

Divisions affected: *Faringdon*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 JUNE 2022

FARINGDON: MARKET PLACE – PROPOSED ADDITIONAL MARKET DAY PARKING AND LOADING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a) the extension of the existing time limited waiting outside Nos.1 & 2 Market Place and outside Nos. 6-7a to also be in effect on Saturdays, with the corresponding limited waiting restrictions being amended to exclude Saturdays.
2. The Cabinet Member for Highway Management is RECOMMENDED to not approve as advertised:
 - b) the introduction of No Loading/Unloading 10am-2pm Tuesday & Saturday' restrictions on the northern side of Market Place outside Nos. 22-24 & 'The Old Crown Coaching Inn', and on the southern side in the bus stand and the area outside the Old Town Hall.

Executive summary

3. This report presents responses received to a statutory consultation on proposals to amend existing parking restrictions and introduce new loading restrictions in order to help facilitate the Saturday Market that occurs every week in Market Place, Faringdon. A plan showing the proposals are shown in **Annexe 1**

Financial Implications

4. Funding for the proposals will come from the County Council's third party support schemes budget.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate the safe movement of traffic, specifically on those days when the market is in operation.

Consultation

7. Formal consultation was carried out between 12 May and 9 June 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, Faringdon Town Council, and the local County Councillor. Letters were sent to approximately 160 premises adjacent to the proposals, and street notices were also placed on site in the immediate vicinity.
8. Six responses were received during the formal consultation, with 2 objections, 1 expression of concern, 2 expressions of support, and 1 neither objecting nor commenting.
9. The individual responses are shown in **Annex 2**; copies of the original responses are available for inspection by County Councillors.
10. Thames Valley Police expressed no objection to the proposals.
11. Stagecoach West bus company – whilst not objecting to the specific proposals – expressed concerns that the proposals had not sought to protect the bus stop on Market Place, and bus service operation by a more general prohibition of waiting and loading along this short stretch of highway. A request has been made to extend the clearway restriction to the area outside 22-24 Market Place and the Old Crown Coaching Inn. A formal loading bay to the south east of the Inn (east of the ‘undercroft’ access) could then provide a suitable alternative.
12. Noting the above, Officers are recommending that the loading restrictions aren’t approved & implemented at this current time, and the requirements will be further assessed in conjunction with the Town Council. Any future scheme will ensue that proposed restrictions do not adversely affect local bus operations, and that these concerns are considered.
13. One objection related to the proposed restrictions on Market Place north of the Portwell, stating that the markets do not extend that far except on special occasions, suggesting that temporary restrictions could be made at these times. These particular spaces are currently restricted on a Tuesday for the market, so the proposals for Saturday are to mirror those restrictions. This will ensure an element of ‘future proofing’ in case the market grows. The space is also allocated when there are enough stalls to require it.

