

CABINET MEMBER FOR ENVIRONMENT – 17 DECEMBER 2020

EYNSHAM: ACRE END STREET AND WITNEY: CORN STREET - PROPOSED BUILD-OUTS AT BUS STOPS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed build outs at bus stops in Acre End Street, Eynsham and Corn Street, Witney as advertised.

Executive summary

2. The provision of laybys and other measures to facilitate buses and bus passengers at bus stops is reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member, local councils or other parties due to concerns over road safety or amenity.

Introduction

3. This report presents objections received to a statutory consultation to introduce build outs at bus stops in Acre End Street, Eynsham and Corn Street and Newland in Witney, noting that no objections were received in respect of the proposals for Newland

Background

4. The above proposals shown at Annexes 1 – 3 and Annex 4 have been progressed as a result of concerns raised by bus operators that bus passengers have difficulty safely entering and leaving a bus at these locations due to on-street parking adversely affecting journey time reliability and difficulty for passengers in safely entering and leaving a bus at these locations due to on-street parking. The Corn Street proposals have been considered for around 15 years with the same objections arising. Conversely local residents have also cited concerns during this period over difficulties in hailing buses due to parked cars.
5. The Equality Act (2010) obliges public transport operators and highway authorities to make reasonable adjustments for all users so that disabled passengers are not disadvantaged. Providing access between a low-floor bus and the footway, is crucial to fulfilling these duties. It is also important to consider the needs of other disabled groups such as blind or cognitive

impaired bus passengers, as well as those carrying heavy luggage and pushchairs. From an operational perspective, a well-designed bus stop can provide significant benefits and is recognised as a key element in the drive to improve the attraction of bus services for all users. It is important to view the bus stop as an interchange, rather than simply a location along a bus route where buses stop; all elements of their journey should be considered including the convenience and comfort of the waiting environment.

Consultation

6. Formal consultation on the proposals was carried out between 28 October and 27 November 2020. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the West Oxfordshire District Council, Eynsham Parish Council, Witney Town Council and local County Councillors. Letters were sent to adjacent properties.
7. 21 responses were received in total and these are summarised* in the table below:

Location	Object	Support	Neither/Concerns	Total
Eynsham – Acre End	7	2	4	13
Witney – Corn Street	5	2	3	10
Witney – Newland	-	3	2	5

** numbers in table don't equal total number received due to some responses covering multiple locations and others referring to just one.*

8. The responses are recorded at Annex 4. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police and West Oxfordshire District Council did not object. Witney Town Council support the proposals but Eynsham Parish Council has objected citing no merit in the scheme and concerns over buses blocking Acre End Close.
10. Most objections from the public centre around loss of parking in Corn Street, Witney and in Eynsham issues of congestion and concerns regarding blocking access to Acre End Close, a new minor development. There were also several comments citing no existing problem with funds better used elsewhere.
11. Vehicles currently park in the bus stop areas on each side of Corn Street as the stops are not supported by clearway markings and so while the proposals would prevent 2 vehicles parking at each stop, the 4 spaces effectively 'lost' are where drivers are intruding on the bus area as there is currently no legal backing to prevent it. This practice impedes access and egress for passengers. Furthermore, wheelchair users cannot access buses unless they

can park parallel to the kerb, something the current parking arrangements regularly prevent.

12. The problems of congestion in Acre End Street are acknowledged but small vehicles can continue to use the bus bay for passing and large vehicles cannot currently use it for this function. The blocking of access to Acre End Close would be reduced by the proposals as buses would not have to pull so far forward to be parallel to the kerb.

Sustainability objectives

13. The proposals would facilitate the safe and convenient use of buses.

Financial and Staff Implications (including Revenue)

