

FARINGDON PARKING STUDY

FARINGDON PARKING STUDY

**On behalf of FARINGDON TOWN COUNCIL &
VALE OF WHITE HORSE DISTRICT COUNCIL**

APPENDICES

**Gary Kay Smith Ltd
Allen House,
Edinburgh Way,
Harlow,
Essex CM20 2HJ**

FARINGDON PARKING STUDY

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APPENDIX A – PARKING STUDY BRIEF

FARINGDON PARKING STUDY
Economy, leisure and property
HEAD OF SERVICE: Chris Tyson



CONTACT OFFICER: **John Backley**
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Tel: 01235 540443
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Abbey House, Abbey Close
Abingdon OX14 3XX

Our reference: n/a

Request for Proposal for the Provision of a parking study in Faringdon

Vale of White Horse District Council (the council) is inviting competitive proposals for the provision of a parking study in Faringdon.

If you are interested in providing a proposal please complete this submission in full and return it as explained below.

Instructions for completion

Please answer all of the questions as accurately and concisely as possible or mark those not applicable as 'N/A' and provide an explanation.

Response boxes will expand to accommodate your answers, but if necessary continue on a separate sheet where space/layout on this form is restrictive.

Returning your quotation

All potential suppliers wishing to return a completed submission will be required to complete this document electronically and return via the South East Business Portal

[https://www.businessportal.southeastiep.gov.uk/sece/cms.nsf/vLiveDocs/SD-DEVV-6UNGEK?OpenDocument&contentid=1.001\).%20%20](https://www.businessportal.southeastiep.gov.uk/sece/cms.nsf/vLiveDocs/SD-DEVV-6UNGEK?OpenDocument&contentid=1.001).%20%20)

Any questions relating to this process should be received by **12:00hrs on 18 February 2014 via the South East Business Portal.**

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The closing date for receipt of the completed request for proposals and any attachments is 16.00 on 20 February 2014. Please note that the council will not consider late returns. It is your responsibility to ensure that your submission is received in good time before the deadline.

Please ensure that all declarations (Appendix A – D) have been completed, signed and returned with your submission.

Statement of requirement

Introduction

Faringdon is the smallest town in the Vale of White Horse District. The population of the Faringdon and Coxwells ward is 7,800 (this figure includes for Faringdon town, and the surrounding villages of Coleshill, Little Coxwell, Great Coxwell, Eaton Hastings, Buscot, Littleworth, Buckland). This is expected to increase by 15 percent by 2016 and by 40 percent by 2026. Faringdon town lays to the west of the district close to the A420, some 10 miles from Swindon. Although it acts as a local service centre and has a reasonable number of shops and services, many people look to Oxford and Swindon for work and their higher order goods and services. Faringdon has one infant, one junior and a secondary school, a health centre, a leisure centre, a library and three hotels.

Like many market towns, local traders and businesses need to work hard to retain and enhance the vitality and viability of the town centre. Many factors impact on this but car parking is seen as a significant issue which will influence customer perception of the attractiveness of the town centre.

The historic nature of the town centre also means that there are a large number of properties which have no parking facilities and therefore they rely on the use of both on-street and off-street public parking areas.

As part of a housing development agreement (section 106) in Faringdon, the Vale of White Horse District Council has acquired a budget on behalf of the Faringdon Town Council to carry out a parking survey of the town. The Vale of White Horse District Council is leading on this project to procure and oversee the parking study on behalf of Faringdon Town Council.

More information about Faringdon Town council can be found on their website:

www.faringdowntowncouncil.gov.uk.

In addition information about what the Vale of White Horse District Council is doing to improve the vitality of Faringdon can be found on the council website:

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<http://www.whitehorsedc.gov.uk/services-and-advice/business/economic-development/town-centre-vitality/faringdon>

Objectives

The objectives of this parking study are to survey, evaluate and provide recommendations to Faringdon Town Council on:

- the existing supply and demand levels of car parking spaces in Faringdon town centre both on and off-street (including design, layout, parking fees and charges, including season tickets and illegal parking with particular reference to increasing capacity)
- the impact of the planned housing and employment growth in Faringdon, up to 2026, on the existing parking provision
- the impact of all new development, notably Tesco store (including additional car parking) on the existing parking provision
- the impact of all future development on the existing parking provision
- how changes to various on or off-street parking/waiting restrictions might facilitate improvements to the overall parking provision including residents parking
- parking strategy in relation to government parking policies particularly when compared to similar sized towns
- the current council policies that exist to provide residents parking, particularly on new builds
- how changes in transport mode such as electric vehicles, coach parking and bicycles may be accommodated
- parking arrangements for coaches and commercial vehicles, including drop off and pick up points for coaches
- delivery arrangements for large vehicles that may cause traffic disruption

Description of the work to be undertaken by the consultant

The Faringdon Town Council wishes to understand the current parking situation in Faringdon, primarily the relationship of supply against the various demands, and how this might change in the forthcoming years as a result of the further developments in Faringdon.

The Town Council wishes to know what changes and improvements can be made to prepare for future parking.

The successful tenderer will attend at least two meetings with the Faringdon Town Council at its offices in Faringdon during the course of the project in order to understand the work required, present a project plan, highlight and resolve any

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issues arising and feedback progress. There will then be a further final presentation to all stakeholders at the end of the project.

The project will include:

1. designing and agreeing a project plan with the Faringdon Town Council
2. consultation with all stakeholders as required during the length of the project, including regular meetings with the contract manager
3. the design, promotion, publication and distribution of a public paper questionnaire with an equivalent survey on line.
4. evaluation of the questionnaire and survey with a draft summary to the Faringdon Town Council
5. in light of the questionnaire and survey in 3. and 4. design and carry out a parking survey through the day, at times and on at least three whole days (8am to 6pm) to be agreed with Faringdon Town Council. These surveys to be carried out at regular intervals throughout the day
6. evaluation of the parking survey data
7. the preparation of a draft report covering all surveys and questionnaires including recommendations for future parking arrangements (two bound copies) for consideration and comment by the Faringdon Town Council.
8. the preparation of a final report (six bound copies plus CD)
9. presentation of the final report to key stakeholders. This is likely to be an evening meeting in Faringdon.

Programme requirements

Key dates:

Date:	Requirement:
By 1 Mar 2014	Award of contract and start date
By 1 April 2014	Project plan produced by the successful tenderer and presented to the Faringdon Town Council
By 30 October 2014	Presentation of final report to all stakeholders

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Background Data

The Vale of White Horse District Council is responsible for the two off-street parking areas at Southampton Street and Gloucester Street off-street public car parks, and monitors their usage on a regular basis. Monthly data is produced for both car parks and the council will provide the consultant with the information it has recorded. This will also include the trend in car park usage over the last six years in order for the consultants to make the appropriate seasonal adjustment to the actual survey data so that the study outputs reflect the periods where maximum demand occurs.

In addition there was a car park report in 2004 by a working party reporting to the Planning and Highways Committee of the Faringdon Town Council that is available as a starting point.

There is also information available from Stuart Michael Associates who carried out a traffic survey in 2010 of the A420/A417 (Park Road) turning.

The council planning service has information regarding future developments in Faringdon.

Existing Parking Provision

This section sets out the existing parking areas, on-street and off-street which are included in this survey. The areas are assumed to be those which provide the town centre with its parking places.

Southampton Street Car Park

This car park is located close to the town centre with a single access point from Southampton Street. The car park is operated by the council and provides 61 public pay and display spaces including spaces for the disabled.

The car park is operated as a short-stay shopper car park and supports the adjacent Budgen's supermarket. The current pricing structure is:

Period	Tariff
Up to 2 hours	free
Up to 3 hours	£1.10

There are no permits available for this car park, in line with its intended function as a short-stay shopper's car park.

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Gloucester Street Car Park

This car park is located just to the west of the town centre, with a single access point from Gloucester Street. The car park is operated by the council and provides 50 public pay and display spaces including spaces for the disabled.

The car park is intended for predominantly long-stay parking, but the pricing structure does not discourage short-stay parking. The current pricing structure is:

Period	Tariff
Up to 2 hours	free
Up to 3 hours	£1.00
Up to 4 hours	£2.40
Up to 6 hours	£2.60
Over 6 hours	£2.80

A range of both commercial and residential parking permits are available for use in this car park.

Market Place

The Market Place is located in the centre of Faringdon. The area forms part of the public highway and provides 23 spaces. Parking is free for 30 minutes, with no return within 1 hour. On market days, Tuesdays, the number of spaces is significantly reduced.

Church Street

Church Street is to the north of the Market Place and provides on-street parking at three locations, on the northern side of the road from the Market Place to Radcot Road, a small section on the southern side adjacent to the Market Place, and a small section on the southern side near Coach Lane. Parking is free and unrestricted at all three of these locations.

Swan Lane

Swan Lane runs off of Church Street. There is a small length of on-street parking on the eastern side of the road. Parking is free and unrestricted.

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Gloucester Street

Gloucester Street, to the west of the town centre, contains many residential properties with no off-street parking facilities. The street is therefore known to come under pressure from residents parking. Recently the county council has removed the single yellow line along the south side. The parking is largely free and unrestricted

Marlborough Street

Marlborough Street, to the west of the town centre, provides a long section of on-street parking on the southern side of the road near the town centre, for short stay customers; parking is restricted to 1 hour with no return within one hour. There is also a small section of on-street parking on the southern side of the road between Bromsgrove and Park Road where parking is free and unrestricted.

Ferndale Street

Ferndale Street runs to the south of the town centre and provides two long sections of on-street parking on the southern side of the road. Parking is free and unrestricted

Coxwell Street/Coxwell Road (up to the entrance of Danetree Veterinary Practice)

Coxwell Street runs southwest of the town centre and provides a long section of on-street parking on the western side of the road. Parking is free and unrestricted. Narrow in places and along with restricted parking causes tailbacks.

Stanford Road

Stanford Road is on the eastern side of Faringdon and provides access to a large residential area. On-street parking is available along the entire length of the road but the survey will cover the section on the southern side of the road between Ferndale Street and Berners way. Parking is free and unrestricted.

London Street

London Street runs to the east of the town centre, and provides a long section of on-street parking on the southern side of the road between No34 and Stanford Road; there are also two smaller areas on each side of the road just east of Stanford Road. Parking is free and unrestricted in all of the areas. Parking outside of the Folly pub restricts view of people turning out of Standford Road.

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Bromsgrove

Bromsgrove runs to the south of the town centre and provides two short sections of on-street parking. Parking is free and unrestricted.

Langford House Private Car Park

Langford House is accessed via the Vale Council's Gloucester Street car park. It is a private area with approximately 50 spaces for the use of the various businesses. The area is not policed and unauthorised parking is common place

Lechlade Road and Gravel Walk

Double yellow lines for most part but illegal/unauthorised parking on wide/banked verges

Fernham Road

Parking outside the school spreading down to Carters Crescent which inconveniences resident and visitor parking

Canada Lane

Parking outside the infants school – blackspots leading to poor visibility for people crossing the road.

Wellington Square

Problems with residents being blocked in and the Faringdon Association of Residents receives complaints.

Community and Stakeholder Consultation Requirements

The following persons/ organisations should be consulted as part of the study:

Organisation	Person
1. Vale Planning Portfolio Holder	Cllr Roger Cox roger.cox@whitehorsedc.gov.uk
2. Vale Economic Development Officers	Suzanne Malcolm (economic development manager) and Trudy Godfrey (economic development team leader) Suzanne.malcolm@southandvale.gov.uk Trudy.godfrey@southandvale.gov.uk

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3. Local District Council Members	Cllr Mohinder Kainth mohinder.kainth@gmail.com Cllr Alison Thomson amthomson5491@yahoo.co.uk
4. Oxfordshire County Council	Cllr Judith Heathcoat Judith.heathcoat@oxfordshire.gov.uk
5. Faringdon Town Council	Deputy town clerk Hilary Sherman hilary@faringdowntowncouncil.org.uk
6. Faringdon Chamber of Commerce	Jane Haynes jane.haynes@bqi.uk.com Paul Brame paul.brame@morgan-cole.com Sarah Allen-Stevens sallenstevens@wicklesham.co.uk
7. Faringdon Traffic Advisory Committee	Assistant town Clerk D.M. Keany diane@faringdowntowncouncil.org.uk
8. Faringdon Association of Residents	Mr Colin Desborough 22 Westland Road Faringdon Oxon SN7 7EY
9. Thames Valley Police – Traffic Division	Contact Thames Valley Police via council safety community officer Liz.Hayden@ southandvale.gov.uk
10. Vale car park manager	Beverley Mizen Beverley.mizen@southandvale.gov.uk
11. Oxfordshire County Council, highways	HighwayEnquiries@Oxfordshire.gov.uk
12. Vale of White Horse District council planning service	planning@whitehorsedc.gov.uk
13. Project leader	John Backley Tel 07717 836745 John.backley@southandvale.gov.uk

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Financial information

The budget is not disclosed.

Risk identification and planning

Description of Potential Risk	Effect of Risk Occurring	Mitigating Action
Unable to meet deadline for completing report	Loss of reputation	Obtain details of dates of committee meetings for Faringdon Town Council and other key meetings from Town Clerk Produce a project plan detailing each step Consult with stakeholders
Report recommendations are unable to be put into practice	Waste of time doing survey	Draft recommendations are sent out to stakeholders in order to gauge practicalities of implementation
Survey is poor quality	Reduced quality of report and so less impact	The consultant should demonstrably follow best practice guidance in carrying out the survey such as the Market Research Society Code of Conduct.

Response to statement of requirement

Quality statement constraints

The written quality statements should cover individually the points 1. to 12. below and should be submitted separately in support of your response. It shall be contained within a maximum of ten sides of A4 paper using a 12 point size font. Appendices are allowed but limited to a maximum of an additional five sides of A4 paper.

Please provide the following:

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Performance and quality, 15 percent weighting

1. Through the use of project management tools and target setting, the tenderer should produce an initial outline project plan and identify the different stages of this project (including consultation with stakeholders and meeting Faringdon Town Council) and put the number of man hours that will be dedicated to each part of the project identified. The tenderer should then outline its proposals for the timely and accurate provision of the each objective in the project in order to meet targets and deadlines as set out in the project plan.
2. Tenderer should outline the systems and methods of communication they will use when delivering this project and how they shall bring about the desired objectives.
3. Through past experience and evidence of carrying out on-street parking surveys of small market towns for other local authorities, the tenderer should demonstrate that a consistently high level of quality and performance will be provided. How will the contractor measure the quality of the service?
4. What examples do you have of designing and carrying out specific on-street parking surveys and making recommendations? How will you ensure that the maximum number of people complete and return the questionnaire? From previous survey you have done what has been the rate of return? How can you look to improve on previous experience for the Faringdon project?

Health and safety, 2 per cent weighting

5. Tenderers should set out their proposals to manage performance in relation to health, safety and welfare for staff and the public particularly demonstrating that these proposals shall competently manage and mitigate risk (both Health and Safety and service delivery) and provide a high standard of welfare to all those involved in the project.

Organisational arrangements, 5 per cent weighting

6. The Tenderer's organisation and management structure should be presented in diagrammatic form, identifying key posts associated with the project. For each key post holder, tenderers should list the skills, qualifications and experience that they believe are required, together with outline duties and responsibilities.
7. The provided organisational structure should demonstrate that the tenderer will be able to provide a responsive, pro-active and competent resource to deliver this project.

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Customer focus, 5 per cent weighting

8. Tenderers should set out how they will work with Faringdon Town Council and the project leader to ensure a public orientated project can be delivered to improve the public’s perception of the Faringdon Town Council and all locally elected members

9. From previous experience, give examples of the types of issues and complaints that can be expected and how complaints and feedback will be escalated and managed as part of this project.

10. How will you generate interest in the project from the public to provide maximum interest and involvement?

Equality, 2 per cent weighting

11. The Tenderers should set out how they will ensure the survey is accessible for everyone to take part regardless of age, disability or limited English.

Sustainability, 2 per cent weighting

12. Tenderers should set out details of any strategic initiatives that they would propose for equipment, labour and materials during this project in order to reduce the environmental impact of this project.

Financial standing

13. Please complete the table below detailing turnover for the last three financial years (for information only)

Financial Year	Total Annual Turnover (£)	Profitability (as a % of turnover before tax)
Registered Address		
Company Registration Number (if applicable)		

The council may carry out a credit check on your organisation.

Insurance, 2 per cent weighting

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14. Please provide details of all insurance cover currently in force.

Insurance	Insurer	Policy No	Cover (£)	Renewal Date
Public Liability Min £5,000,000				
Employers Liability				
Professional Indemnity Min £1,000,000				

Quality certificates, 2 per cent weighting

15. Does your organisation hold a recognised quality management certification (e.g. BS/EN/ISO 9001 or equivalent) and/or is a member of a relevant trade/professional body?

YES/NO

16. Do you follow best practice guidance in carrying out surveys such as the Market Research Society Code of Conduct.

YES/NO

17. If yes, please detail those certificates held and/or trade/professional membership details.

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References, 5 per cent weighting

18. Please provide details of two references from existing clients in the last three years that are relevant to the council's requirement.

