new developments at West Eynsham SDA and Salt Cross Garden Village.

Yours sincerely

Clerk to the Council