14. Funding for the proposed build outs has been provided from the Network Management budget

Equalities Implications

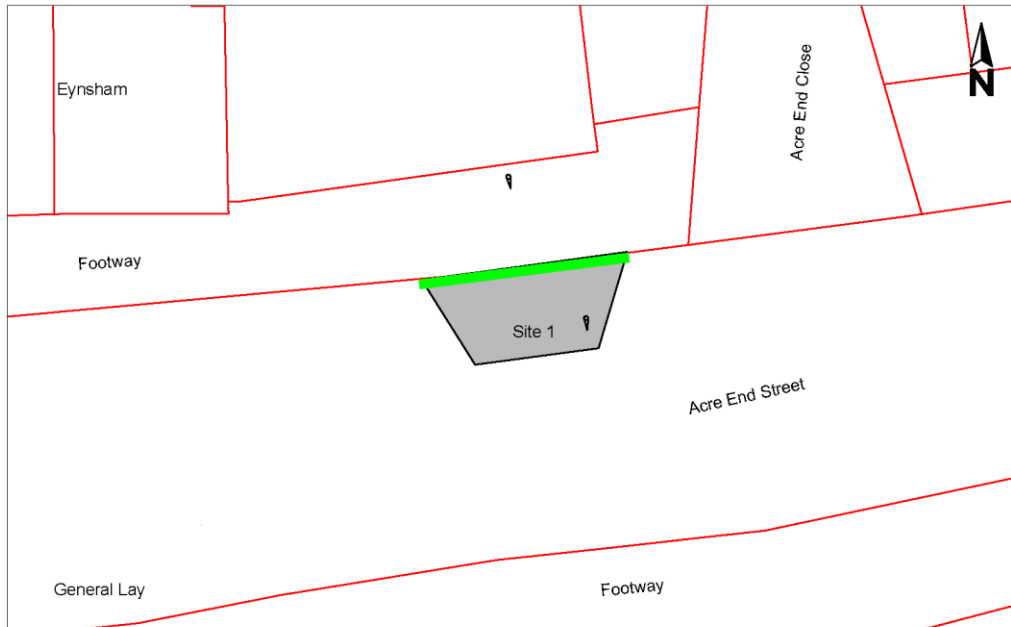
15. No implications in respect of equalities have been identified in respect of the proposals.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed buildouts at bus stops.
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Geoff Barrell 07740 779859

December 2020



Drawing No. Revision 0

Site 1
 Name: Swan Hotel
 Pole: Trueform Elite
 Flag: Large Tiled
 NaPTAN Code: oxfgdmj (69345365)
 OS grid: 443114 209290
 Bearing: East

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



 Owen Jenkins
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 Infrastructure Delivery
 Communities
 Oxfordshire County Council
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Project title
 Eynsham - Acre End Street

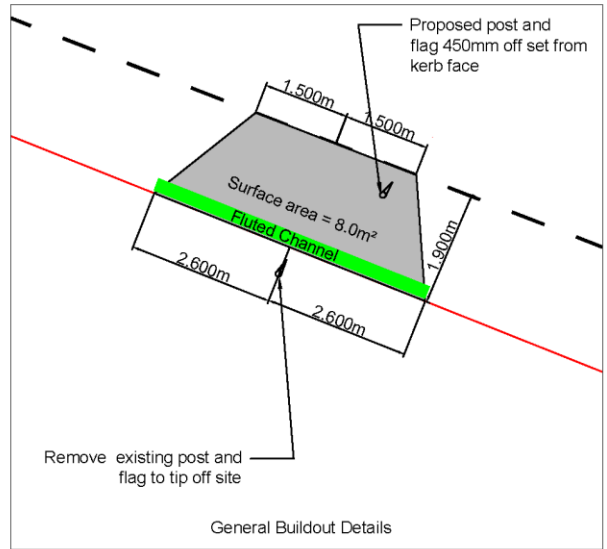
Drawing title
 Proposed Bus Stop Improvements