	Reference 1	Reference 2
Company Name and address		
Contact Name		

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Phone Number		
Email address		
Company website address		
Date contract awarded		
Date contract completed		
Value of contract (£)		
Brief description of contract		
If you cannot supply at least one reference, please briefly explain why		

Financial proposal, 60 per cent weighting

19. Please insert your quotation price excluding VAT. In the table and the total in paragraph 20.

Clarification Meetings

Following an assessment of the quality statement and the financial proposal, the top two scoring companies will be asked to present their proposal to the Town Council’s Planning and Highways Committee.

The final award will be based on the overall scoring of the proposal’s after the clarification meetings have been completed.

20. Please insert your quotation price excluding VAT.

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£..... (Include breakdown of total costs in table below)

Item	Description	Qty	Unit £	Total £
1	Attending two meetings with the Faringdon Town Council at its offices in Faringdon, including all reimbursements		£	£
2	Consultation with all stakeholders as required during the length of the project, including regular meetings with the contract manager		£	£
3	The design, promotion, publication and distribution of a public paper questionnaire with an equivalent survey on line		£	£
4	Evaluation of the questionnaire and on-line survey in 3 with a draft summary to the Faringdon Town Council		£	£
5	In light of the questionnaire and survey in 3. and 4. design and carry out a parking survey from 8am to 12 noon on Tuesday (to cover Farmers' market), as well as further car parking surveys all day on Thursday and Saturday. These surveys to be carried out at regular intervals throughout the day		£	£
6	Evaluation of the parking survey data in 4.		£	£
7	The preparation of a draft report (two bound copies) including recommendations for consideration and comment by the Faringdon Town Council. Update to report for further consideration and sign off		£	£
8	The preparation of a final report (six bound copies plus CD)		£	£
9	A presentation of the final report to key stakeholders. This is likely to be an evening meeting in Faringdon.		£	£
10	All disbursements, expenses and overheads			
11	Contingency for additional work			

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Sub Total			£	£
VAT			£	£
Total			£	£

Please detail any particular conditions or circumstances that could affect the price quoted. Please also detail the period of time that the price will be held for.

Acceptance and evaluation

Quotations not meeting the minimum requirements will not be accepted.

The council reserves the right not to accept the lowest or any proposal and to annul the Request for Proposal process and reject all quotations at any time prior to contract award, without thereby incurring any liability to the applicants.

The council will award the contract on the basis of the most economically advantageous proposal and a presentation. Evaluation of quotations will be based upon the following criteria and weightings.

Discretionary pass/fail criteria		
Question	Criteria	Pass/fail
Declarations	All declarations signed (Appendix A – D)	
14	Financial Standing	

Weighted selection criteria (out of a possible 100%)		
Question	Criteria	Weighting
1 – 4	Performance and quality	15%
5	Health and safety	2%
6 – 8	Organisational arrangements	5%

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9 – 10	Customer focus	5%
11	Equality and race relations	2%
12	Sustainability	2%
13	Financial standing	Info only
14	Insurance	2%
15 - 17	Quality certificates	2%
18	References	5.00%
19	Overall Financial Proposal	60%
	Total	100%

Following an assessment of the criteria above, the top two scoring companies will be asked to present their proposal to the Faringdon Town Council’s Planning and Highways Committee. This will be in the form of a clarification presentation based on the proposals submitted. A letter will be sent prior to these meetings providing details on location, dates and what is expected.

Your details

Please provide your contact details in the event of queries arising in relation to this pricing document.

Company Name	
Company Address	
Contact Name	
Telephone Number	
Email Address	

Any orders placed as a result of this request for proposal will be on the council’s general Terms and Conditions of Purchase (Appendix E). In addition to the general terms and conditions the council will provide bespoke terms and conditions for particular circumstances.

Yours sincerely

John Backley
Technical and Facilities Manager

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Appendix A

Declaration

For the provision of Faringdon parking study

I certify that the information supplied is accurate to the best of my knowledge and belief.

I understand that **Vale of White Horse District Council** may contact anyone to verify this information, and that false or misleading information could result in my/our exclusion from the select tender list.

I also understand that it is a criminal offence, punishable by imprisonment to give or offer to give any gift or consideration whatsoever as an inducement or reward to any servant or member of a public body. In addition your specific attention will be drawn to the clause in the proposed contract empowering the Authority's to cancel the contract and to recover any loss from the contractor if the contractor has offered any gift or inducement of any kind in relation to obtaining the contract.

Signed _____
Position held _____
For and on behalf of _____
Date _____

Before returning this application form, please ensure that you have: -

- Answered all questions.
- Enclosed all relevant documents.
- Completed the above declaration.

N.B. APPLICATIONS MAY NOT BE CONSIDERED UNLESS ALL THE ABOVE HAS BEEN PROVIDED

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Appendix B

Statement relating to good standing – Grounds for obligatory exclusion (in eligibility) and criteria for rejection of candidates in accordance with Regulation 23 of the Public Contracts Regulations 2006 (as amended)

**Vale of White Horse District Council
 Provision of Faringdon Parking Study**

We confirm that, to the best of our knowledge the Applicant is not in breach of the provisions of Regulation 23 of the Public Contracts Regulations 2006 (as amended) and in particular that:

Grounds for mandatory rejection (ineligibility)

The Applicant (or its directors or any other person who has powers of representation, decision or control of the named organisation) has not been convicted of any of the following offences:

Conspiracy within the meaning of section 1 of the Criminal Law Act 1977 where that conspiracy relates to participation in a criminal organisation as defined in Article 2(1) of Council Joint Action 98/733/JHA (as amended);

Corruption within the meaning of section 1 of the Public Bodies Corrupt Practices Act 1889 or section 1 of the Prevention of Corruption Act 1906 (as amended);

The offence of bribery;

Fraud, where the offence relates to fraud affecting the financial interests of the European Communities as defined by Article 1 of the Convention relating to the protection of the financial interests of the European Union, within the meaning of:

- (i) The offence of cheating the Revenue;
- (ii) The offence of conspiracy to defraud
- (iii) Fraud or theft within the meaning of the Theft Act 1968 and the Theft Act 1978;
- (iv) Fraudulent trading within the meaning of section 458 of the Companies Act 1985;
- (v) Defrauding the Customs within the meaning of the Customs and Excise Management Act 1979 and the Value Added Tax Act 1994;
- (vi) An offence in connection with taxation in the European Community within the meaning of section 71 of the Criminal Justice Act 1993; or
- (vii) Destroying, defacing or concealing of documents or procuring the extension of a valuable security within the meaning of section 20 of the Theft Act 1968;

Money laundering within the meaning of the Money Laundering Regulations 2003; or

Any other offence within the meaning of Article 45(1) of the Public Sector Directive.;

Organisations Name	
Signed	
Position	

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Discretionary grounds for rejection

The Applicant (or its directors or any other person who has powers of representation, decision or control of the named organisation) confirms that it:

- (a) being an individual is not bankrupt or has not had a receiving order or administration order or bankruptcy restrictions order made against him or has not made any composition or arrangement with or for the benefit of his creditors or has not made any conveyance or assignment for the benefit of his creditors or does not appear unable to pay or to have no reasonable prospect of being able to pay, a debt within the meaning of section 268 of the Insolvency Act 1986, or article 242 of the Insolvency (Northern Ireland) Order 1989, or in Scotland has not granted a trust deed for creditors or become otherwise apparently insolvent, or is not the subject of a petition presented for sequestration of his estate, or is not the subject of any similar procedure under the law of any other state;
- (b) being a partnership constituted under Scots law has not granted a trust deed or become otherwise apparently insolvent, or is not the subject of a petition presented for sequestration of its estate;
- (c) being a company or any other entity within the meaning of section 255 of the Enterprise Act 2002 has not passed a resolution or is not the subject of an order by the court for the company's winding up otherwise than for the purpose of bona fide reconstruction or amalgamation, nor had a receiver, manager or administrator on behalf of a creditor appointed in respect of the company's business or any part thereof or is not the subject of similar procedures under the law of any other state;
- (d) has not been convicted of a criminal offence relating to the conduct of his business or profession;
- (e) has not committed an act of grave misconduct in the course of his business or profession;
- (f) has fulfilled obligations relating to the payment of social security contributions under the law of any part of the United Kingdom or of the relevant State in which the organisation is established;
- (g) has fulfilled obligations relating to the payment of taxes under the law of any part of the United Kingdom or of the relevant State in which the economic operator is established;
- (h) is not guilty of serious misrepresentation in providing any information required of him under this regulation;
- (i) in relation to procedures for the award of a public services contract, is licensed in the relevant State in which he is now established or is a member of an organisation in that relevant State when the law of that relevant State prohibits the provision of the services to be provided under the contract by a person who is not so licensed or who is not such a member.

Organisations Name	
Signed	
Position	
Date	

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Appendix C

Freedom of Information Act

As you know, from January 2005, the Council is required to comply with the provisions of the Freedom of Information Act 2000 (the “Act”). This means that all information held by the Council has the potential to be disclosed to a member of the public requesting it. In order to limit disclosure it is necessary to categorise information as exempt information under Part II of the Act.

Typical exemptions which might apply are as follows:-

- (1) Information that constitutes a trade secret.
- (2) Information the disclosure of which would, or would be likely to prejudice the commercial interests of any person, including the Council.
- (3) Commercial information, which can be kept confidential for an agreed period following which, you acknowledge it will be released if a request for it is received under the Act. The Act defines commercial information as a trade secret, or information, the disclosure of which would prejudice the commercial interests of either party.

Therefore in submitting you're tender, quote or proposal to the Council, you are asked to clearly identify which of the information you have provided you desire to be kept confidential as exempt information. Please also specify the period of confidentiality, which you reasonably consider should be applicable to that information. The Council may or may not be able to comply with this request.

You should also be aware, that any information you consider to be commercially confidential, may at a later date cease to constitute exempt information, or it may subsequently prove to be in the public interest to disclose such information. Also, please note that any decision on non-disclosure of information could later be overridden by the Council's obligations to disclose under the Act

Please list any information you wish to be kept as confidential.

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Appendix D

Transparency Certificate

The parties acknowledge that, except for any information which is exempt from disclosure in accordance with the provisions of the Freedom of Information Act ("The Act") the text of this Agreement, and any Schedules to this Agreement, is not Confidential Information. The Council shall be responsible for determining in its absolute discretion whether any part of the Agreement or its Schedules is exempt from disclosure in accordance with the provisions of the Act.

Notwithstanding any other term of this Agreement, the Contractor hereby gives its consent for the Council to publish this Agreement and its Schedules in its entirety, including from time to time agreed changes to the Agreement, to the general public in whatever form the Council decides.

Applicant's signature

Print name(s) in full

Dated this Day of 20

Name and address of company

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Appendix E

**TERMS AND CONDITIONS OF AN AGREEMENT
FOR THE SUPPLY OF GOODS AND/OR SERVICES**

The Seller, an experienced, professional provider of the Goods and/or Services (as defined) has agreed to provide the Goods and/or Services to the Council, and the Council has agreed to purchase the Goods and/or Services, in accordance with the following terms and conditions:

1 Definitions

In these conditions, unless the context requires otherwise:

- 1.1 "This Agreement" means the agreement between the Seller and the Council in regard to the sale and purchase of the Goods and/or Services. This Agreement comprises these Terms and Conditions, the Purchase Order, the Specification and any other documentation either supplied by the Council at the Request for Quotation stage or agreed between the parties.
- 1.2 'Council' means Vale of White Horse District Council of Abbey House, Abbey Close, Abingdon, Oxon. OX14 3JE.
- 1.3 'Conditions' means the terms and conditions of purchase set out in this document, including the Specification and any additional terms and conditions agreed in writing by the Council and the Seller.
- 1.4 'Delivery Date' means the date specified by the Council on which the Goods are to be delivered or the provision of the Services commenced;
- 1.5 'Goods' means the articles (if any) which the Council agrees to buy from the Seller as set out in the Purchase Order and the Specification;
- 1.6 'Price' means the price payable for the Goods and/or Services excluding any applicable VAT as specified in the Purchase Order.
- 1.7 'Purchase Order' means the Council order document identifying the Goods or Services to be supplied under this Agreement, as provided to the Seller following the Council's selection of the Seller;
- 1.8 'Seller' means the company / organisation / individual whose name and address appears in the Purchase Order as the selected supplier of the Goods and/or Services to be supplied under this Agreement; and
- 1.9. 'Services' means the services (if any) set out in the Purchase Order and the Specification.
- 1.10 'Specification' means the description and any other relevant information relating to the Goods and/or Services to be supplied under this Agreement, including any plans, drawings, or data, as set out in the Statement of Requirements (which forms part of the Purchase Order).

2 Conditions Applicable

- 2.1 This Agreement applies to the supply of the Goods and/or Services to the Council by the Seller. This Agreement is the sole and entire agreement between the parties relating to such supply (and supersedes any prior agreement, whether written or oral) and this Agreement excludes any alternative or additional terms and conditions, including any terms or conditions proposed by the Seller, irrespective of the date any such alternative or additional terms and conditions may be proposed.
- 2.2 Dispatch or delivery of the Goods to the Council or the commencement of the provision of the Services by the Seller shall be deemed conclusive evidence of the Seller's acceptance of this Agreement and these Conditions.
- 2.4 Any variation of these Conditions (including any special terms and conditions agreed between the parties) shall be inapplicable unless agreed in writing.

3 Price and Payment

- 3.1 The Price shall be the Price set out in the Purchase Order. The Price shall be deemed to be inclusive of delivery charges, packaging, installation, insurance, travel, accommodation, subsistence and any other costs or disbursements unless the contrary is clearly specified in the Purchase Order. The Price is exclusive of any VAT which shall if payable be due at the rate ruling on the date of the Seller's invoice, which shall be addressed to the Council.
- 3.2 Payment of the Price and VAT shall be due within 30 days of the date of the Seller's invoice. No invoice shall be submitted by the Seller to the Council prior to delivery of all of the Goods in conformity with the Purchase Order and the Specification, or full and proper completion of the Services and no payment shall be payable until delivery of all of the Goods or the full and proper completion of all of the Services specified in the Purchase Order and Specification.
- 3.3 Interest on unpaid, overdue invoices shall accrue from the date 28 days after the Council has received a written request for payment following the due date for payment and will continue until the

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- date of payment. Such interest will be calculated on an annual basis at the NatWest Bank base rate. Interest will not accrue on any invoices which are the subject of any reasonable dispute.
- 3.4 The Council may set off against the Price (including any applicable VAT payable) all costs charges and expenses due from the Seller to the Council whether under the Purchase Order to which this Agreement relates or otherwise.
- 3.5 Any variation in price, quality, quantity or the nature of Goods and/or Services to that stated in the Purchase Order or Specification must be advised by the Seller and agreed with the Council before the Goods are despatched or Services performed. No addition to the Price may be made without the Council's prior written consent.
- 4 Quality and Description of Goods and Services**
- 4.1 The quantity quality and description of the Goods shall be as set out in the Purchase Order and the Specification and the Goods shall be of merchantable quality, and fit for their natural purpose as well as any particular purpose communicated by the Council to the Seller.
- 4.2 The Goods shall conform to all British, European or International specifications which are relevant to the Goods.
- 4.3 The Seller shall ensure that the Services are provided to the highest professional standards and fully meet the requirements set out in the Purchase Order and the Specification .
- 4.4 Without prejudice to clause 4.3 the Seller undertakes that the Services shall be provided with all reasonable skill and care and fully in accordance with the timetable specified by the Council.
- 4.5 The Seller shall provide at its own cost all labour materials tools and equipment necessary to perform the Services.
- 4.6 The Seller shall provide the Services during normal daytime working hours unless otherwise directed by the Council.
- 4.7 Whilst on Council premises the Seller shall keep the workplace tidy and will remove surplus materials or waste at regular intervals.
- 4.8 The Seller shall maintain adequate records of the Goods supplied or the Services performed. Such records shall be submitted to the Council at such intervals as the Council may specify.
- 4.9 Any defect in the Services which appear within 12 months from the date of completion of the Services shall be made good by the Seller at the Seller's expense.
- 4.10 The Seller shall notify the Council of the terms of the warranty provided with the Goods supplied and the Seller shall comply in full with the terms of such warranty.
- 5 Delivery of the Goods and Provision of the Services**
- 5.1 The Goods shall be delivered and/or the delivery of the Services shall commence on the Delivery Date at the Council's address or such other address as the Council may specify in the Purchase Order.
- 5.2 Time is of the essence in regard to the Delivery Date specified.
- 5.3 Where this Agreement is made in regard to a supply of Goods, in the event that the Seller fails to deliver the Goods (in whole or in part) on the Delivery Date or if the Goods fail to meet the required specification or quality, then without prejudice to any other rights or remedies it may then hold, the Council may either (i) terminate this Agreement forthwith by serving written notice of termination on the Seller (in which event the Council shall be under no obligation whatsoever to make any payment to the Seller under this Agreement, and may recover any payment already made) and the Seller shall within 48 hours of receipt of such notice collect at its own cost any Goods which have already been delivered to the Council; or (ii) confirm its acceptance of some or all of the Goods delivered, in which event the Council shall be liable to pay only for the Goods so accepted. In either event, the Council may thereafter recover from the Seller any additional costs it reasonably incurs through purchasing the remaining Goods from an alternative supplier, or the Council may require the Seller to deliver the Goods (fully meeting all specified requirements) on a revised Delivery Date specified by the Council.
- 5.4 Where this agreement is made in regard to a supply of Services, in the event that the Seller fails to supply the Services within the timeframe or to the standard or quality required, then without prejudice to any other rights and remedies it may then hold, the Council may terminate this Agreement forthwith by serving written notice on the Seller, in which event the Council shall be liable to pay only for any Services properly delivered up to the date of the notice of termination. Thereafter, the Council may either recover from the Seller any additional costs it reasonably incurs through purchasing the remaining Services from an alternative supplier, or require the Seller to provide the Services, to the standard required, in accordance with a revised timetable specified by the Council.
- 6 Acceptance of the Goods**
- 6.1 The Council shall not be deemed to have accepted any part of the Goods until after the Council has actually inspected the Goods and checked that they have been delivered in accordance with the

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- Purchase Order and the Specification. The Council may reject any Goods that on delivery are not in accordance with the Purchase Order and/or do not comply with the Specification.
- 6.2 An acceptance of any Goods which conform to the Purchase Order shall not deprive the Council of the right to reject any other part of the Goods which are delivered not in conformity with the Purchase Order and/or the Specification.
- 6.3 Unless within 48 hours of notice of rejection the Seller collects any rejected Goods, the Council may dispose of them as the Council shall think fit (provided that if the Council sells such Goods the Council shall account to the Seller for the net proceeds of such sale).