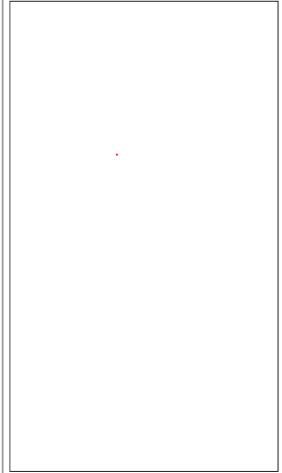
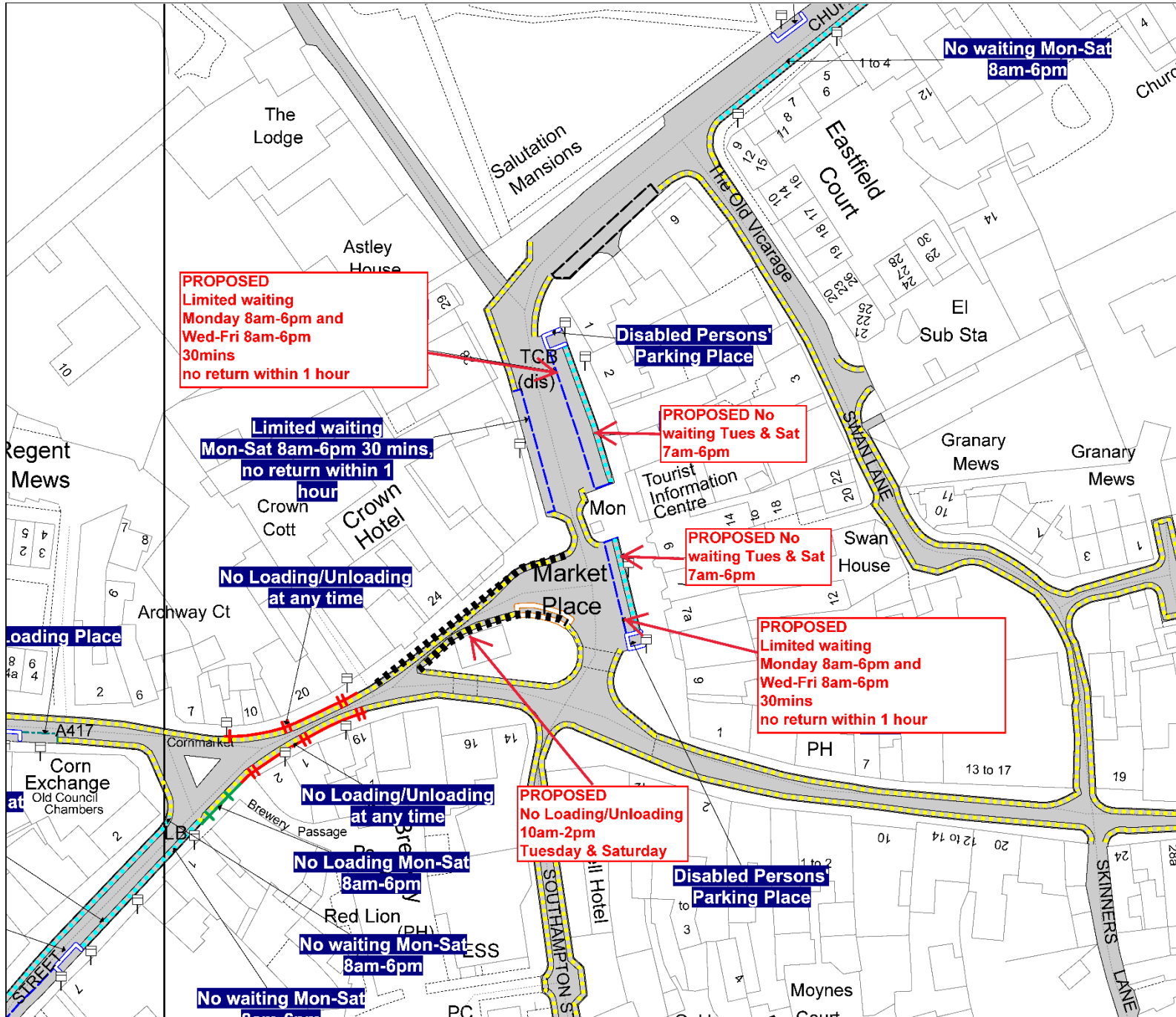
14. The other objection to the proposal considered the policing of existing restrictions a more sensible approach than introducing further measures. It should be noted that with the move to Civil Enforcement within the Vale of White Horse district, enforcement of existing restrictions is now actively undertaken, and members of the public are able to report instances of illegal parking directly to the Enforcement Team.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annexe 1: Consultation Plan
 Annexe 2: Consultation responses