Drawing Status Information

Scale @ A3 n.t.s	Drawn by	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

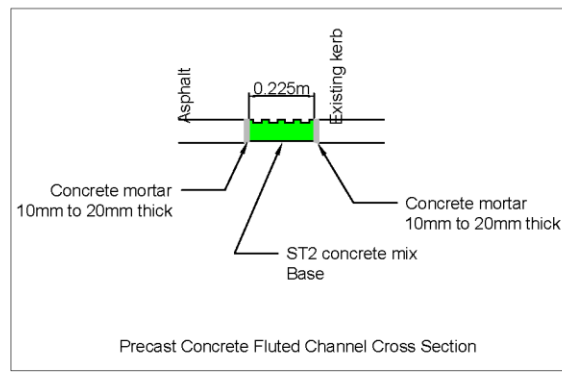


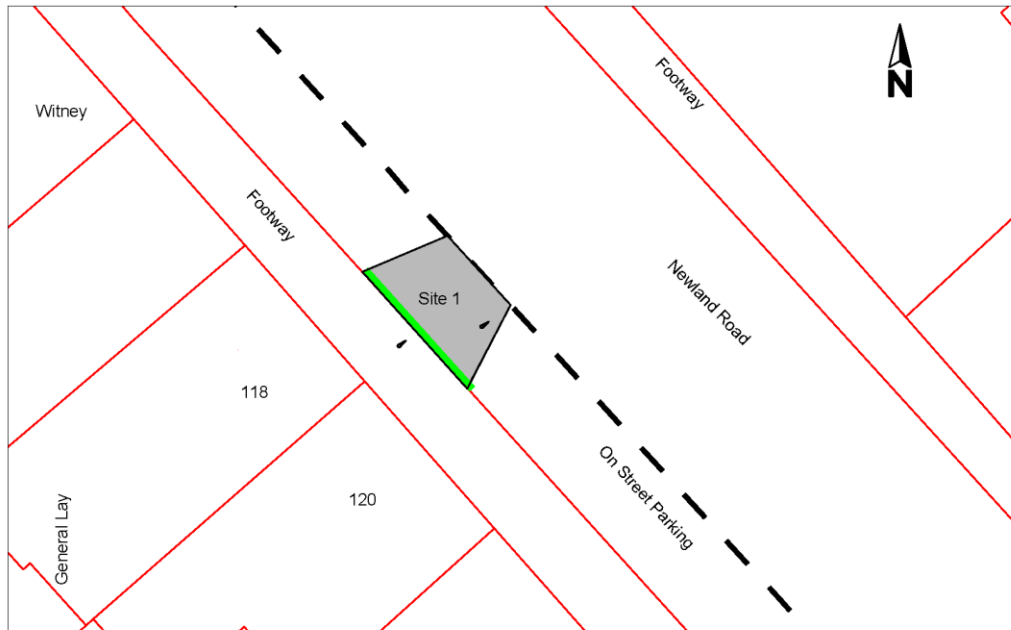
Kerbing

- 125mm x 255mm half batter precast concrete kerb to BSEN1340 Type HB2 on 13mm thick mortar bed or laid and bedded on ST2 concrete foundation whilst plastic. 100mm upstand.
- Over break in the existing carriageway due to the excavation shall be made good.

Buildout Surfacing

- 20mm of AC6 med surf 100/150 Surface Course to BSEN13108-1.
- 45mm of AC20 open bin 160/220 Binder Course to BSEN13108-1.
- Varies Binder Course regulating material.
- Tack coat existing cleaned carriageway surface





Drawing No. Revision 0

Site 1
 Name King Georges Field
 NaPTAN Code oxfgptpt (69347878)
 OS grid 436343 210052
 Bearing Northwest

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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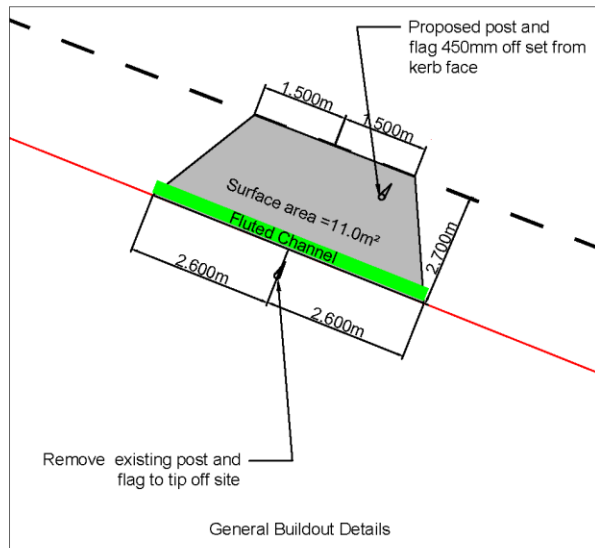
Project title
 Witney - Newland Road

Drawing title
 Proposed Bus Stop
 Improvements

Drawing Status Information			
Scale @ A3	Drawn by	Checked by	Approved by
n.t.s	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