7 Property, Title and Risk in the Goods

- 7.1 Title in the Goods shall pass to the Council immediately the Seller has obtained the Goods and has identified them as the Goods to be delivered to the Council. Once title has passed to the Council the Seller will hold no lien over the Goods.
- 7.2 Risk in the Goods shall not pass to the Council until a delivery note relating to the Goods has been duly signed on behalf of the Council. If at any time after such delivery note has been signed, the Goods are rejected by the Council, risk in the Goods shall revert to the Seller immediately upon the Council notifying the Seller of such rejection. Title to any rejected Goods will revert to the Seller on collection.

8

Public Authority Provisions

- 8.1 The Council shall be entitled to terminate this Agreement and the Purchase Order with immediate effect by service of written notice upon the Seller if the Seller commits an offence under the Bribery Act 2010 or the Local Government Act 1972.
- 8.2 The Seller shall at its own expense maintain with reputable insurers adequate insurance policies to cover such liabilities as may arise pursuant to this Agreement. As a minimum, the Seller will hold the following cover: employer's liability insurance of £5 million and public liability insurance of £5 million.
- 8.3 The Seller shall comply with its obligations under the Data Protection Act 1998 ("the 1998 Act") and the Computer Misuse Act 1998 insofar as these Conditions give rise to obligations under those Acts, and shall ensure that it does nothing knowingly or negligently which places the Council in breach of its obligations under the 1998 Act.
- 8.4 The Seller shall treat as confidential all information relating to this Agreement. The Seller acknowledges and shall cooperate in full with the Council's obligations under access to information legislation, including the Freedom of Information Act 2000 ("the Act"), the Environmental Information Regulations 2004 ("the Regulations") and any legislation or guidance issued under or in relation to the Act or the Regulations.

9. Equality

- 9.1 In accordance with the Equality Act 2010, the Seller shall not discriminate either directly or indirectly or harass service users or employees on the grounds or race, colour, ethnic or national origin, nationality, disability, sex or sexual orientation, gender reassignment, pregnancy or maternity and religion or belief. The Seller will not victimise service users or employees.
- 9.2 The Seller can take proportionate steps to help service users and employees overcome their disadvantage or to meet their needs. The Seller will make reasonable adjustments for people with disabilities.
- 9.3 The Supplier shall comply with the Human Rights Act 1998 in service delivery and employment

10 General

- 10.1 The Seller shall not assign, sub-contract or otherwise dispose of the whole or any part of its rights and obligations under this Agreement to any person without the prior written permission of the Council. The Council may assign, transfer or otherwise deal with all or any of its rights and obligations pursuant to this Agreement.
- 10.2 The Seller shall indemnify and shall keep indemnified the Council from and against all loss, damage, actions, claims, demands and expense suffered and any legal fees and costs incurred by the Council resulting from any breach of this Agreement by the Seller.
- 10.3 No waiver by the Council in enforcing any of its rights under these Conditions shall prejudice its right to do so in the future.
- 10.4 The invalidity, illegality or unenforceability of any term or condition shall not affect the validity, legality or enforceability of any other term or condition of these Conditions.
- 10.5 This Agreement shall be subject to English law.

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APPENDIX B – PARKING STUDY PROPOSAL

FARINGDON PARKING STUDY

Gary Kay Smith Ltd Proposal for the Provision of a parking study in Faringdon

Response to statement of requirement

1 Through the use of project management tools and target setting, the tenderer should produce an initial outline project plan and identify the different stages of this project (including consultation with stakeholders and meeting Faringdon Town Council) and put the number of man hours that will be dedicated to each part of the project identified. The tenderer should then outline its proposals for the timely and accurate provision of the each objective in the project in order to meet targets and deadlines as set out in the project plan.

Below is our outline project plan detailing the different stages of the project, with the lead member of our project team identified for each stage, together with the number of days and an indicative programme with key milestones. The project leads are available for the duration of this project, our Project Manager Marc Nicholson will monitor the project plan throughout the duration of the contract and using Prince 2 Methodologies Marc will ensure that the key milestones of the project plan are achieved. If any non-compliance occurred this would be identified by Marc and corrective action would be put in place to ensure that the project plan was achieved by all of the project team for every stage of the contract. For clarity the outline project plan is further expanded on the attachment (GKS Faringdon Outline Project Plan).

REQUIRED SERVICES AS OUTLINED WITHIN THE SPECIFICATION OF REQUIREMENTS	No. of Days	Name	Project Lead	Outline Programme
Indicative Dates				Commencing
0. Inception meeting	1	Gary Smith	Project Director	24/03/2014
1. Designing and agreeing a project plan with the Faringdon Town Council	2	Gary Smith	Project Director	31/03/2014
1.1 Meet with Town Council to agree outline project plan	1	Gary Smith	Project Director	31/03/2014
1.2 Present and agree project plan	1	Gary Smith	Project Director	21/04/2014
2. Consultation with all stakeholders as required during the length of the project, including regular meetings with the contract manager	7	Gary Smith	Project Director	21/04/2014

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3. The design, promotion, publication and distribution of a public paper questionnaire with an equivalent survey on line	40	Gary Smith	Project Director	21/04/2014
3.1 Draft questionnaire and outline consultation material for approval	10	Kay Smith	Research Manager	21/04/2014
3.2 Finalise questionnaire and consultation material	10	Gary Smith	Project Director	May 2014
3.3 Engagement with stakeholders and community	20	Gary Smith	Project Director	June 2014
4. evaluation of the questionnaire and survey with a draft summary to the Faringdon Town Council	7	Kay Smith	Research Manager	July 2014
5. in light of the questionnaire and survey in 3. and 4. design and carry out a parking survey through the day, at times and on at least three whole days (8am to 6pm) to be agreed with Faringdon Town Council. These surveys to be carried out at regular intervals throughout the day	3	Peter Matthews	Site Manager	July 2014
6. evaluation of the parking survey data	2	Gary Smith	Project Director	Aug 2014
7. the preparation of a draft report covering all surveys and questionnaires including recommendations for future parking arrangements (two bound copies) for consideration and comment by the Faringdon Town Council.	4	Kay Smith	Research Manager	Aug 2014
8. the preparation of a final report (six bound copies plus CD)	3	Gary Smith	Project Director	Sept 2014
9. presentation of the final report to key stakeholders. This is likely to be an evening meeting in Faringdon.	1	Gary Smith	Project Director	Oct 2014

2 Tenderer should outline the systems and methods of communication they will use when delivering this project and how they shall bring about the desired objectives.

For the duration of this project we have assumed a monthly project meeting with the Project Lead and Key Stakeholders. Our Project Director Gary Smith will attend all of these meetings, our Project Manager Marc Nicholson will be available to provide cover at all times for the Project Director. Our office phone is manned during normal office hours, however, the Project Lead and all Key Stakeholders will be provided with Gary Smith's mobile phone number. Gary's mobile is on 24/7, if he is unable to answer provided a message is left with a contact number and a time when it would be convenient to return the call, Gary will return the call at any time and on any day. All of our project team have direct phone

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numbers and email addresses, which will be passed to the Project Lead and Key Stakeholders at the inception meeting. Our Project Manager Marc Nicholson will track the project plan throughout the project to Prince 2 methodologies, the progress will be monitored and discussed at the monthly project meetings. Marc will also ensure that we follow ISO 9001 methodologies throughout this project. We will also have our own weekly project team meeting to ensure a regular feedback back loop to ensure continuous sharing of information and ideas.

3 Through past experience and evidence of carrying out on-street parking surveys of small market towns for other local authorities, the tenderer should demonstrate that a consistently high level of quality and performance will be provided. How will the contractor measure the quality of the service?

We have extensive experience of reviewing residents issues, undertaking on street parking surveys and preparing parking studies for discussion with Town Councils and other key stakeholders, consultations subsequently undertaken using questionnaires and exhibitions. Towns in Wiltshire where we have prepared parking studies include: Colerne, Corsham, Cricklade, Malmesbury, Wootton Bassett, Devizes, Ludgershall, Malborough, Pewsey, Tidworth, Bradford on Avon, Melksham, Trowbridge, Warminster & Westbury. Our Project Manager Marc Nicholson will ensure that our quality is tracked and measured against ISO 9001 methodologies and that our performance is tracked and measured against Prince 2 methodologies. For example Marc will ensure that the questionnaire will present a series of closed questions which require specific Yes/No or quantified responses and those respondents have the opportunity to give their own opinions. For the parking surveys we will be using Automatic Number Plate Recognition (ANPR) scanners which have built in clocks and GPS coordinates, this will capture real time information about car locations and durations of stay. Number plate matching software will be used to ensure an accurate analysis of the data can be presented. A high beat frequency will be applied to ensure that the survey data provides a clear and accurate picture of the current parking profile as possible. Beat routes will be designed to ensure that maximum attention is given to key or critical locations in Faringdon. These locations will be identified through discussion with the Project Lead and the Key Stakeholders. To further assist we will also undertake a GPS digital photographic survey. We have found that this type of survey is particularly popular, as the photographs can be used in slides shows at exhibitions this enables residents and stakeholders to identify their issues.

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4 What examples do you have of designing and carrying out specific on-street parking surveys and making recommendations? How will you ensure that the maximum number of people complete and return the questionnaire? From previous survey you have done what has been the rate of return? How can you look to improve on previous experience for the Faringdon project?

We have designed, undertaken on street parking surveys and made recommendations in Harlow (all wards), London Boroughs (Sutton & Havering), Wiltshire (in the districts of Kennet, North Wiltshire, & West Wiltshire), and Worcestershire (in the districts of Bromsgrove, Malvern, Redditch, Worcester City, Wychavon and Wyre Forest). To raise the profile of the project we will ensure that the forthcoming questionnaire and parking survey is advertised i.e. Posters advertising the consultation (these will be delivered to Faringdon Chamber of Commerce, Faringdon Town Council for display in Public Notice Boards, Faringdon Library, Faringdon Leisure Centre, Plus other suitable locations that would be willing to display the information (i.e. clubs, pubs and shops etc.)), an announcement on Local Radio, and a Local Paper Article. The layout and appearance of the information leaflet and questionnaire will be given careful consideration to ensure it is aesthetically pleasing and that the questionnaire is easy to complete. It will be appropriately branded with logos to give it an official appearance, this will ensure that the residents and stakeholders can be clear about who has organised the survey. The return date will be clearly printed in bold type on the questionnaire. The questionnaire will be submitted to the Vale of White Horse Council's translation service for any appropriate translation deemed necessary (costs not included in our proposal). Our Research Staff will hand deliver the information leaflet and questionnaire to each household and business within the consultation area. We will also undertake sampling to ensure that the information leaflet and questionnaire have been delivered throughout the area. We will provide a telephone number and email address, where residents have difficulty in completing the questionnaire, to enable them to make contact to arrange a booking for one of Research Staff to visit them to assist them with the completion of the questionnaire. We will have a one day exhibition in the Faringdon Corn Exchange, the morning session will be open to the Project Lead and Key Stakeholders, the afternoon and evening session would be open to the general public. Research Staff would be on hand to assist with the completion of the questionnaires, discuss the questionnaire and any parking issue. Plans and photographs would form the basis for the exhibition. We will have a one day market stall in Faringdon, where our Research Staff would be available to discuss the questionnaire and any parking issue. This would place the consultation at the heart of the

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community. Questionnaire return box's will be provided at key locations i.e. Faringdon Town Council, Faringdon Library, our Market Stall, our Exhibition in the Faringdon Corn Exchange etc. The online survey will be available to be embedded into any website directed by the Project Lead and on our website, it will be fully encrypted to ensure compliance with the Data Protection Act. The online questionnaire will be analysed electronically and any manual returns will be sampled and checked by our Research Manager Kay Smith, Kay will ensure that the returns are compliant and valid using Prince 2 and ISO 9001 methodologies. From our experience having multiple channels for the advertisement of the consultation and multiple channels for accepting the questionnaire returns greatly increases the chances of a higher rate of return. Single channel consultations normally have a maximum return rate of 30%, multiple channel consultations have return rates in excess of 50% and up to 70% can be achieved. In the end it is down to getting the message out to everyone and the methods we have outlined will get the message out across multiple channels, however, it will be down to the perception of the community whether they feel that they have an issue that needs raising. The exhibition and market stall will enable our Research Staff to gauge the real issues affecting the community.

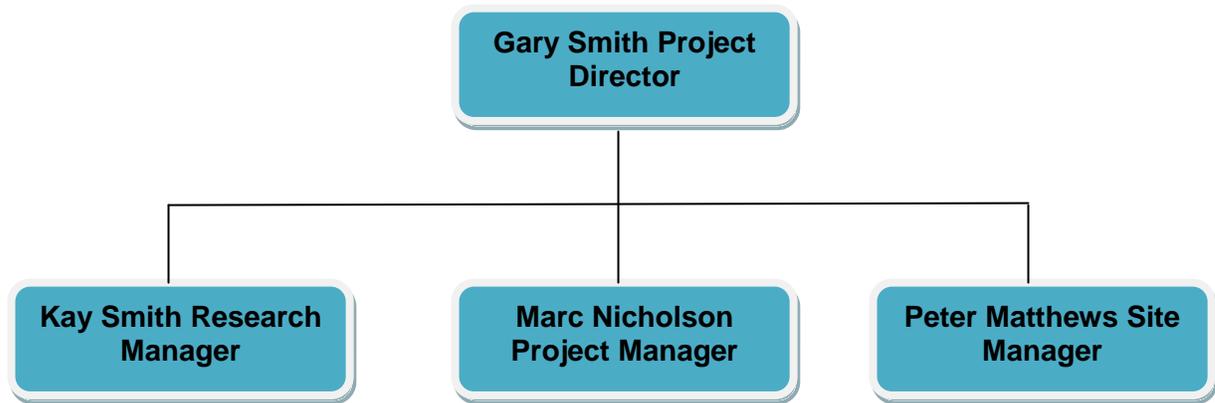
5 Tenderers should set out their proposals to manage performance in relation to health, safety and welfare for staff and the public particularly demonstrating that these proposals shall competently manage and mitigate risk (both Health and Safety and service delivery) and provide a high standard of welfare to all those involved in the project.

Gary Kay Smith Ltd accepts responsibility for ensuring a high standard of Health, Safety and Welfare for all of its staff and the public. All staff are trained at their induction on our health and safety policy, which is detailed in the Staff Handbook. For all activities we have prepared risk assessments, these are reviewed and updated on a regular basis and for all new contracts. The review will identify risks as well as their mitigation by use of control measures. For this contract we will review and update our risk assessments relating to the delivery and collection of questionnaires, researcher activities, parking surveys etc. These risk assessments are contained in our Health and Safety Procedural. A copy of both our Health and Safety Policy, and Health and Safety Procedural are available upon request.

6 The Tenderer's organisation and management structure should be presented in diagrammatic form, identifying key posts associated with the project. For each key post holder, tenderers should list the skills,

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qualifications and experience that they believe are required, together with outline duties and responsibilities.



Key experience, outline duties and responsibilities for this project:

Our Project Director is Gary Smith, Gary is a Chartered Engineer MSc qualified with over 25 years' experience of parking and traffic related consultancy in both the public and private sectors. Professional memberships include: Institution of Highways and Transport, Institution of Logistics and Transportation, British Parking Association, Institute of Directors, and Market Research Society. CV available upon request.