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June 2022



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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Stagecoach West	<p>Concerns – Stagecoach West operates, among other services, route S6 that serves Faringdon Market Place. This service runs 7 days a week in each direction from Faringdon to both Oxford and Swindon. The timetable offers a core daytime frequency of every 20 minutes rising to 4/hour towards and from Oxford at peak times. Late night services are offered and on Friday and Saturday nights an overnight service is now provided. This level of service is exceptional for the rural shire context of the western Vale of White Horse.</p> <p>The stop in the Market Place is served by buses in both directions: i.e., by up to 7 buses per hour on service S6, before additional journeys on Thames Travel route 67 are considered. These terminate at this stop each hour. Both service use the Market Place as a timing point, which is to say that the timetable provides for buses to recover unforeseen delays. Buses can therefore wait at this point for several minutes each where such delays have not been experienced.</p> <p>The bus stop lies in a narrow part of the highway between the Old Crown Coaching Inn and the Market Place building, most of which is single track. While the carriageway opens out to accommodate a bus stop on the offside, the arrangement is clearly a legacy of history. It has to be stressed, to, that buses must pass through this narrow link in order to turn around.</p> <p>There is no realistic alternative currently available to serve the town centre and a significant residential hinterland, than to use the Market Place. During recent refurbishment of the Market Hall, this meant that buses could not serve the town centre at all for an extended period. The nearest bus stops were a significant uphill walk to the west to the Fire Station. For parts of the town east of Market Place this walk is that much further. The Council should accordingly be looking to place very high weight on the need to preserve and enhance access to buses in the Market Place, and to also enhance passenger facilities, which at this time are extremely limited.</p> <p>The main area of concern and interest is the changes around the Market Place and the bus stops to accommodate a Saturday Market, as well as a Tuesday Market. We note that a no loading restriction is added on a Saturday as well</p>

	<p>as on a Tuesday, between 10am and 2pm, on the link between 22-24 Market Place and the Old Crown Coaching Inn. Of course, at other times there is no such restriction. Thus, in theory, it is quite possible to legally block the single track link forming access to the bus stop and prevent the service from continuing for the duration of the blockage.</p> <p>Stagecoach has no particular objection to this relatively minor change, to support the Saturday Market. For the avoidance of doubt, we have no objection to the other proposed changes, that have no bearing on the operation of the service.</p> <p>However, it is notable that the Council has not elected to protect the bus stop and bus service operation by a more general prohibition of waiting and loading along this short stretch of highway.</p> <p>Stagecoach West invites the Council to extend the clearway restriction to the area outside 22-24 Market Place and the Old Crown Coaching Inn, for the reasons expressed above. A formal loading bay to the south east of the Inn (east of the undercroft access) could provide a suitable alternative.</p>
<p>(3) Member of the public, Faringdon)</p>	<p>Object – While I agree with most of the proposed parking restrictions for Faringdon Market Place, I disagree with the restriction on parking on Tuesdays and Saturdays 7 am - 6 pm for the section of the Market Place north of the Portwell. Thus, is an unnecessary restriction given that the Tuesday and Saturday markets do not extend that far except on special occasions when temporary restrictions can be made.</p> <p>It should be borne in mind that there are only 133 off-street parking spaces in the centre of Faringdon (Market Place, and Gloucester St and Southampton St car parks) for a current population of over 9,200 and future population of ~11,600 based on OCC figures for the occupation of housing in Faringdon with planning permissions already granted.</p>
<p>(4) Local business, (Faringdon, Market Place)</p>	<p>Object – It is with incredulity that I read your letter regarding parking restrictions in Market Place, Faringdon. I suggest your time would be more constructively spent monitoring the permanently parked cars on the double yellow lines on London Road leading off of Market Place.</p> <p>Pedestrians attempting to cross the road between parked cars on double yellow lines are in danger. Only a matter of time before there is a serious incident.</p>

(5) Member of the public, (Faringdon, Swan Lane)	Support – I have little view on these, other than that the Saturday market is to be encouraged.
(6) Member of the public, (Faringdon, Marlborough Street)	Support – Tuesday and Saturday markets are important for the vitality of Faringdon Centre.