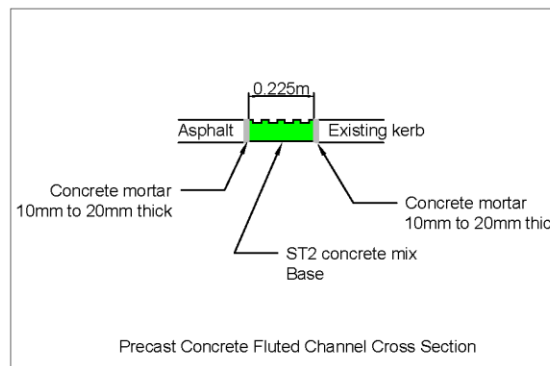


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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – I am familiar with the locations and now the design. I have no further comment or objection.
(2) Witney Town Council	Support – Witney Town Council supports the proposed improvements to the Corn Street and Newland stops in Witney.
(3) Eynsham Parish Council	Object – there is no merit in the scheme. Additional compelling information is needed if the Council is to consider reversing this decision the bigger issue is Acre End Close. Currently the bus regularly blocks this access and causes a number of issues. The problem appears to be the angle the buses can get in because of the parking bays just before the stop.
(4) West Oxfordshire District Council	No objection – With regards to the proposed bus stop kerb buildouts in Witney and Eynsham, I can confirm that WODC Planning and Strategic Housing do not raise objections.
<i>[Online Responses]</i>	
(5) Local Resident, (Eynsham)	<p>Object – I have discussed the details for this proposal with your Engineer, as I did not fully understand the proposal from the information provided. After two conversations, we have realised that the consultation letter has an error, in saying that the proposed bus stop build-out would be 6m to the west of Acre End Close, when actually it would be within the existing bus stop space only approximately 2m west of Acre End Close. This error created confusion about the location of the build-out and how existing parking spaces would be retained.</p> <p>In summary, opinion is that a bus stop build-out within this location would worsen the existing congestion in Acre End Street, as it would inhibit larger vehicles from passing and reduce the available large space of the existing bus stop and two neighbouring driveway and road entrances, where vehicles can currently pause to allow safe passing.</p>

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The Engineer explained that Stagecoach had requested a change because buses pulling in to the existing north side bus stop can't always get parallel to the kerb, to allow safe access for passengers and wheelchairs to get on - and/ or they overshoot the bus stop, blocking Acre End Close. I have occasionally seen buses not pulled right up to the kerb or overhanging in front of Acre End Close, but not often. The approach to the bus stop space is not immediately alongside parked cars, but a driveway entrance, so there is a little more space for manoeuvring buses into the kerb and it seems to work ok most of the time. I am not sure that any problem is sufficient to justify the proposed change.

Acre End Street is already a major bottleneck, with fairly busy vehicle traffic passing through, including the S1 bus route and used by school buses, and to access the village shops. I believe that a build-out would create significantly more congestion along a large part of its length, including for the buses themselves. There are often log-jams along High Street and Acre End Street anywhere from the Market Square through to the west of Station Road. The whole stretch from Acre End Close to the Market Square has only a couple of parts wide enough for even small vehicles to pass; sometimes vehicles already have to mount the kerb in this area to pass. To the west, there is already a small build-out on the south side outside The Swan Inn, with a speed bump and Give Way line to pass through it single file, followed by a tricky narrow junction at Station Road, with limited visibility in all directions. The existing bus stop space provides, together with entrances for a driveway and a small road, a passing space of approximately four car lengths. This give space for larger vehicles to pass safely or for a few cars to pause to allow passing, through the stretches where passing isn't possible. This is a very frequent occurrence.

If a build-out were created within the existing bus stop as proposed, vehicles would not be able to pull in easily to pass in that section of Acre End Street and there would be only one or two places for any safe passing to the east, before the Co-op, and more blockages or back-ups to the west. Due to a bend in the road, there is not at all good visibility in the eastern direction, so there are also times when vehicles need to reverse back into the bus stop space to pass.

In the proposed plan, the remaining empty space in this location would be two entranceways on either side of the build-out, possibly insufficient for even a car's length to pause for passing and certainly insufficient for a larger vehicle.

The Engineer recognised that blockages would occur along Acre End Street and increased congestion for cars, but he felt that cars would find alternative routes around. Unfortunately, for those who live in Acre End Street, we have no choice but to drive in or out along it. The closest alternative bypass route to head (ultimately) east, by going south down Station Road, also has a significant stretch of single carriageway passing due to on-street parking at its southern end, with poor visibility, and Station Road's junction with Acre End Street is very narrow with poor visibility.