Outline duties and responsibilities:

- 1-9 Overall responsibility for all aspects;
- 1 Prepare and present project plan;
- 2 All meetings with Town Council, Stakeholders and Project Team;
- 3.2 Finalise Consultation Material;
- 3.3 Engagement with Town Council, Stakeholders and Community;
- 6 Evaluation of Parking Surveys;
- 8 Final Report Preparation;
- 9 Final Report Presentation;

Our Project Manager is Marc Nicholson, Mark has over 10 years' experience of management and quality systems in the private sector including parking; Marc will ensure that all work undertaken it to Prince 2 methodologies and ISO 9001 systems. Marc will also provide cover for the Project Director. CV available upon request.

Outline duties and responsibilities:

- 1-9 Cover for Gary Smith on all aspects;
- 1-9 Project Management and Quality Review;

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Our Research Manager will be Kay Smith, Kay is Degree qualified with over 20 years' experience of parking and traffic related consultancy in both the public and private sectors. Professional memberships include: Institution of Highways and Transport, and British Parking Association; Kay will ensure that all research is undertaken to the Market Research Society Code of Practice, and ISO 20252. CV available upon request.

Outline duties and responsibilities:

- 3.1 Draft questionnaire, and Outline Consultation Material;
- 4 Evaluate Questionnaire Returns and Draft Summary;
- 7 Draft Report

Our Site Manager will be Peter Matthews, Peter has over 10 years' experience of parking and traffic related surveys in both the public and private sectors; Peter will ensure that all of the parking surveys are undertaken using best practice and will utilise new technology wherever practicable. CV available upon request.

Outline duties and responsibilities:

- 5 Parking Surveys

Key Experience Relevant for this Project:

2014 Project Director for London Borough of Sutton for the review of their Town Centres and Parking Services.

2013 Interim Project Manager for FM Conway's for the review of their Professional Services.

2013 Interim Project Manager for London Borough of Havering for the review of their Parking Services, including advice on the use of the BPA Contract and NEC3.

2013 Interim Project Manager for London Borough of Waltham Forest for the review of their Traffic Order Management Systems, including advice on ParkMap and GIS/GPS Systems.

2013 Project Manager for London Borough of Islington for the review of their sign clutter.

2011-2012 Project Manager for LOCOG at the London 2012 Games, Pre-Games Role – LATM&P (Local Area Traffic Management & Parking) Project Manager, Transitional Games Role – Parking Integration Manager, & Operational Games Role – Parking Control Manager. The Pre-Games Role included the preparation and presentation of a Business Case to the ODA and Central Government for £50m, project management and financial management of the consultants undertaking the design of the Local Area Traffic Management & Parking Plans for all of the Games Venues across the Country. The Transitional Games Role included the design and management of the engagement material for the residents and

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businesses affected by the operation of every competition venue across the whole Country; and the design of the parking solution (IVR Call Centre, Virtual Permit Database, & Mobile CCTV Enforcement), testing the operational systems, procurement and contract documents. The Operational Games Role included setting up and running the Parking Control Office.

2009-2010 Project Manager for London Borough of Camden for the undertaking of a review of the Borough's traffic management orders, involving waiting & loading, controlled parking zones and various parking place orders.

2009 Project Director for Worcestershire County Council for the review of Town Centre On-Street; including: review residents issues, parking study, parking surveys, mapping, financial management and project management for the introduction of pay and display throughout the whole County.

2008 Project Director for North Wiltshire District Council for the consultation and introduction of Controlled Parking Zones in Chippenham.

2007-2010 Project Director for Wiltshire County Council for the review of Town Centre traffic management, network management and parking controls for the implementation of the Traffic Management Act 2004, including the introduction of IT, Change Management, Financial Management and the preparation of traffic regulation orders. Project management assistance for the bringing together of four Districts and County into One Council, integrating the change management for the Traffic Manager (Parking Office and Network Management) including IT and Training. Review of existing signs, lines, and traffic orders for the North, East & West for both On & Off Street Enforcement Activities. For the Northern (Inc. Colerne, Corsham, Cricklade, Malmesbury, & Wootton Bassett), Eastern (Inc. Devizes, Ludgershall, Marlborough, Pewsey & Tidworth) and Western (Inc. Bradford on Avon, Melksham, Trowbridge, Warminster & Westbury) Towns, residents issues were also reviewed and parking studies were prepared for discussion with Town Councils and other key stakeholders, consultations were then undertaken using questionnaires and exhibitions. For Bradford on Avon we also held a series of workshops enabling the residents to raise and discuss their issues and offer their solutions, which formed the basis of the consultation material. For Wootton Bassett we also had to optimise the high street parking and draft a temporary special event order. For the South project managing the survey and mapping of the existing signs and lines, together with a review of the signs, lines and traffic orders. Reviewed the use of precision GPS surveying along with associated GIS packages.

2007-2010 Project Manager for London Borough of Havering for the introduction of Differential Parking Charges, the introduction of Part 6 of

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the Traffic Management Act 2004, introduction of Moving Traffic Enforcement, preparation of a Service Level Agreement for CCTV Enforcement, preparation and application for Approved Devices. Review of Town Centre signs, lines, and traffic orders for the Borough for both On & Off Street Enforcement Activities.

2007-2008 Project Manager for South Gloucestershire Council for the introduction of CCTV mobile enforcement of Bus Lane & Parking Contraventions.

2005-2010 Parking Client Manager for Harlow District Council, covering all aspects of enforcement including CCTV Officers, Community Wardens, Environmental Enforcement Officers & Parking Attendants.

2002-2005 Traffic & Transportation Manager for Harlow District Council, responsible for the introduction of a cross cutting consultation programme throughout the whole of Harlow on a ward by ward basis. The consultation process was a three stage process: Stage 1 Your Issues, Stage 2 Your Solutions, & Stage 3 Your Proposals. The consultation was termed STEPS (Safety, Traffic, Environmental & Parking Solutions), the final proposals were presented for approval and the subsequent reports formed the basis for the Councils Local Transport Plan Submission to Essex County Council.

7 The provided organisational structure should demonstrate that the tenderer will be able to provide a responsive, pro-active and competent resource to deliver this project.

Gary Kay Smith Ltd will have a dedicated management team for the entire length of this contract; we are always responsive, pro-active and competent. Our Project Director will be Gary Smith, who will be responsible for all aspects of the contract. During normal office hours our office phone is always picked up, any urgent messages received are relayed by both text and email to Gary Smith. Gary Smith's mobile is on 24/7 and some Clients have taken the opportunity to discuss consultation issues late into the evening. Gary Smith and the rest of the management team are always pro-active, we will give the best possible advice to enable the Client to make an informed and valued decision. Gary has a competent management team to provide quality support for the duration of this contract, this management team consists of:

Our Project Manager will be Marc Nicholson; Marc will ensure that all work undertaken is to Prince 2 methodologies and ISO 9001 systems. Marc will also provide cover for the Project Director.

Our Research Manager will be Kay Smith; Kay will ensure that all research is undertaken to the Market Research Society Code of Practice.

Our Site Manager will be Peter Matthews; Peter will ensure that all parking surveys are undertaken in a safe a proper manner, following outline

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guidance by the Institution of Highways and Transportation, and the British Parking Association.

8 Tenderers should set out how they will work with Faringdon Town Council and the project leader to ensure a public orientated project can be delivered to improve the public's perception of the Faringdon Town Council and all locally elected members.

Gary Kay Smith Ltd accepts responsibility for ensuring a close working relationship with the Project Lead, the Key Stakeholders, Faringdon Town Council and all locally elected members. We have always created a partnership of equals and we always make sure that everyone is kept fully up to date with all aspects of the project. Our consultation material will raise the profile through multiple channels, by having open and transparent exhibitions (and a market stall) the public's perception will be improved and the quality and quantity of the responses will also be improved.

9 From previous experience, give examples of the types of issues and complaints that can be expected and how complaints and feedback will be escalated and managed as part of this project.

The biggest two complaints/feedback received are normally that they haven't received a questionnaire or that they didn't know anything about the consultation exercise. In view of this we have proposed multiple channels to get the message out to the community and we will be sampling the delivery of the information leaflet and questionnaire. Any complaints/feedback received will be passed to our Project Manager Marc Nicholson, Marc will review the complaint/feedback against the project plan and using Prince 2 and ISO 9001 Methodologies Marc will inform the Project Director Gary Smith of any non-compliance issue. Gary Smith would then manage the complaint/feedback and escalate any non-compliance issue to the Project Lead and the rest of project team with a recommendation for corrective action.

10 How will you generate interest in the project from the public to provide maximum interest and involvement?

We have proposed multiple channels for advertising the consultation (Posters, Notice Boards, Local Radio, and a Local Paper Article) for getting the message out to the community; this will generate the maximum level of interest from the public. We have also proposed multiple channels for the distribution of the information leaflet and questionnaire by hand and its availability on-line and will ensure the maximum level of involvement by holding an exhibition and a market stall.

FARINGDON PARKING STUDY

11 The Tenderers should set out how they will ensure the survey is accessible for everyone to take part regardless of age, disability or limited English.

Gary Kay Smith Ltd accepts responsibility for ensuring equality of all. All staff are trained at their induction on our equality policy, which is detailed in the Staff Handbook. For all consultations that we have undertaken, we have followed the ten principles of the Market Research Society Code of Conduct (MRS Code). All of our research staff have been trained in the MRS Code. With regards to the survey requirements of this contract, we will ensure accessibility for everyone by use a range of methods, by raising the profile and completing the questionnaire. Raising the profile will be undertaken by using the following methods: A local radio article, a local paper article, posters in local shops, mini exhibition in the Library, and a one day manned exhibition at the Faringdon Corn Exchange. Completing the questionnaire can be undertaken by using the following methods: An online questionnaire, a leaflet and questionnaire drop delivered by hand, our research staff will be able to visit residents to collect completed questionnaires, and residents would be able to book an appointment for our research staff to assist them to complete the questionnaire. We would also use the Council's translation service where needed. A copy of our Staff Handbook is available upon request.

12 Tenderers should set out details of any strategic initiatives that they would propose for equipment, labour and materials during this project in order to reduce the environmental impact of this project.

Gary Kay Smith Ltd accepts responsibility for the harmful effects its operations have on both the local and global environment and is committed to reducing them. The Company will comply with all relevant legislation. On 11th March 2009 Gary Kay Smith Ltd issued its Environmental Policy Statement and on the nearest working day to this anniversary, we hold an "Annual Environment day" in our office in Harlow. On this day we play Al Gore's film "An Inconvenient Truth" along with a fair-trade buffet. We do not propose to buy any specific equipment for this contract, our office is sufficient stocked. Gary Kay Smith Ltd has implemented a training program for its staff to raise awareness of environmental issues and enlist their support in improving the Company's performance. All of our staff will use public transport, using the mainline to Swindon and the 66 Bus to Faringdon. We only use a car, when public transport is not available. Our research and site staff will be walking around; we do not envisage the use of a car for this contract. All materials used will be sensibly sourced, our leaflets, posters and reports will not be glossy they will be printed on recycled paper and the ink will be from re-conditioned cartridges. A copy of our Environmental Policy Statement is available upon request.

FARINGDON PARKING STUDY

FARINGDON PARKING STUDY DRAFT PROJECT PLAN (Issue 1.0 2014-08-04)

15/07/2014 Town Council Meeting – Agreed to raise profile and to start to collect parking related issues

Local advert in the Faringdon Folly, dedicated email address and phone number available for residents and businesses to raise any parking related issues. Start to compile an issues register.

Commence engagement with key stakeholders on their parking related issues.

05/08/2014 Town Council Meeting – Update on Issues Register and Present Draft Project Plan As below:

26/08/2014 Town Council Meeting – Present Draft Public Consultation

Review identified parking related issues.

Agree extent of public consultation.

Agree public consultation material (i.e. questionnaire, and leaflet).

Agree public consultation promotion (i.e. advert, posters, web, and radio).

Agree public consultation dates (i.e. start & finish, and date of exhibition).

Undertake Public Consultation proposed between 22/09/14 to 04/10/14.

16/09/2014 Town Council Meeting – Update on Public Consultation

18/11/2014 Town Council Meeting – Present Draft Consultation Evaluation

Agree extent of parking surveys.

Agree parking survey duration (i.e. days, dates, and times).

Undertake Parking Surveys proposed between 19/11/14 to 26/11/14.

06/01/2015 Town Council Meeting – Present Parking Surveys Evaluation

27/01/2015 Town Council Meeting – Present Draft Report

Provide two bound copies and present executive summary.

17/02/2015 Town Council Meeting – Review Draft Report

Discuss any considerations and any comments made by the Town Council upon reflection of the Draft Report.

FARINGDON PARKING STUDY

10/03/2015 Town Council Meeting – Present Final Report

Provide six bound copies plus CD, and present final report.

FARINGDON PARKING STUDY PROJECT PLAN Update (Issue 2.0 2014-11-14)

18/11/2014 Town Council Meeting – Present Draft Consultation Evaluation

Present Project Plan Update for information and approval.

Present Report Headings for information and approval.

Present the recent consultation and parking survey results for information.

09/12/2014 Town Council Meeting – Present First Draft Report

Provide six copies (text only), present first draft.

06/01/2015 Town Council Meeting – Discuss First Draft Report

Discuss any considerations and any comments made by the Town Council upon reflection of the First Draft Report.

27/01/2015 Town Council Meeting – Present Final Draft Report

Provide six bound copies (inc. Appendices & Plans), present final draft.

17/02/2015 Town Council Meeting – Review Final Draft Report

Discuss any considerations and any comments made by the Town Council upon reflection of the Final Draft Report.

10/03/2015 Town Council Meeting – Present Final Report

Provide six bound copies plus CD, and present final report.

FARINGDON PARKING STUDY

APPENDIX C – TOWN COUNCIL MEETING NOTES

FARINGDON PARKING STUDY

FARINGDON TOWN COUNCIL

**Extract of Minutes of a Planning & Highways Committee Meeting
held on Tuesday, 3 June 2014 at 7.15 pm
in the Jubilee Room, the Pump House, Market Place, Faringdon**

PRESENT: Cllrs Dr M L H Wise (Chairman)

I Bell

Mrs J Boulton

M Greenwood

J Gregory

A Marsden

A Meredith

D Price

IN ATTENDANCE: *(Up to and incl. Min 101/14)*

Mr J Crabb, Mr C Burlton, URS

Mr G Smith, Gary Kay Smith Ltd.

Mr J Backley, Vale of White Horse District
Council

(Before the meeting started, the Chairman proposed that agenda item No. 7 in respect of the Faringdon Parking Survey be dealt with after agenda items 1, 2 & 6, in order that the representatives attending the meeting in this respect could leave early. This proposal was AGREED.)

98/14 Apologies for Absence

Apologies for absence were received from Cllrs T White and Ms K Draper.

99/14 Minutes of Meeting: Tuesday 13 May 2014

The Minutes were AGREED and signed as a correct record of the meeting held on 13 May 2014.

100/14 Declarations of Interest

Planning Application P14/V1149/HH: Cllr Mrs J Boulton declared an interested in this planning application.

Reason for declaration: In so far as the applicant is a good friend of Cllr Mrs J Boulton.

FARINGDON PARKING STUDY

In view of the confidential nature and commercial sensitivity of the following item, the Chairman proposed invoking Town Council Standing Order No. 1(c) which states that Press and Public should be asked to withdraw from the meeting. The proposal was seconded and CARRIED.

101/14 Faringdon Parking Survey

Mr Backley from the Vale of White Horse District Council stated that the District Council had evaluated the 19 companies that had replied to its request for proposals to carry out this parking survey. References had been taken up on the two companies which had been shortlisted and subsequently these companies had been invited to give a presentation to Town Council.

Mr Backley introduced the representatives from the two companies, Mr Crabb and Mr Burlton of URS and Mr Smith of Gary Kay Smith Ltd who were then invited to present their proposals to the committee.

Following consideration of these two proposals, it was proposed, seconded and CARRIED that the work be awarded to Gary Kay Smith Ltd on the terms outlined in their tender. It was NOTED that under the S106 Agreement the District Council, as the Local Authority, was responsible for appointing the consultant and Mr Backley would now progress the contract with Gary Kay Smith Ltd.

FARINGDON TOWN COUNCIL

Extract of Minutes of a Planning & Highways Committee Meeting held on Tuesday, 15 July 2014 at 7.15 pm in the Jubilee Room, the Pump House, Market Place, Faringdon

PRESENT: Cllrs Dr M L H Wise (Chairman)

I Bell

Ms A Finn

M Greenwood

A Marsden

IN ATTENDANCE: Mr G Smith, Gary Kay Smith Ltd (up to and incl Min. 120/14)

2 members of public

Deputy Town Clerk

FARINGDON PARKING STUDY

118/14 Apologies for Absence

Apologies for absence were received from Cllrs Mrs J Boulton, J Gregory, D Price and T White.

119/14 Minutes of Meeting: Tuesday 8 July 2014

The Minutes were AGREED and signed as a correct record of the meeting held on 8 July 2014.

At this stage of the meeting, the Chairman proposed that Agenda Item 7, Faringdon Parking Survey, be moved forward in order that Mr Smith of Gary Kay Smith Ltd could leave the meeting early. This proposal was AGREED.

120/14 Faringdon Parking Survey

Mr Smith outlined his timetable for progressing the parking survey and wished particularly to speak to the town council to ask if there were any specific areas where the members had concerns regarding parking. The areas highlighted were Coxwell Street, London Street, Stanford Road, Canada Lane (particularly at times when school was opening or closing for the day) and also the lack of control over parking restrictions in the town by the appropriate authority. It was also pointed out that the Stagecoach buses do not now use London Street due to problems with parking on double yellow lines and therefore do not service that end of the town.

Mr Smith stated that he would be consulting with the public, through the use of a questionnaire, social media and local newspapers, regarding any particular concerns or issues they may have with the existing parking situation, The results of his findings would be brought back to the Town Council in Autumn 2014.

Thanks were expressed by the Chairman to Mr Smith for attending the meeting.

FARINGDON TOWN COUNCIL

**Extract of Minutes of a Planning & Highways Committee Meeting
held on Tuesday, 26 August 2014 at 7.15 pm
in the June Rennie Room, the Pump House, Market Place, Faringdon**

PRESENT: Cllrs Mrs J Boulton (Vice-Chairman)

I Bell

Ms A Finn

M Greenwood

D Price

FARINGDON PARKING STUDY

A Marsden (from Min 158/14 onwards)

IN ATTENDANCE: Mr G Smith, Gary Kay Smith Ltd (up to and incl Min 155/14)

4 members of public

Deputy Town Clerk

149/14 Apologies for Absence

Apologies for absence were received from Cllrs A Meredith and Dr M L H Wise.

150/14 Minutes of Meeting: Tuesday 5 August 2014

The Minutes were AGREED and signed as a correct record of the meeting held on 5 August 2014.

154/14 Declarations of Interest

There were no declarations of interest.

155/14 Faringdon Parking Survey

Mr Gary Smith updated the committee on progress to date and provided drafts of the leaflets and questionnaire that he was proposing to use, highlighting that there was a deadline of 28 August for the leaflet to go to print. He also advised that the District Council had instructed him that its logo should not be used on the leaflet but that Town Council logo could be used. The members were concerned that the District Council, although responsible for arranging this parking survey, was not prepared for its logo to be publicised.

Following consideration, it was AGREED that the draft leaflet and questionnaire, as presented, could be printed and that the Town Council logo could be used.

FARINGDON TOWN COUNCIL

Extract of Minutes of a Planning & Highways Committee Meeting

held on Tuesday, 16 September 2014 at 7.15 pm

in the Jubilee Room, the Pump House, Market Place, Faringdon

Present: Cllrs Mike Wise (Chairman)

David Price

Andrew Marsden

Ian Bell

Angela Finn

Mark Greenwood

FARINGDON PARKING STUDY

**In attendance: Mark Matthews, Thames Water
3 members of public
Town Clerk**

162/14 Apologies for Absence

Apologies for absence were received from Cllrs Alex Meredith and Jane Boulton.

163/14 Minutes of Meeting: Tuesday 26 August 2014

The Minutes were AGREED and signed as a correct record of the meeting held on 26 August 2014.

The Chairman proposed that the agenda items dealing with (a) declarations of interest and (b) Water Sewage in Faringdon be moved forward to this stage of the meeting so that the Thames Water representative could leave the meeting early and this proposal was AGREED.

164/14 Declarations of Interest

There were no declarations of interest.

170/14 Faringdon Parking Survey

Members were informed that the survey is progressing well.

FARINGDON TOWN COUNCIL

**Extract of Minutes of a Planning & Highways Committee Meeting
held on Tuesday, 7 October 2014 at 8.00 pm
in the Jubilee Room, the Pump House, Market Place, Faringdon**

PRESENT: Cllrs Dr M L H Wise (Chairman)
Mrs J Boulton
Ms A Finn
M Greenwood
A Marsden
A Meredith
D Price

IN ATTENDANCE: Mr G Smith, Gary Kay Smith Ltd (*up
to and incl. Min 181/14*)
1 member of public
Deputy Town Clerk

FARINGDON PARKING STUDY

175/14 Apologies for Absence

Apologies for absence were received from Cllrs J Gregory and Ms K Draper.

176/14 Minutes of Meeting: Tuesday 16 September 2014

The Minutes were AGREED and signed as a correct record of the meeting held on 16 September 2014.

The Chairman proposed that the agenda item dealing with Declarations of Interest be moved forward to this stage of the meeting and the item dealing with the Faringdon parking survey be moved forward for discussion after public speaking time so that the representative from Gary Kay Smith Ltd could leave the meeting early. This proposal was AGREED.

177/14 Declarations of Interest

There were no declarations of interest.

181/14 Faringdon Parking Survey

Mr Smith gave a progress report. Public exhibitions had been held in the town centre on Saturday, 4 October as well as 7 October which had been well attended. The survey would run until 31 October 2014 with approximately 300 completed questionnaires returned to date with more anticipated. Mr Smith stated that the main areas of concern which people had highlighted to date were the general lack of enforcement on yellow lines, in particular, the parking on double yellow lines on London Street and Coxwell Street. Mr Smith proposed to carry out surveys on 31 October, 1/2/3 November which the committee approved.

Civil parking enforcement: Mr Smith agreed that he would draw up a briefing note on this matter for Planning & Highways Committee to consider at its next meeting on the 28 October.

FARINGDON TOWN COUNCIL

**Extract of Minutes of a Planning & Highways Committee Meeting
held on Tuesday, 28 October 2014 at 7.15 pm
in the Jubilee Room, the Pump House, Market Place, Faringdon**

FARINGDON PARKING STUDY

PRESENT: Cllrs Dr M L H Wise (Chairman)

I Bell

Mrs J Boulton

Ms A Finn

A Marsden

A Meredith

IN ATTENDANCE: Mr Robert Gillespie & Mr Iain Cowan,

Impact Planning Services Ltd

D/Cllr Mrs A Thomson (*up to and including
Min 192/14*)

1 member of public

Deputy Town Clerk

The Chairman proposed the suspension of Town Council Standing Order 1(m) to

allow recording of this meeting in line with The Openness of Local Bodies Regulations 2014 which came into force from 6 August 2014. This proposal was

AGREED.

The Chairman further proposed that the item dealing with possible future development of land in Faringdon be moved for discussion after the item dealing with

information in order that the representatives attending from Impact Planning Services

could leave the meeting early. This proposal was AGREED.

189/14 Apologies for Absence

Apologies for absence were received from Cllrs M Greenwood and Ms K Draper.

190/14 Declarations of Interest

Possible future development of land in Faringdon: Cllr Dr Wise declared an interest in this item

Reason for declaration: In so far as he is a neighbour of the site under discussion.

191/14 Minutes of Meeting: Tuesday 7 October 2014

The Minutes were AGREED and signed as a correct record of the meeting held on 7 October 2014.

199/14 Faringdon Parking Survey

Mr Smith had sent his apologies that he was unable to attend the meeting.

FARINGDON PARKING STUDY

The following was NOTED:

(a) *Progress Report*: To date 347 representations had been made which was a very positive response and would give weight to the recommendations.

Further surveys were planned to be carried out at the end of October/beginning of November;

(b) *Civil Parking Enforcement*: A written briefing note on this matter was received from Mr Smith and considered.

It was proposed, seconded and CARRIED that Town Council would welcome

CPE in principle but that it would reserve the right to be consulted over the manner of its introduction.

FARINGDON TOWN COUNCIL

**Extract of Minutes of a meeting of the
Planning & Highways Committee Meeting
held on Tuesday, 18 November 2014 at 7.15 pm
in the Jubilee Room, the Pump House, Market Place, Faringdon**

PRESENT: Cllrs Dr Mike Wise (Chairman)

Ian Bell

Jane Boulton

Mark Greenwood

David Price

IN ATTENDANCE: 28 members of public (*27 public left
after Min 211/14*)

Gary Smith, Gary Kay Smith Ltd (*up
to and incl Min 210/14*)

Deputy Town Clerk

207/14 Apologies for Absence

Apologies for absence were received from Cllrs Angela Finn, Karen Draper, Andrew Marsden and Alex Meredith.

208/14 Minutes of Meeting: Tuesday, 28 October 2014

The Minutes were AGREED and signed as a correct record of the meeting held on 28 October 2014

FARINGDON PARKING STUDY

209/14 Declarations of Interest

There were no declarations of interest.

At this stage of the meeting, the Chairman proposed that the two agenda items dealing with firstly, the Faringdon Parking Survey and secondly, the Faringdon Neighbourhood Plan be moved forward on the agenda for discussion in order that the people involved could leave the meeting early if they wished. This proposal was AGREED.

210/14 Faringdon Car Parking Survey

Gary Smith tabled a project plan update, together with the recent consultation and parking survey results. It was NOTED that completed questionnaires had been received from 405 people. The results would be published on the community website as well as the Town Council website so that residents could view these.

Mr Smith proposed to present the final draft report to Town Council on 27 January 2015, with the final report completed by the 10 March 2015 and the members approved these dates.

Mr Smith also asked for approval of the headings to be used in the report, as outlined in his project plan, and these were approved by the committee members.

FARINGDON TOWN COUNCIL

**Extract of Minutes of a Planning & Highways Committee Meeting
held on Tuesday, 9 December 2014 at 7.15 pm
in the Jubilee Room, the Pump House, Market Place, Faringdon**

PRESENT: Cllrs Dr Mike Wise (Chairman)

Ian Bell

Jane Boulton

Mark Greenwood

Andrew Marsden

Alex Meredith (*up to incl. Min 222/14*)

Steve Leniec (*up to and incl. Min 222/14*)

IN ATTENDANCE: 33 members of public (*up to and incl
Min 222/14*)

Gary Smith, Gary Kay Smith Ltd (*up to and incl. Min 224/14*)

Andrew Brown, Marriotts Properties LLP (*up to and incl Min 223/14*)

Iain Cowan, Cowanland & Survey Ltd (*up to and incl Min 228/14*)

C/Cllr Judy Heathcoat

Hilary Sherman, Deputy Town Clerk

FARINGDON PARKING STUDY

220/14 Apologies for Absence

Apologies for absence were received from Cllrs Angela Finn and David Price.

221/14 Declarations of Interest

Planning Application V2579/O: Cllr Dr Wise declared an interest in this item.

Reason for declaration: In so far as he is a neighbour of the site under discussion.

At this stage of the meeting, the Chairman proposed that in view of the large number of people in the public gallery the agenda item dealing with the Faringdon Neighbourhood Plan be moved forward for discussion. This proposal was AGREED.

224/14 Faringdon Car Parking Survey

Six bound copies of the Draft Executive Summary were tabled by Gary Smith for consideration by Town Council. It was NOTED that this first draft report would be discussed in full at the next scheduled meeting of the Planning & Highways Committee on 6 January 2015 and members were asked to submit any comments to the Deputy Town Clerk prior to this meeting.

FARINGDON TOWN COUNCIL

**Extract of Minutes of a Planning & Highways Committee Meeting
held on Tuesday, 6 January 2014 at 7.15pm
in the Jubilee Room, the Pump House, Market Place, Faringdon**

PRESENT: Cllrs Dr Mike Wise (Chairman)

Ian Bell

Jane Boulton

Angela Finn

Mark Greenwood

Andrew Marsden

Alex Meredith

IN ATTENDANCE: Gary Smith, Gary Kay Smith Ltd (*up to and incl. Min 7/1/15*)

Hilary Sherman, Deputy Town Clerk

FARINGDON PARKING STUDY

1/1/15 Apologies for Absence

Apologies for absence were received from Cllr David Price.

2/1/15 Minutes of Meeting: Tuesday, 9 December 2014

The Minutes were AGREED and signed as a correct record of the meeting held on 9 December 2014.

3/1/15 Declarations of Interest

There were no declarations of interest.

7/1/15 Faringdon Parking Survey

The Draft Executive Summary drawn up by Gary Kay Smith Limited was received and considered. Various comments were made which Gary agreed to consider with a view to amending the Survey.

In order to progress the Survey, it was proposed, seconded and CARRIED that Planning & Highways Committee recommends to Town Council that this draft report and its conclusions be accepted at the Town Council meeting next week on 14 January. Gary Smith would then present the report to VWHDC for its comment and approval.

It was NOTED that the report would have to go out to public consultation and it was proposed that this consultation be held at the same time as the Town Meeting on 26 January when the precept would be discussed. The Town Clerk would be asked to confirm that this was a possibility. Gary Smith confirmed that he would be able to attend this meeting to present the report.

Gary Smith was asked to list items which would need funding in order that this list could be submitted to developers.

Gary Smith advised that VWHDC had delegated authority to approve the final report which would then be rubber stamped by Oxfordshire County Council as the Highways Authority.

In the meantime, the committee members were asked to forward any further comments they may have on the recommendations direct to Gary Smith with a copy to the Deputy Town Clerk.

FARINGDON PARKING STUDY

APPENDIX D – INITIAL PARKING RELATED ISSUES

FARINGDON PARKING STUDY

The initial parking related issues collected were as follows:

Bus Stops & Routes:

Issue – Routes in and out of Faringdon require protection to maintain bus services, and Stops require protection to maintain bus services.

Car Parks (Off Street – Pay & Display):

Issue – Not being fully utilised, except Gloucester Street for school drop off & pick up; &

Specifics – Southampton Street and Gloucester Street both have two hours free parking during the week and free on Sundays. Both are rarely full. Imbalance between Council enforcement in the car parks and the Police enforcement on street, which is rarely undertaken.

Pedestrian Access:

Issue – Cars parked illegally on footways; & Specifics – Coxwell Street, London Street, & Stanford Road.

Restrictions:

Issue – Cars parked illegally and on street restrictions are not being regularly enforced, and congestion is being caused; &

Specifics – Bromsgrove, Canada Lane, Church Street, Coxwell Road, Coxwell Street, Elm Road, Ferndale Street, Fernham Road, Gloucester Street, Gravel Walk, Highworth Road, Lansdown Road, Lechlade Road, London Road, London Street, Marlborough Gardens, Marlborough Street, Orchard Hill, Palmer Road, Park Road, Pulling Close, Pye Street, Radcot Road, Stanford Road, Swan Lane, Tuckers Road, & Westbrook.

Schools:

Issue – Drop off and pick up, cars parked illegally on school keep clears; &

Specifics – Canada Lane, Fernham Road, Gloucester Street illegally parked vehicles causing safety and congestion concerns.

FARINGDON PARKING STUDY

Town Centre:

Issue – Parking needs to generate trade not affect trade; &

Specifics – Loading bay required for servicing of shops, reduce restrictions for shoppers, restrict traders from parking all day on street to create room for shoppers, and provide cheap all day parking for traders.

FARINGDON PARKING STUDY

Appendix E – Parking Study Leaflet & Questionnaire

FARINGDON PARKING STUDY

PARKING STUDY LEAFLET HAVE YOUR SAY

Please complete the questionnaire by 31 October 2014, this is available to download or complete on-line. Please follow the links at the following websites:

www.faringdowntowncouncil.gov.uk

www.faringdon.org

www.garykaysmith.co.uk

Or

You can email it to:

parking@garykaysmith.co.uk

Or

You can post it to:

Gary Kay Smith Ltd
Allen House
Edinburgh Way
Harlow
Essex CM20 2HJ

Or

You can put it in the collection box at:

Faringdon Community & Tourist
Information Office
The Corn Exchange
Faringdon
Oxfordshire SN7 7JA

WHERE TO HAVE YOUR SAY

We will be holding a two day event to enable you to discuss your parking related issues and complete your questionnaire.

FARINGDON PARKING STUDY

Saturday 4 October 2014

9:00 am – 5:00 pm

Market Stall under the Old Town Hall

6:00 pm – 8:00 pm

Exhibition in the Pump House

Tuesday 7 October 2014

9:00 am – 5:00 pm

Market Stall under the Old Town Hall

6:00 pm – 8:00 pm

Exhibition in the Pump House

FARINGDON PARKING STUDY

FARINGDON PARKING STUDY



YOUR PARKING ISSUES

HAVE YOUR SAY



FARINGDON PARKING STUDY

INTRODUCTION

Gary Kay Smith Ltd has been commissioned by the Vale of White Horse District Council and we are working closely with the Faringdon Town Council to undertake a parking study of Faringdon.

We have been collecting your parking related issues; these are detailed throughout this leaflet. Please review them, we would like to know whether you agree with them or disagree with them or whether you have parking related issues that have not yet been identified so far.

YOUR PARKING ISSUES SO FAR

Bus Stops & Routes:

Issue – Routes in and out of Faringdon require protection to maintain bus services, and Stops require protection to maintain bus services

Car Parks (Off Street – Pay & Display):

Issue – Not being fully utilised, except Gloucester Street for school drop off & pick up

Car Parks cont:

Specifics – Southampton Street and Gloucester Street both have two hours free parking during the week and free at weekends. Both are rarely full. Imbalance between Council enforcement in the car parks and the Police enforcement on street, which is rarely undertaken.