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	<p>Finally, it is essential that the entrance to Acre End Close (now approximately 17 dwellings) should not become inhibited by the positioning of any build-out, as it is a narrow entrance, with very close on-street parking at its other side.</p> <p>If there is a genuine problem with passengers accessing buses at this location, couldn't a much smaller build-out of pavement be used, perhaps 1.5m long by 0.75m into the road, such that buses didn't have to pull right in to the existing kerb for passengers to access safely. Then the bus stop space would still facilitate passing within this stretch of Acre End Street, with only a much smaller obstruction created to solve any problem. Alternatively, don't buses themselves carry ramps to bridge any inaccessible gap to the pavement?</p>
<p>(6) Local Residents, (Witney)</p>	<p>Object – We are elderly S1/S2 bus users living in Corn Street. We object to the two proposed Bus Stop Build Outs in Corn Street, Witney for the following reasons. You state in your letter of the 28th October 2020 that 'the proposal is being put forward in order to help improve pedestrian safety for vulnerable bus users, ensuring that there is a safe pick up and drop off point'. The Public Notice states 'These proposals are being put forward to help improve pedestrian safety in these areas'.</p> <ol style="list-style-type: none"> 1. In the 35 years that we have lived in, or adjacent to, Corn Street we have never witnessed or heard of anybody not being able to board or alight from a bus at either of the two 'stops' in question. 2. Similarly we have never seen or heard of anybody being injured in any way at these 'stops'. (The Carterton bound bus stop is immediately outside of our house and as such we very often witness the bus users waiting for, alighting from and boarding the buses) 3. For bus users wishing to travel in the Carterton direction there are two alternative bus stops nearby that have kerbside access for buses. One is approx. 300 m away, towards the Bus Station, opposite Corn Bar. The second is approx. 315 m away, towards the Market Square, outside the Town Council Offices. (Market Square is where visitors to Witney are likely to wait for a bus) Both of these stops are easily accessible to 'vulnerable' bus users. 4. For bus users travelling in the Oxford direction again there are two alternative stops nearby with kerbside access. one is approx. 280 m away just to the east of Corn Bar and the second some 310 m away outside Barclays Bank at Market Square. (Market Square is where visitors to Witney, including those from the outskirts of Witney, would finish their journey - not in Corn Street.) 5. Car parking spaces are at a premium in Witney and in particular Corn Street. Please do not waste money in removing another 2/4 bays! 6. if you do have money available at this extremely difficult financial time and you wish to improve the safety of vulnerable pedestrians we believe the money should be spent to repair/improve the footpaths/road to The Crofts _ the

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	<p>section that runs parallel to Corn Street at the rear of numbers 63 - 43, Corn Street. The route to the Brewery. In its current state there is an accident waiting to happen! It is extremely dangerous for pedestrian users. You need to do a safety audit on this section of highway NOW.</p> <p>7. Surely you should consider the Corn Street and Witney residents in general. We need car parking spaces in Corn Street to access our houses with heavy shopping and the like as well and for short visits to businesses in Corn Street such as chiropractors, dentists, funeral undertakers, shops etc. Every parking bay that we currently have is needed.</p> <p>8. In addition to the safety problems in The Crofts there are two 'bouncing' manhole covers in Corn Street., both near the Marlborough Lane /Corn Street junction, that are causing extreme noise pollution! This has been going on for several months now.</p> <p>If you wish to improve pedestrian safety and have the cash left after refurbishing The Crofts replacing these would be a real benefit to the residents and highway users whereas the Bus Build Outs at the proposed locations will not</p>
<p>(7) Local Resident, (Eynsham)</p>	<p>Concerns – Two comments</p> <p>--Will this adversely affect sightlines for vehicles issuing from Acre End Close -- that being a safety matter also?</p> <p>--How about providing bus shelter while you are about it?</p> <p>These points to one side, I favour the proposal"</p>
<p>(8) Local Resident, (Eynsham)</p>	<p>Concerns – Eynsham, Acre End Street.</p> <p>I am hoping that this will make turning in and out of Acre End Close easier as the buses will no longer block the Close when they are stopped. It would be good if the road at the junction of Acre End Close could be marked as no stopping to discourage vehicles stopping there as they can no longer (illegally) park in the bus stop.</p> <p>My only concern is that traffic may not be able to pass the bus when it is stopped. This might block the road through the traffic calming section, meaning traffic will not be able to move in either direction along Acre End Street. Too much traffic already uses this road, especially at peak times and at (Bartholomew) school closing time.</p>