Pedestrian Access:

Issue – Cars parked illegally on footways
Specifics – Coxwell Street, London Street, & Stanford Road;

FARINGDON PARKING STUDY

Restrictions:

Issue – Cars parked illegally and on street restrictions are not being regularly enforced, and congestion is being caused

Specifics – Bromsgrove, Canada Lane, Church Street, Coxwell Road, Coxwell Street, Elm Road, Ferndale Street, Fernham Road, Gloucester Street, Gravel Walk, Highworth Road, Lansdown Road, Lechlade Road, London Road, London Street, Marlborough Gardens, Marlborough Street, Orchard Hill, Palmer Road, Park Road, Pulling Close, Pye Street, Radcot Road, Stanford Road, Swan Lane, Tuckers Road, & Westbrook;

Schools:

Issue – Drop off and pick up, cars parked illegally on school keep clears

Specifics – Canada Lane, Fernham Road, Gloucester Street illegally parked vehicles causing safety and congestion concerns;

Town Centre:

Issue – Parking needs to generate trade not affect trade

Specifics – Loading bay required for servicing of shops, reduce restrictions for shoppers, restrict traders from parking all day on street to create room for shoppers, and provide cheap all day parking for traders;

THE NEXT STEPS

Have your say, your comments are important to us, please complete a questionnaire. Your comments will help us to identify your parking related issues.

DO YOU REQUIRE ANY ASSISTANCE

If you prefer large print or different formats, please telephone 01279 417148

FARINGDON PARKING STUDY

QUESTIONNAIRE INTRODUCTION

Gary Kay Smith Ltd has been commissioned by the Vale of White Horse District Council and we are working closely with the Faringdon Town Council to undertake a parking study of Faringdon.

We have been collecting your parking related issues, these are detailed throughout this leaflet. Please review them, we would like to know whether you agree with them or disagree with them or whether you have parking related issues that have not yet been identified so far.

YOUR PARKING ISSUES SO FAR

Bus Stops & Routes:

Issue – Routes in and out of Faringdon require protection to maintain bus services, and Stops require protection to maintain bus services

Car Parks (Off Street - Pay & Display):

Issue – Not being fully utilised, except Gloucester Street for school drop off & pick up

Specifics – Southampton Street and Gloucester Street both have two hours free parking during the week and free at weekends. Both are rarely full. Imbalance between Council enforcement in the car parks and the Police enforcement on street, which is rarely undertaken.

Pedestrian Access:

Issue – Cars parked illegally on footways

Specifics – Coxwell Street, London Street, & Stanford Road; Restrictions:

Issue – Cars parked illegally and on street restrictions are not being regularly enforced, and congestion is being caused

Specifics – Bromsgrove, Canada Lane, Church Street, Coxwell Road, Coxwell Street, Elm Road, Ferndale Street, Fernham Road, Gloucester Street, Gravel Walk, Highworth Road, Lansdown Road, Lechlade Road, London Road, London Street, Marlborough Gardens, Marlborough Street, Orchard Hill, Palmer Road, Park Road, Pulling Close, Pye Street, Radcot Road, Stanford Road, Swan Lane, Tuckers Road, & Westbrook;

FARINGDON PARKING STUDY

Schools:

Issue – Drop off and pick up, cars parked illegally on school keep clear
Specifics – Canada Lane, Fernham Road, Gloucester Street illegally parked vehicles causing safety and congestion concerns;

Town Centre:

Issue – Parking needs to generate trade not affect trade
Specifics – Loading bay required for servicing of shops, reduce restrictions for shoppers, restrict traders from parking all day on street to create room for shoppers, and provide cheap all day parking for traders;

Faringdon Parking Study

Have your say, your comments are important to us, please complete a questionnaire. Your comments will help us to identify your parking related issues. Many thanks for taking the time to complete a questionnaire.

1. How would you describe yourself, are you? (Please select all that apply.)

A Faringdon Resident.

A Faringdon Trader/Worker.

A Visitor to Faringdon.

2. Why do you go to Faringdon Town Centre? (Please select all that apply.)

I live in Faringdon.

I work in Faringdon.

I shop in Faringdon.

My children go to School in Faringdon.

Other reason for using the Town Centre.

I never use the Town Centre.

3. How often do you go to Faringdon Town Centre? (Please select the most appropriate.)

On a daily basis.

More than once a week.

One day a week.

Monthly.

Less than once a month.

Never.

FARINGDON PARKING STUDY

4. How do you normally travel to Faringdon Town Centre? (Please select the most appropriate.)

Bicycle.

Bus.

Car.

Powered Two Wheeler.

Walk.

Other.

5. Where do you normally travel from to get to Faringdon Town Centre? (Please select the most appropriate.)

Within 1 mile of the Town Centre.

Faringdon (1 mile or more from the Town Centre).

Outer lying Village.

Oxford.

Swindon.

Other.

6. If you use your own transport, where do you normally park? (Please select the most appropriate.)

Car Parks (Off Street - Pay & Display).

On Street Parking Bays.

On Street with no restrictions.

Other (e.g. Private land etc.).

7. Do you have any issues with parking in Faringdon Town Centre?

Yes.

No.

If Yes please specify any information concerning locations, days, and times would be helpful

8. If you live in Faringdon, do you have any issues with parking in your street?

Yes.

No.

N/A.

If Yes please specify your street and the issue

FARINGDON PARKING STUDY

9. Do you experience any issues with parking in other parts of Faringdon?

Yes.

No.

If Yes please specify any information concerning locations, days, and times would be helpful

10. Do you have a Blue Badge? (Please select the most appropriate.)

Yes.

No.

11. Are you happy for us to contact you for clarification or further research?

Yes.

No.

If Yes please include name, address, postcode and email

Equal Opportunities Monitoring Form

Please complete the equal opportunities monitoring form, this is to ensure that everyone's view is treated equally regardless of gender, age, race, colour, or ethnic origin.

12. How would you describe yourself, are you?

(Please select all that apply.)

Male. Female.

Age 16-24

Age 25-34

Age 35-44

Age 45-64

Age 65+

13. How would you describe your race or ethnic origin, are you?

(Please select the most appropriate.)

White British. White Irish. White Gypsy or Irish Traveller. Any Other White Background.

White and Black African. White and Black Caribbean. White and Asian.

Any Other Mixed Background. Black African. Black Caribbean.

Any Other Black Background. Asian Bangladeshi.

Asian Chinese. Asian Indian. Asian Pakistani.

Any Other Asian Background. Arab.

Any Other Ethnic Group.

FARINGDON PARKING STUDY

APPENDIX F – PARKING STUDY RESULTS

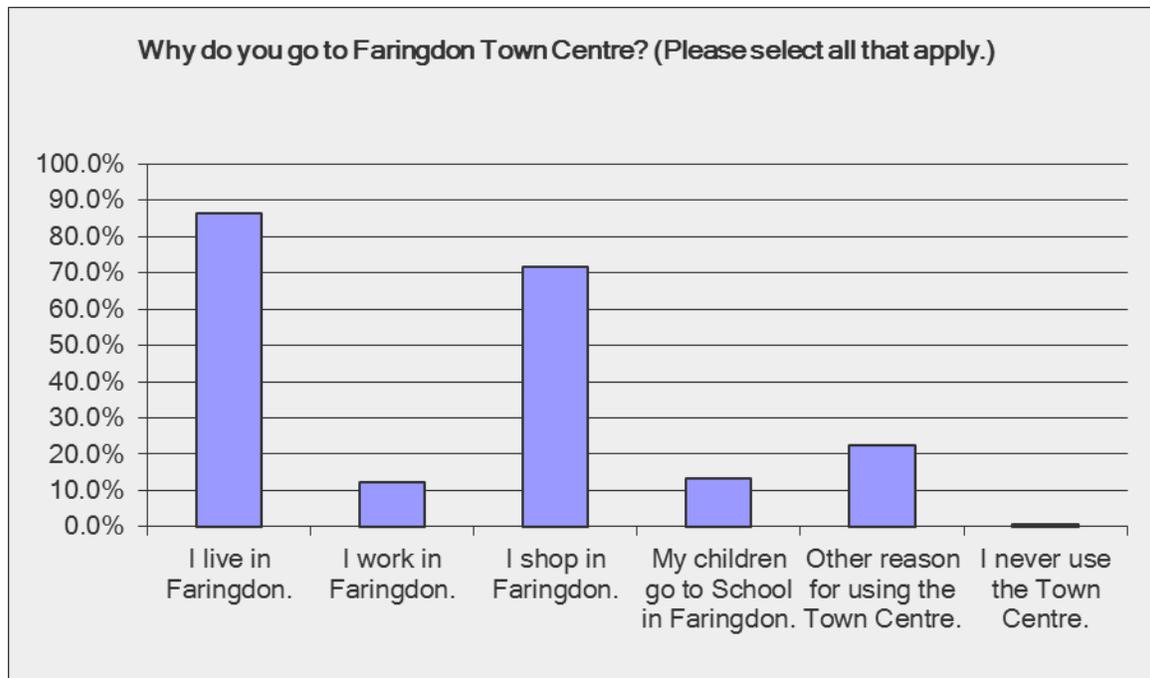
FARINGDON PARKING STUDY

How would you describe yourself, are you? (Please select all that apply.)		
Answer Options	Response Percent	Response Count
A Faringdon Resident.	91.3%	368
A Faringdon Trader/Worker.	6.0%	24
A Visitor to Faringdon.	7.4%	30
<i>answered question</i>		403
<i>skipped question</i>		2



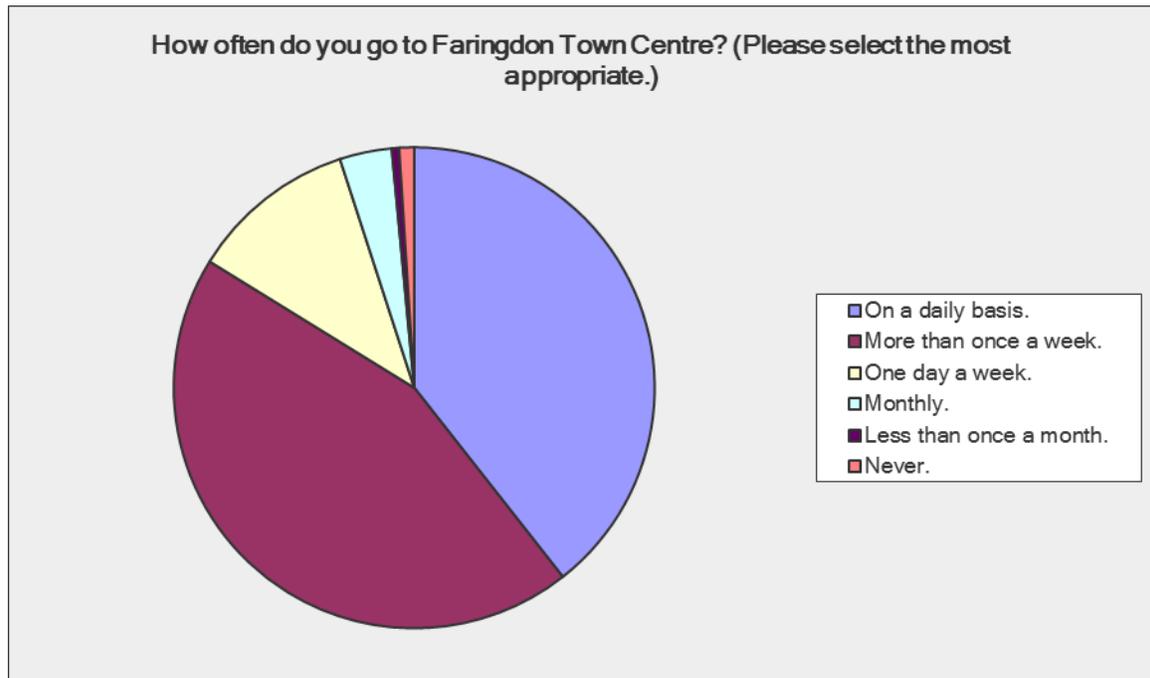
FARINGDON PARKING STUDY

Why do you go to Faringdon Town Centre? (Please select all that apply.)		
Answer Options	Response Percent	Response Count
I live in Faringdon.	86.6%	349
I work in Faringdon.	12.4%	50
I shop in Faringdon.	71.5%	288
My children go to School in Faringdon.	13.2%	53
Other reason for using the Town Centre.	22.3%	90
I never use the Town Centre.	0.5%	2
	<i>answered question</i>	403
	<i>skipped question</i>	2



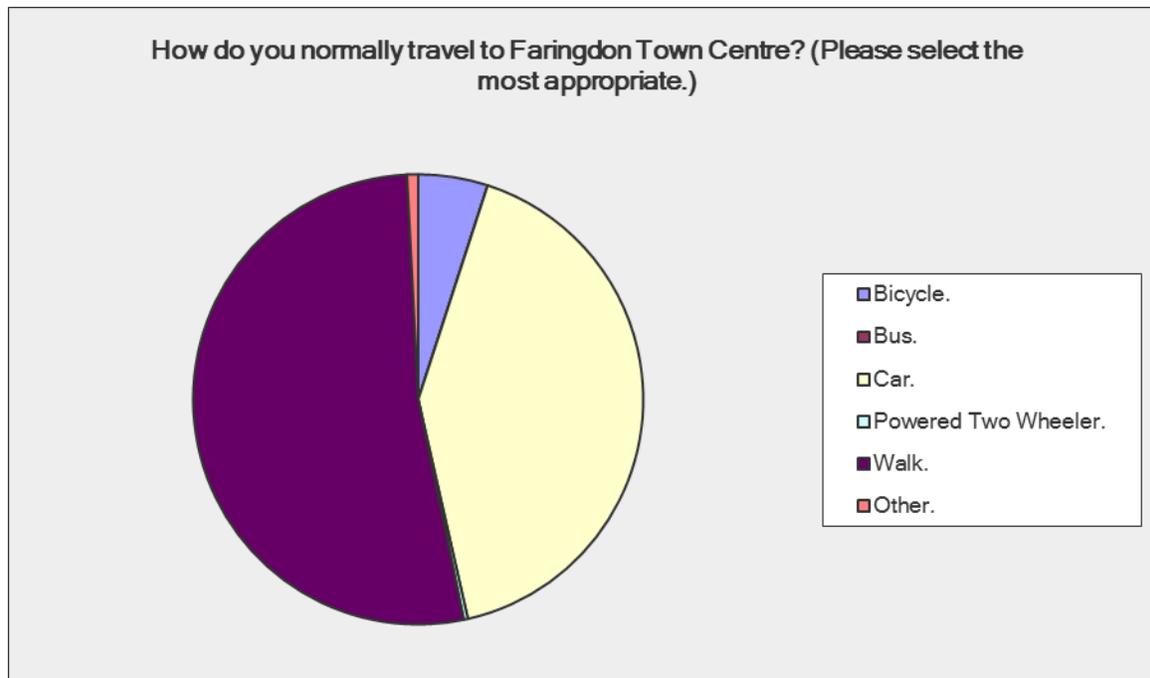
FARINGDON PARKING STUDY

How often do you go to Faringdon Town Centre? (Please select the most appropriate.)		
Answer Options	Response Percent	Response Count
On a daily basis.	39.4%	158
More than once a week.	44.4%	178
One day a week.	11.2%	45
Monthly.	3.5%	14
Less than once a month.	0.5%	2
Never.	1.0%	4
If you never use the Town Centre, any further information would be useful		7
<i>answered question</i>		401
<i>skipped question</i>		4



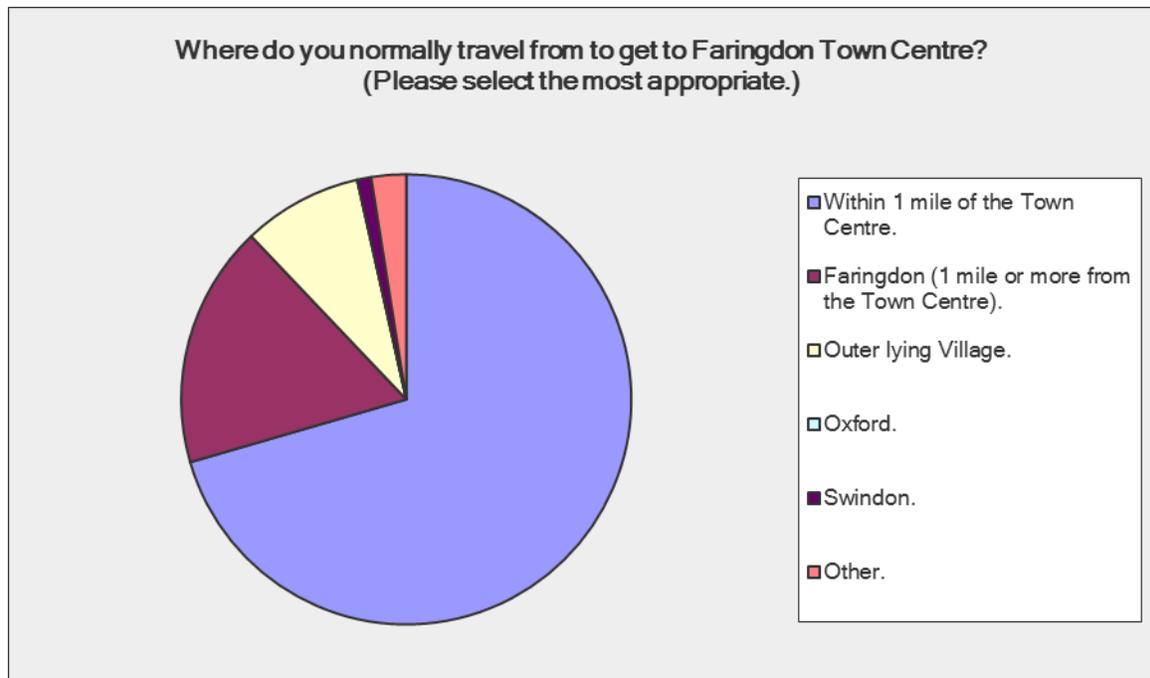
FARINGDON PARKING STUDY

How do you normally travel to Faringdon Town Centre? (Please select the most appropriate.)		
Answer Options	Response Percent	Response Count
Bicycle.	5.0%	20
Bus.	0.0%	0
Car.	41.5%	166
Powered Two Wheeler.	0.3%	1
Walk.	52.5%	210
Other.	0.8%	3
	<i>answered question</i>	400
	<i>skipped question</i>	5



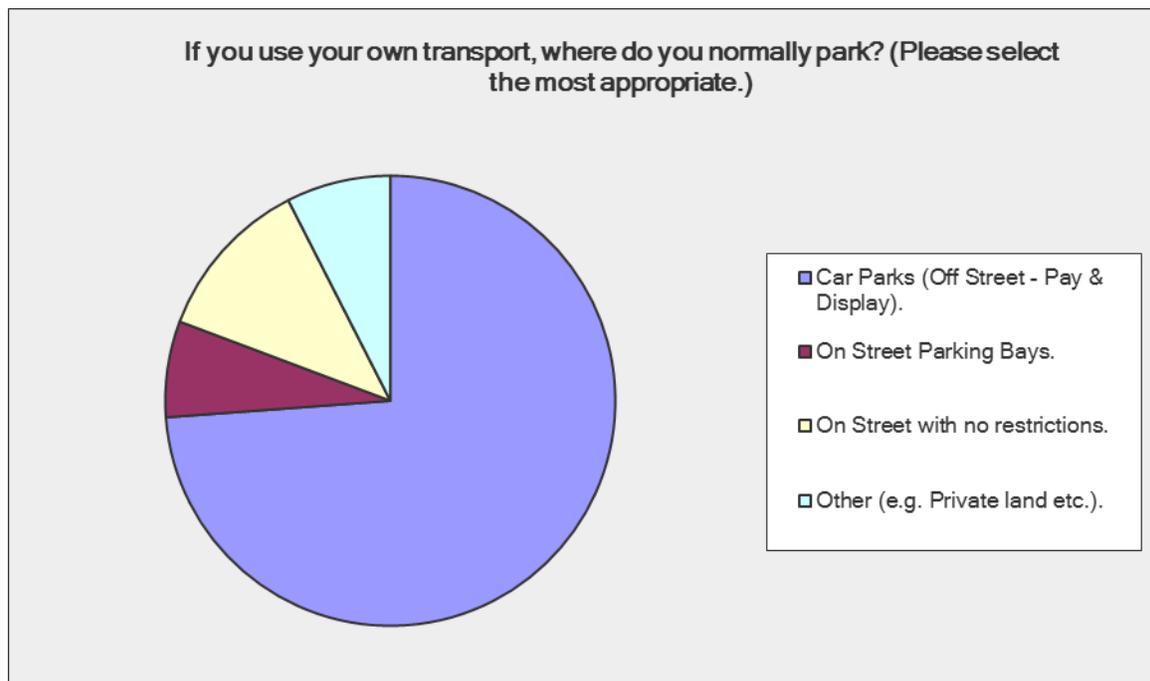
FARINGDON PARKING STUDY

Where do you normally travel from to get to Faringdon Town Centre? (Please select the most appropriate.)		
Answer Options	Response Percent	Response Count
Within 1 mile of the Town Centre.	70.5%	280
Faringdon (1 mile or more from the Town Centre).	17.4%	69
Outer lying Village.	8.6%	34
Oxford.	0.0%	0
Swindon.	1.0%	4
Other.	2.5%	10
	<i>answered question</i>	397
	<i>skipped question</i>	8



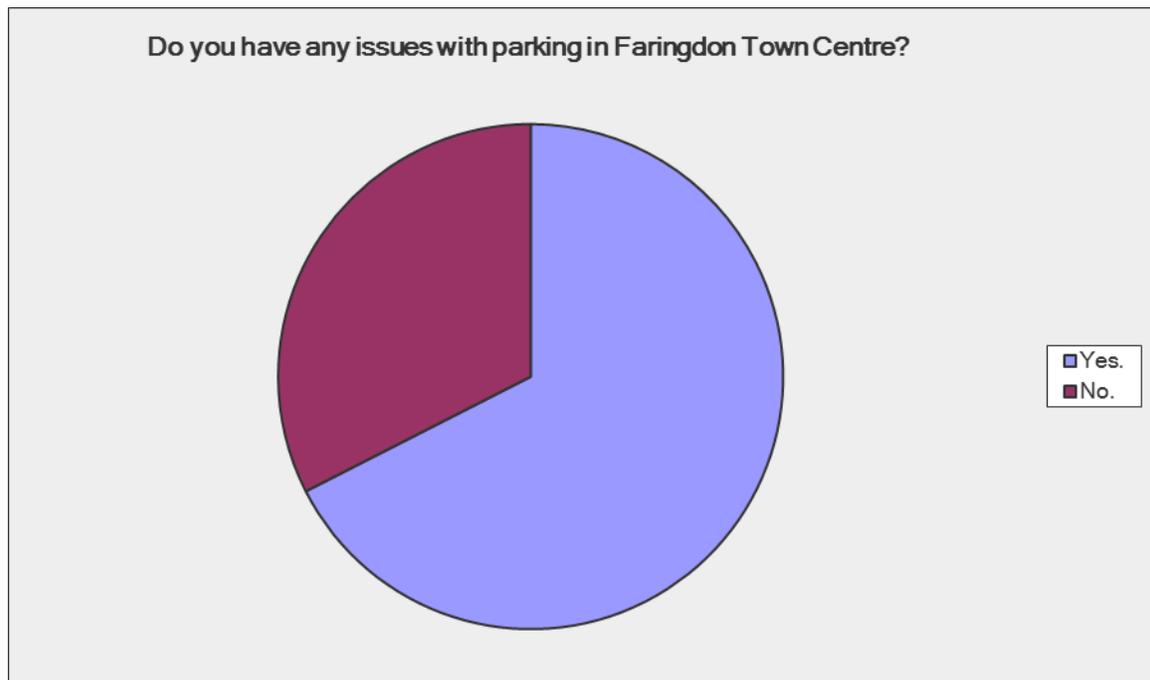
FARINGDON PARKING STUDY

If you use your own transport, where do you normally park? (Please select the most appropriate.)		
Answer Options	Response Percent	Response Count
Car Parks (Off Street - Pay & Display).	73.9%	257
On Street Parking Bays.	6.9%	24
On Street with no restrictions.	11.8%	41
Other (e.g. Private land etc.).	7.5%	26
	<i>answered question</i>	348
	<i>skipped question</i>	57



FARINGDON PARKING STUDY

Do you have any issues with parking in Faringdon Town Centre?		
Answer Options	Response Percent	Response Count
Yes.	67.5%	268
No.	32.5%	129
If Yes please specify any information concerning locations, days, and times would be helpful		272
	<i>answered question</i>	397
	<i>skipped question</i>	8



FARINGDON PARKING STUDY

Enforcement	Location	Specific	Actual Comment
Bus Stops	Bus Route 61	Buses Delayed	Typically on Fridays I drive the number 61 community bus. Often it is difficult to get to my passengers due to other buses, delivery vehicles and illegally parked cars blocking the road outside The Old Crown Inn.
Bus Stops	Bus Route 66 - Coxwell Street	Buses Delayed	Private cars often use the specific bus parking bay. Buses are obstructed by the illegal parking on Coxwell Street, this needs enforcing.
Bus Stops		Buses, Congestion & Safety Limited	Since the bollards have been added the town centre is a nightmare every 30 minutes when the buses come.
Bus Stops & Limited Parking Bays	Market Square & Marlborough Street	Parking Bays	Trades persons vehicles parked long term in the market place, despite signposts many motorists still use the road in front of sadlers restaurant and the crown hotel as a shortcut, even though this area is allocated for buses.
Car Parks	Gloucester Street & Southampton Street	Car Parks Difficult To Use	Car parks are inconvenient, i.e. ticket required
Car Parks	Gloucester Street & Southampton Street	Car Parks Difficult To Use	Could benefit from a parking disk system rather than the number plate entry machines in car parks.
Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	Only two hours free, not enough for hair appointments

FARINGDON PARKING STUDY

Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	It's rubbish !! should you wish to spend more than 2 hours in town - which I do regularly - you have to go back to the car, pay a fee, and THEN only for a further hour (3 hours being the upper limit). Apart from Sunday of course, when no one actually WANTS to come to Faringdon !! As a comparison, and for the purposes of this study, please set a camera up in the new Tesco car park (where you don't have to faff about getting a bloody ticket) and in Southampton Street car park ; the differences will be immediately apparent. This is not because Tesco is in any way better / cheaper than any of the shops in town, it's just that they make the whole experience of parking there as easy as possible !!!
Car Parks	Gloucester Street & Southampton Street	Car Parks Difficult To Use	Difficult to park for 5 minutes on the street unless one is lucky. Do not use the public car parks as object to having to enter my licence number to obtain a free ticket. I don't have the time to do this and also don't see the point.
Car Parks	Gloucester Street & Southampton Street	Car Parks Difficult To Use	Why should I put my number plate into the parking meters just so the council can track my movements, I refuse to use the car parks as a result.

FARINGDON PARKING STUDY

Car Parks	Gloucester Street & Southampton Street	Car Parks Difficult To Use	<p>I live in Bromsgrove, Faringdon and use on street parking. It is becoming increasingly difficult to park near my house as there is not enough parking. Other people park on Bromsgrove to use the town centre, the church, the Peugeot garage and to pick up school kids. All at various times of the day. The grass verge opposite the Baptist church could be turned into parking bays and then residents parking can be introduced. Whilst there is 2 hour free parking at the 2 main car parks in Faringdon, the parking meters are ridiculous to use having to enter in your reg number, which I believe puts people off. Also there is some concern about the parking on London street, however this, as well as Bromsgrove, slows down the traffic. If London street yellow lines were to be enforced then I believe this will increase the danger of faster driving. There is a 'younger' driver problem in Faringdon that regularly speed around the town. Therefore, where no parking areas are enforced, traffic calming measures should be introduced.</p>
Car Parks	Gloucester Street & Southampton Street	Car Parks Difficult To Use	<p>Unnecessarily complex process to obtain a free for two hours parking ticket - compare with Wantage and Witney where parking is free for longer and no ticket is required. Why should you need to enter your registration number for a free ticket?</p> <p>I'm sure this puts some out of town visitors off.</p>

FARINGDON PARKING STUDY

Car Parks	Gloucester Street & Southampton Street	Car Parks Difficult To Use	I usually go to the town centre to use the post office/ chemist, and am usually en-route elsewhere. The parking bays on the street are not enough and are usually taken. It is a nuisance to park in the car parks, the nuisance part being the need to get a ticket and display it in the car. Although the parking is free, it is getting the ticket that puts me off using the car park.
Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	Short free stay limit and heavy handed enforcement of car parks will put visitors off Faringdon. Car parks should be free.
Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	I live in the centre, budgens car park has 2 hours, as does marlborough... yet budgens dominates the car parking.
Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	Portway wall next to Budgens
Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	Make car parks free at all times - no tickets Enforce town centre roads parking
Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	It should be free.
Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	Southampton St carpark is the most useful of the 2 carparks and although it has 2 hours free parking it has a maximum of 3 hours stay. Not always sufficient if shopping and meeting friends.

FARINGDON PARKING STUDY

Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	It is good that there are 2 free hours of parking per day in the Southampton St car park and that period is long enough for a single visit. However, I would like to see it possible to return to the same car park for free for, say, 20 minutes. What can happen is that a visit can be made to the town centre in the morning, say to drop off laundry and visit the butcher, but if a return is needed later in the day, say, to pick up laundry it means that you cannot park again in the same car park for free. So it is tempting to park in the street thereby causing congestion.
Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	Is there a good reason why parking is not simply free in the main car parks? With low traffic, enforcement probably costs more than the revenue.
Car Parks	Gloucester Street & Southampton Street	Car Parks, vary/extend 2hrs free parking	the 2 hour limit is not enough if you are eating out in Faringdon
Disabled Bays	Market Square & Marlborough Street	Accessibility	I often have to bring my elderly mother to town. Walking is difficult for her. The disabled bays outside Lloyds and Costa are usually filled with people dashing to the cashpoint or the drivers without disabilities are drinking coffee.
Disabled Bays	Market Square & Marlborough Street	Accessibility	Not enough disable parking - often disabled bay will be used by able bodied people due to lack of enforcement. Forced to park on double yellows.
Disabled Bays	Market Square & Marlborough Street	Accessibility	Disabled bays sometimes used by non-disabled. Also unable to use double yellows as they are used by everyone. Not enough disabled parking.

FARINGDON PARKING STUDY

Disabled Bays	Market Square & Marlborough Street	Accessibility	I have a blue badge, but there are only two slots in the market place and on market days they are part of the market and so there is none.
			The rest of the week the one outside of Lloyds Bank is mainly used by people using the cash machine who do not have a blue badge, but I have never seen anyone challenge for using it
Disabled Bays	Market Square & Marlborough Street	Accessibility	Use of disable parking bays by non-disabled, especially outside Lloyds bank in the market place
Disabled Bays	Market Square & Marlborough Street	Accessibility	Too many people parking on double yellow lines all day. Disabled bays used by non-disabled. Not enough disabled parking in and around the town centre.
Limited Parking Bays	Market Square	Buses, Congestion, Limited Parking Bays & Safety	Lack of market place parking Congestion and danger when buses are turning
Limited Parking Bays	Market Square	Congestion & Safety	People pulling out dangerously in market place
Limited Parking Bays	Market Square	Congestion & Safety	Too much traffic around the market place > noise > environmental impact
Limited Parking Bays	Market Square	Insufficient Parking	Not enough parking spaces in town. Car park too restricted compared to non-policed yellow lines.
Limited Parking Bays	Market Square	Insufficient Parking	No-one adheres to the 30 minute restrictions in the market place. Can drive around for ages before finding a spot. People park there all day.
Limited Parking Bays	Market Square	Limited Parking Bays	Market Place spaces taken by people for entire days rather than 30 minutes.
Limited Parking Bays	Market Square	Limited Parking Bays	Market place parking not enforced, never any spaces.
Limited Parking Bays	Market Square	Limited Parking Bays	market square space taken all day

FARINGDON PARKING STUDY

Parking Bays	Square	Parking Bays	
Limited Parking Bays	Market Square	Limited Parking Bays	Parking in the market square can be a nightmare, people park there for weeks at a time!
Limited Parking Bays	Market Square	Limited Parking Bays	People blocking market place parking spaces all day
Limited Parking Bays	Market Square	Limited Parking Bays	People parking all day in the market place. It's supposed to be 30 minutes
Limited Parking Bays	Market Square	Limited Parking Bays	It's frustrating when you just need to post a letter or collect a prescription that you can't just park in the market square. It states that there is a 30 minute parking but cars are often there ALL day. There should be more patrols here rather than around the car parks. Wardens should also be more proactive in the streets rather than trying to catch the odd one or two that forget to put on their "free" ticket in the car parks.
Limited Parking Bays	Market Square	Limited Parking Bays	I sometimes have a problem parking in the morning, but generally find a parking space within the Market square (outside the florist or butcher) or I tend to park around near the church. Saturdays tend to be the worst and I end up parking opposite Stanton House Hotel...
Limited Parking Bays	Market Square	Limited Parking Bays	The parking spaces in the square are always blocked with cars left there all day when it should be a 30 minute stay.