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<p>(9) Local Resident, (Witney)</p>	<p>Support – Much needed - access and visibility are poor at these locations and these build out stops would massively improve this. Surprised these were not already present in the locations.</p>
<p><i>[Eynsham – Acre End Street]</i></p>	
<p>(10) West Oxfordshire District Cllr (Carterton North East Ward)</p>	<p>Object – I am unable to support this suggestion as, quite simply, parking bays are at a premium in these locations and to remove them would simply be inappropriate and a loss of valuable parking facilities for residents, visitors and businesses alike.</p> <p>Those using the busses do not have to stand in the roadway before joining or leaving the bus; the bus provides protection from other vehicles; passengers do not have to put themselves in jeopardy with the present arrangements as they do not have to stand in the roadway awaiting the bus; the roadside of the parked vehicles will provide exactly the same protection as would the build out; vehicles will not be able to enter or leave a parking bay when the bus is waiting at the stop; it is not clear how many vulnerable people would gain for the suggested build-outs against the loss of amenity parking..</p> <p>Accordingly, I have to suggest that the scheme is not necessary, is inappropriate and will cause potentially considerable inconvenience to those residing, shopping or working in the immediate vicinity of the bus stop when valuable parking slots are lost.</p>
<p>(11) West Oxfordshire District Cllr (Eynsham, Cassington and South Leigh Ward)</p>	<p>Object – My understanding is that the changes are to make it easier for buses to pull up to the kerb. I have not observed any significant problems with this hitherto, other than when bus drivers have chosen to remain away from the kerb or when drivers of other vehicles have chosen to park illegally.</p> <p>The proposals appear to move the bus stop a few metres from where it currently is - I don't understand the benefit of this.</p> <p>More importantly, the effect of the proposed changes will be effectively to narrow what is already a narrow carriageway and make it more difficult for motor vehicles to pass each other at this point. It will reduce the area available for cars and buses to pull in to let each other past. At present, the bus stop area can be used as a passing space, without this damaging the bus operation. The changes will increase the likelihood of the road getting blocked,</p>

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	<p>making it more likely that parked cars will be struck by road users, which is already a frequent occurrence. The additional street furniture will make it harder for residents and others to park.</p> <p>In conclusion, there seems to be a significant downside to the proposals, and no upside.</p> <p>If there is really a problem for buses, then it should be solved by parking enforcement rather than unnecessary engineering.</p>
(12) Local Resident, (unknown)	<p>Object – This is a bad pinch point with problems created by existing parking aggravated by deliveries to the Jolly Sportsman, bin lorries on waste collection day and access to Acre End Close. I do not consider this plan feasible unless Acre End Street becomes a one-way highway.</p>
(13) Local Resident, (Eynsham)	<p>Object – I am not at all convinced of the viability of this proposal to widen the pavement in Acre End street. This is a very busy street and is always subjected to traffic jams mainly caused by the busses. To widen the pavement at this bus stop will mean the bus will have to stop in the middle of the road thereby blocking the road for other users. Also what happens when a bus going in the other direction arrives at the same time? There will be a grid lock.</p> <p>I appreciate that you are concerned for the safety of passengers but why, after all the years the stop has been there, are you suddenly concerned? We already have a traffic calming narrowing of the road a few meters along from the proposed area to be widened which can cause problems and on a narrow road, I would have thought that was enough for the road to take.</p> <p>The best solution would be to remove the bus stop completely. There is a stop further up to the north end of Acre End Street and there is one at the Church a few hundred yards to the south, so I do not see the need for it.</p>
(14) Local Resident, (Eynsham)	<p>Object – Our house is directly behind the bus stop on the same side of the road. The problem which I foresee, if you go ahead with a kerbed build out, is access to our driveway. Standing in our driveway, facing the road, there is a marked parking bay for 2 cars on the right and the bus top immediately on the left. We have a dropped kerb, which is only the width of our drive. In theory this should be fine, however, the bay for 2 cars is only big enough for 2 small/medium cars. If a large car or van is parked furthest away from the drive more often than not a car will then park over the white line and partly over our driveway. I have previously asked the council whether they could make the parking</p>

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	<p>bay one space only, meaning that we would always have access, but it was pointed out to me that as we have the bus stop on the left side of the drive (standing facing the road), we can cut across the bus stop in order to access our driveway at an angle if someone is parked over the white line on the right.</p> <p>As I work from home and I have also been a parent on an Oxford school run for years, I guarantee that someone will have parked partly over our drive two to three times a week since we have lived here (17 years). I have had to call the police quite a few times over the years for them to get the cars moved.</p> <p>My concern with the kerbed build out, is that we will then only have the literal width of our drive in order to access the driveway, rather than being able to drive over the corner of the bus stop to come in at an angle, and I will be constantly calling the police to get cars moved to enable us to get either in or out. The only solution would be to make the bay for 2 cars into a bay for 1 car and to move it away from our drive to the right (standing facing the road), thereby allowing us constant access to our home.</p>
<p>(15) Local Resident, (Eynsham)</p>	<p>Support – The following comments concern the proposed plan for a bus stop build-out in the Acre End Street location in Eynsham:</p> <ol style="list-style-type: none"> 1. The proposed plan will be a great improvement on the current situation. Currently, the bus stop is located immediately at the junction with Acre End Close causing blocked visibility lines for car traffic. When a bus is at the bus stop, cars going in and out of Acre End Close cannot properly see pedestrians and other motor traffic and this causes dangerous situations. Time-pressured delivery drivers reversing in and out of the Close add to the unclarity of the situation. Especially as the road into Acre End Close has itself no pavement and is used by children on foot (this includes children who reside in Acre End Close and children who come for their violin lessons at the first house on the right into the road (44 Acre End Street)) a clear traffic situation with good sight lines is crucial. Moving the bus stop away from the junction with Acre End Close will open up these important sight lines. 2. The proposed plan will also improve the flow of pedestrians on the kerb along Acre End Street. Bus passengers will be able to wait on the kerb build-out instead of on the main pavement, as is currently the case. In the current situation people waiting for the bus often block the flow of pedestrians along Acre End Street. 3. As this bus stop is situated in the centre of a conservation area it would be great if the flag will not have any LED-lighting. LED-lighting causes light pollution which will detract from the unique village character of this conservation area. Especially as bus times can be checked on the timetable and on real-time apps, LED-lighting stating bus times

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	<p>seems not to add much benefit while it will have a significant negative impact on the character of the centre of Eynsham.</p> <p>4. It would be fantastic if the road markings in front of the bus stop could be refreshed at the same time that the kerb build-out is constructed. At the moment, there is a 'no stopping'-box at the entrance of Acre End Close, but this box is faded and being entirely ignored by road users. As Acre End Street narrows after the bus stop in the eastward direction (towards the Co-op), many cars wait at the entry to Acre End Close, on top of the faded box, for oncoming traffic to clear. This causes the junction to be blocked. A repainted 'no stopping'-box would signal to car users not to wait there and not to block the road. If a 'keep clear' message could be added into the box that would be even better.</p> <p>5. Appearance: as the proposed build-out kerb is directly opposite and in the same street view as two listed buildings (The Swan Hotel and no. 17 Acre End Street) it would be nice if the design of the build-out kerb could be in keeping with this. An example could be seen in the build-out kerb in front of the Swan Hotel, which has slightly rounded edges. Matching this style could be easily done by adding rounded edges and would be preferable to the "standard" modern look of build-out kerbs.</p>
<p><i>[Witney – Corn Street]</i></p>	
<p>(16) Local Resident, (Witney)</p>	<p>Object – This is a request stop. There is a bus shelter already in Corn Street and several bus shelters in Market Square. As I live close to the bus stop, I see how few people use this request stop. I must stress that there is no danger to pedestrians as the pavement in this part of Corn Street is unusually wide. I can send photos if this would be helpful. If money needs to be spent in bus stop improvements, then it would be far better spent at two request stops in Brize Norton, where people step off the bus and onto a thin strip of verge. This is a danger to the public.</p> <p>I would prefer this money to be put to better use. I am hoping that the rail line from Witney to Oxford might be re-installed, which would be far more beneficial to the community. I am happy to voice my concerns in person at County Hall if this is required.</p>
<p>(17) West Oxfordshire District Cllr (Witney South Ward)</p>	<p>Object – The residents and shopowners are most upset by this as it appears that we shall be losing a further 6 or more parking bays here in Corn Street. This will cause further displacement into the surrounding streets, The Crofts, Highworth Place and Holloway Road and I am aware of the amount of correspondence you and the Parking Team have already had on this subject. I cannot see how this would increase safety for the very few people who actually</p>

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	<p>use either of these stops. As I am adjacent to one area and diagonally opposite the other I am able to see how infrequently these are used. Since I have sufficient off street parking for my staff and clients I don't believe this will affect me adversely except to say that passing pedestrian traffic is incredibly important to all the businesses here on Corn Street and the fewer parking spaces there are, the less passing pedestrians there will be.</p> <p>These changes would also mean several homeowners having to find elsewhere to park overnight as these buildouts do not suddenly disappear at 5.30 pm and reappear at 8.00 am when they may go to work. A number of the shopowners also live above their shops and are therefore affected on both counts. OCC have tried some years ago to introduce these measures but very wisely decided not to progress with them at that time for many of these reasons.</p>
<p>(18) Local Business, (Witney)</p>	<p>Object – I do object to the proposed bus stop kerbed build out on Corn Street. It has been made apparent to me that this proposal would result in the loss of two parking spaces which would be a major inconvenience to the clients that we get on a daily basis who like to park right out in the front of our premises. There is already very limited space for our clients to park their cars on corn street, so to go ahead with the proposal would prove to be a disadvantage to our small local business which we would think has suffered enough from the continued aftermath of COVID-19. Please do reconsider and keep me updated on how this situation progresses.</p>
<p>(19) Local Business, (Witney)</p>	<p>Object – This proposal was under discussion several years ago, opinions sought and it was decided not to proceed. The main objection at the time and still is, is the loss of parking spaces. To take parking spaces from an already over parked busy street would cause chaos not only for business's but domestic parking too. In the area suggested you have twelve business's all needing deliveries and customer parking in 2hr parking bays not to mention parking for the domestic dwellings.</p> <p>Of course we appreciate the need for safety but feel a build out would cause more problems with the double parking by delivery vehicles or parking on restricted areas that does happen. There is a drop curb on the north side of the carriageway, west of junction with Holloway Road that is used by the considerate bus drivers if and when vulnerable bus users are present. Also in the middle of the road at this point is a right hand waiting area for turning right. Our garage entrance is also at this point and it often causes us problems with the restricted viewing managed by our own vigilance. We are aware that Corn Street is and has been a problem street with parking, buses and continue through traffic but to reduce parking and building any kerb build out would be folly.</p>

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<p>(20) Local Resident, (Witney)</p>	<p>No objection – We can see the safety argument for this scheme, and therefore do not object to it. However, it will inevitably reduce available parking in the area, and would ask you to introduce a Residents’ Parking scheme for Corn Street.</p> <p>As a resident of Corn Street with no allocated parking, it has become increasingly difficult to find long term parking for our cars in adjoining streets, e.g. Holloway Road or The Crofts. We can park on Corn Street itself, but for only two hours. Consequently, we have to find an alternative location most of the time. This is becoming increasingly difficult as potential spaces are being lost on Holloway Road as, quite understandably, residents there are having parking spaces installed in front of their houses. People who work in the Corn Street businesses also park there or on The Crofts. Some days we drive around for a considerable amount of time looking for a place to park. This is clearly not environmentally friendly and adds to the congestion in our part of town.</p> <p>When we first moved here the traffic wardens had been told to act benignly towards Corn Street residents. This is no longer the case and, in any event, was not really a satisfactory solution. People living on West End have Residents’ Parking but not on Corn Street, which seems to be very unfair. When we have challenged this in the past, we were never given a satisfactory response.</p>
<p><i>[Witney – Newland]</i></p>	
<p>(21) Local County Cllr, (Witney North & East Division)</p>	<p>Support – I am strongly support of these improvements and have been campaigning for a long time to improve the Newland bus stop (which is terrible - you have to hang out in the road between parked cars to hail the bus) - however in Newland the bus would be stopping in the road ... it would be better to remove the parking and enable it to stop next to the actual kerb and also prevent traffic queuing here. I am still baffled why cars are alllowed to park in a bus stop here. We have also discussed moving the bus stop to outside the pub to make this process easier.</p>