FARINGDON PARKING STUDY

Limited Parking Bays	Market Square	Limited Parking Bays	I think the 30 min free parking in the market place is vital to allow short stops into local shops. This needs to be policed however to stop traders/residents parking there all day. This occurs on a regular basis throughout the week and prevents shopper parking. I also have a requirement to utilise disabled parking bays on occasion and quite often the one outside Lloyds bank is being used inappropriately. The Council need to address the centre of Faringdon and encourage a range of new shops. This then will bring more people into the town that in turn will utilise the 2hr free parking within the car parks. They are underutilised during the week (Saturdays an exception) due to limited shopping opportunities. Tesco being out of town has taken most of the trade. The 2hrs free is a good idea. MAKE MORE PEOPLE WALK!
Limited Parking Bays	Market Square & Marlborough Street	Accessibility	LESS CARS WOULD MAKE TOWN A MUCH MORE PLEASANT ENVIRONMENT RESTRICT CAR PARKING FOR ELDERLY OR DISABLED PEOPLE ONLY AROUND CENTRE!
Limited Parking Bays	Market Square & Marlborough Street	Bus Stop in Gravel Walk	It is almost impossible to park in the town centre apart from in the car parks. It would be a good idea to have another bus stop for local buses in Gravel Walk.
Limited Parking Bays	Market Square & Marlborough Street	Car Parks, vary/extend 2hrs free parking	For visitors 2 hours free parking is insufficient to look around and have lunch. We should be looking to have car parks with different free periods. Highworth I can park for 24 hours!

FARINGDON PARKING STUDY

Lack of enforcement means that on street bays are tied up, encourages me to drive to Highworth.

Limited Parking Bays	Market Square & Marlborough Street	Insufficient Parking	Spaces taken up by shop owners
Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	More short term drop off & pick up in the square Shop owners use up all the free bays and stay there all day.
Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	No free parking bays in town, seem to be taken by the same people all day
Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	There are nowhere near enough bays in the town centre, so the budgens carpark should consider expanding, there is room where the old Barclays one used to be.
Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	On street parking bays occupied over the time limit
Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	Cars parking all day. Nowhere for motorists to park who will only be there for a few minutes.
Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	Inconsiderate parking Leaving vehicles for long durations rather that quick stops.
Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	Lack of spaces near square
Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	Never any spaces available in front of the shops. 2 hour free parking has really helped in Southampton and Gloucester Street though, but I wish

FARINGDON PARKING STUDY

more people would use it. Southampton Street is only full on farmers market day, once a month.

Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	Rarely a free on street parking bay, seem to be taken up all day
Limited Parking Bays	Market Square & Marlborough Street	Limited Parking Bays	Limited on-street parking
Limited Parking Bays	Marlborough & Market Square	Limited Parking Bays	<p>1. There is never/rarely space in the market place for short term (<30 min) parking.</p> <p>2. I work as a volunteer in Faringdon for a 4 hr session (fortnightly) and it would be useful to park for free in Budgens car park.</p> <p>3. Occasionally no space in Budgens car park, which is a difficult one to manoeuvre in.</p>
Limited Parking Bays	Marlborough Street	Limited Parking Bays	As a resident, with no off-street parking, I find parking on Marlborough Street where I live sometimes difficult. Other streets near the centre are usually full around 5pm to 10pm. This makes it difficult loading and unloading the car with groceries, grandchildren and to get my disabled son into and out of the car.
Limited Parking Bays	Marlborough Street & Market Square	Limited Parking Bays	short stay spaces all taken up by people parking for far longer than restrictions allow
Limited Parking Bays	Marlborough Street & Market Square	Limited Parking Bays	Not enough spaces in centre. People stay much longer than 30 minutes.

FARINGDON PARKING STUDY

Limited Parking Bays	Marlborough Street & Market Square	Limited Parking Bays	TRADERS AND COMMUTER PARKING ALL DAY
Limited Parking Bays	Marlborough Street & Market Square	Limited Parking Bays	I regularly park for just 20 minutes or so for quick errands in the town centre. I have a general frustration with how poorly people park in the On Street Parking Bays - they are marked but not very obviously & people regularly park so far apart that it 'loses' 2 or 3 spaces in the stretch in front of Thanks a Bunch & Lloyds Bank as well as slightly further up in front of Pat Thomas Butchers and the Faringdon Coffee Shop. If these spaces were more clearly marked with longer white lines to divide the spaces I think people would park more considerately. Also the frequency of illegal parking up the High Street is ridiculous and regularly causes major bottle necks and general chaos!
Limited Parking Bays	Marlborough Street & Market Square	Limited Parking Bays	When I wish to use the parking in Faringdon, i.e. the weekends, the car parks are full and the market place is full and you end up shopping elsewhere because there is nowhere to go. It's easier to go to Stanford or Shrivenham to use the post office etc. because you know that you can park. I don't use the town centre in the week due to work, but at weekends, especially Saturday morning all the spaces are full.
Limited Parking Bays		Limited Parking Bays	Quick drop off visits to traders in the centre is very difficult (compared e.g. with Wantage)
Limited Parking Bays		Limited Parking Bays	This is a general issue. Cars vans and such like parking on the roads when adequate car parking facilities are close by.
Limited Parking Bays		Parking Out Of Bays	Don't always park in the space provided.

FARINGDON PARKING STUDY

<p>Limited Parking Bays & Waiting Restrictions</p>	<p>Gloucester Street & London Street</p>	<p>Congestion & Safety</p>	<p>Very difficult Tuesday and Friday mornings to find a park space in the short term car parks.</p> <p>My small car has a large turning circle, those bollards make it very difficult to go down lower section.</p> <p>Illegal car parking Gloucester St outside corn exchange and up London Street causes danger and obstructions.</p> <p>Fine for illegal parking (if caught) is lower than that of over-staying in the car parks, nuts!</p>
<p>Limited Parking Bays & Waiting Restrictions</p>	<p>Market Square & London Street</p>	<p>Congestion & Safety</p>	<p>I use the town centre car parks. The wardens seem to target cars who are about to run out of time on their tickets - I have heard many tales from people who have ended up with a parking fine for arriving back at their car within minutes of their parking ticket running out. And yet the cars parked illegally on London Street seem to be allowed to park their 24/7 with no repercussions.</p> <p>The parking bays in the Market Square are supposed to be for half an hour only. And yet cars will park there for hours, which means that there are rarely any spaces free.</p>
<p>Limited Parking Bays & Waiting Restrictions</p>	<p>Market Square & London Street</p>	<p>Congestion & Safety</p>	<p>London Street - mad parking down both sides</p> <p>Market Place - no spaces as non-enforced restrictions</p>

FARINGDON PARKING STUDY

Limited Parking Bays & Waiting Restrictions	Market Square & London Street	Limited Parking Bays	I park in the town square if I can find a space that the town traders have not used. As far as I am aware there was a time restriction for parking in the square. If there is one, it is not enforced. Commuters park from 7am onwards in the square, and then catch buses to Oxford and Swindon, leaving their vehicles there all day.. Why take the risk of using a car park, and perhaps receiving a fine for an overstay, when it is possible to park on a double yellow line for the day, without any problems.
Limited Parking Bays & Waiting Restrictions	Coxwell Road, Coxwell Street & Market Square	Congestion, Limited Parking Bays & Safety	It is very annoying the 30 min parking in the Market Place are not enforced. Shoppers need to be able to pop in to Post Office etc. and park as close as possible. I park in 'Budgens' car park. I do normal get a space. I agree with the 2 hours free parking. I do not find the cars parked on streets cause much delay EXCEPT on Coxwell Road/Street near the roundabout where it is very congested at rush hour. Traders should be stopped from hogging the Market Place parking. Could they be given a permit to allow them to park all day for free at car parks?
Limited Parking Bays & Waiting Restrictions	Coxwell Street, London Street & Market Square	Congestion & Safety	London Street, Coxwell Street, cars parked illegally all day. Market Square bays taken up by the same cars for whole days.
Limited Parking Bays & Waiting Restrictions	Coxwell Street, London Street & Market Square	Congestion & Safety	illegal parking in market square and London street

FARINGDON PARKING STUDY

<p>Limited Parking Bays & Waiting Restrictions</p>	<p>Gloucester Street & Marlborough Street</p>	<p>Buses, Congestion & Safety</p>	<p>Marlborough Street and Gloucester Street.</p> <p>The main arterial roads of the in/out system for the town centre should be parking bay free to avoid constant congestion to lorries and buses. In these bays cars are often left for two weeks without being moved, no enforcement.</p>
<p>Limited Parking Bays & Waiting Restrictions</p>	<p>Coxwell Street, Gloucester Street, London Street, Marlborough Street & Market Square</p>	<p>Congestion, Footway Parking, Limited Parking Bays, Residents Parking & Safety</p>	<p>Residents should be given special rates on the poorly used carparks and keep marlborough and Gloucester streets parking clear with enforcement.</p> <ol style="list-style-type: none"> 1- review double and single lines at bottom of marlborough street / post office, so traffic from Gloucester street , particularly large vehicles, can keep moving. 2- some residents parking needed 3- time limited (maybe 2hrs) needed in and around market place 4- ENFORCEMENT (illegal parking + pavements) 5- affordable / cheap permits for car parks. businesses to give these to workers 6- London street - double yellows in narrows <p>Too many illegally parked cars</p>
<p>Limited Parking Bays & Waiting Restrictions</p>	<p>Coxwell Street, Gloucester Street, London Street, Marlborough Street & Market Square</p>	<p>Congestion & Safety</p>	

FARINGDON PARKING STUDY

Limited Parking Bays & Waiting Restrictions	Coxwell Street, London Street, Marlborough & Market Square	Congestion & Safety	Town centre parking on yellow lines and spending too long in bays.
Limited Parking Bays & Waiting Restrictions		Congestion & Safety	Everyone in Faringdon seems to ignore the signs regarding parking restrictions. There is no police presence to put people off parking illegally.
Limited Parking Bays & Waiting Restrictions		Congestion & Safety	Awkward getting into town, then difficult to get parked quickly.
Limited Parking Bays & Waiting Restrictions		Congestion & Safety	Car parks under used. On street parking can be confusing and dangerous due to people not taking notice of rules.
School Keep Clear & Waiting Restrictions	Gloucester Street	Congestion & Safety	People are parking in town and ignoring the restrictions. Some cars are there for over 3 or hours. Parking on the Zig-Zag by the school. The parking restrictions are NOT being enforced. There is never any parking wardens or police to issue tickets so people feel that they can ignore all rules.
School Keep Clear & Waiting Restrictions	Coxwell Road & Gloucester Street	Camper Van, Congestion, Footway Parking & Safety	- Parking in Coxwell Road - sometimes on both sides including large vehicles (campervans, which seem to proliferate) - Parking on pavements there too. - Entry to Gloucester Street car park quite hazardous when children go to school or at home time. Very narrow bend, road needs to be wider. - Not enough space in Southampton Street car park

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School Keep Clear & Waiting Restrictions	Gloucester Street & London Street	Congestion & Safety	Gloucester Street, week days, school pick and drop off times. Cars parking on school zigzag lines. London Street, most days, most times. Cars parking on double yellow lines! People of Faringdon don't seem to understand meaning of double yellow lines, and are very lazy! People generally being inconsiderate with where they park. Little or no monitoring or enforcement in restricted areas such as yellow lines, parking in pavements but also those who block others in by parking opposite driveways and feel they have the right because there are no yellow lines. (Bennett Road)
Waiting Restrictions	Bennett Road	Congestion & Safety	People parking on double yellow lines in London Street, Canada Lane and Lechlade Road cause a lot of problems.
Waiting Restrictions	Canada Lane & London Street	Congestion & Safety	Canada Lane is particularly dangerous during school hours. School Drop off and pick up times, is chaos and only set to get worse as more children at the Juniors and Infants. People parking illegally ON the pavements in Gloucester Street, Gravel Walk and Canada Lane.
Waiting Restrictions	Canada Lane, Gloucester Street & Gravel Walk	Congestion, Footway Parking & Safety	People blocking pavements and parking on double yellow lines.
Waiting Restrictions	Canada Lane, Coxwell Street, Gloucester Street & London Street	Congestion, Footway Parking & Safety	Parents parking up on pavements when dropping their children off at school, leaving them to run across the dangerous road

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Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Congestion & Safety	Illegally parked cars on Lechlade Road / Canada Lane (near home). Illegally parked cars on London Rd and Coxwell Road-adding to the congestion problem.
Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Congestion & Safety	School times - in front of schools (reduce speed to 20) Canada lane as one way traffic at school times Coxwell street bottom is narrow for buses
Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Congestion & Safety	Canada Lane - school days 8.30 - 9.00, 12.00 - 12.30, 2.45 - 3.15 London St - 5.30pm - 8.30am Coxwell St - Anytime
Waiting Restrictions	Coxwell Road	Congestion & Safety	Coxwell Road congestion from illegal parking on both sides
Waiting Restrictions	Coxwell Road	Congestion & Safety	Parked cars on Coxwell Road make it difficult to get to the town centre
Waiting Restrictions	Coxwell Road	Camper Van, Congestion & Safety	Coxwell Road - camper vans and illegal parking causing congestion
Waiting Restrictions	Coxwell Street	Buses, Congestion & Safety	illegally parked cars on coxwell street can cause congestion and hold ups to buses
Waiting Restrictions	Coxwell Street	Congestion & Safety	Coxwell Street - Illegal parking, problems for buses and traffic. Corner of Park Road, outside bridal shop Coxwell garden - no parking, have to use pavement, vision impaired.

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Waiting Restrictions	Coxwell Street	Congestion & Safety	I do not have any issues with parking in Faringdon Town Centre. I have to drive around the town and the villages locally for my job and therefore, on the days when I need my car for work, I will park somewhere around the town centre. This is NOT a problem. I either park on the street or in one of the car parks. I think people are making a great fuss about a situation that is generally completely liveable with. I would say the only issue might be with access for buses at the bottom of Coxwell Street. Otherwise, negotiating cars parked on London Street sometimes takes a bit of negotiating - but it is perfectly do-able and to me that's a completely acceptable price to pay for being able to pause outside shops for a short time - and people do generally only stop for a short time outside the shops on London Street - and the fact that we live in an ancient small town with narrow streets.
Waiting Restrictions	Coxwell Street	Congestion & Safety	Parking my car isn't the problem. Getting through the bottleneck at Coxwell Street is, however. The road is too narrow at the Saffron restaurant to have parked cars down one side (sometimes both in the evenings). Drivers often do not give way if the obstruction is on their side of the road (admittedly, this is not exclusive to Faringdon).
Waiting Restrictions	Coxwell Street	Buses, Congestion & Safety	There should be NO PARKING allowed in Coxwell Street, the buses are impeded and need clear passage.
Waiting Restrictions	Coxwell Street	Buses, Congestion & Safety	Coxwell street and road is so difficult to navigate along going to the leisure centre. How the bus drivers cope with it I don't know. It is so congested and just not monitored by police or council. It is worse at weekends.

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Waiting Restrictions	Coxwell Street	Congestion, Footway Parking & Safety	<p>Illegal parking in Coxwell Street. My concerns are:</p> <ul style="list-style-type: none"> - those who push prams, buggies and those using powered buggies/wheelchairs put themselves in danger, by either leaving the pavement to walk round cars obstructing the pavement or, worse still, having unnecessarily to cross the road to use the pavement on the other side of the road. - the attitude of the Police - which was summarised by one officer as "parking on yellow lines reduces speed and, therefore, the potential for accidents". This ignores the fact that many motorists use Marlborough Gardens as a "rat-run" often at speeds exceeding the speed-limit, on a road over which young children often run from the playground to the other side of the road. - If the police ignore parking on yellow lines and regard the use of pavements as legitimate, why bother to paint the lines or construct the pavement (that cause damage to car tyres when they are mounted)
Waiting Restrictions	Coxwell Street	Congestion, Footway Parking & Safety	<p>driving down coxwell rd and street, is a nightmare anytime of the day or night. camper wagons and cars are there all the time both sides of the road . In the evenings.</p> <p>going towards the town on the right hand side they are parked on the path, with sometimes only the offside two wheels on the road.</p> <p>There is a blind lady , i can only suppose she does not venture out at night., and a pram, pushchair or wheelchair would never get past.</p>

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Waiting Restrictions	Coxwell Road & Coxwell Street	Camper Van, Congestion & Safety	Travel to and from centre down Coxwell Road and Street from where I live in Westland Road is very difficult as there are too many cars parked. Lots of motor caravans too (is it legal?).. When I get to town centre the car parks are usually fine but getting a ticket (why when it's free?) is a pain due to having to type in reg number. Illegal parking with no action taken. What other laws do the police wish to ignore? Perhaps they will inform us so that we will know which laws we can break with impunity.
Waiting Restrictions	Coxwell Road & Coxwell Street	Buses, Camper Van, Congestion & Safety	Parking on pavements, especially Coxwell Street, making it very difficult for people with impaired sight or pushchairs.
Waiting Restrictions	Coxwell Road & Coxwell Street	Congestion, Insufficient Parking & Safety	Parking of mobile homes, long term, in Coxwell Street and Coxwell Road this can make access for buses difficult. Car parks are often full
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	On street parking in Coxwell Street / Road can cause confusion and danger I find people park on the street - on double yellows - instead of in the free car parks. It makes passing on my commute very difficult - and dangerous. I have never seen any kind of on street parking enforcement.
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Incompetent enforcement of parking restrictions, with regard to double yellow lines and school areas.

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Waiting Restrictions	Coxwell Street & London Street	Congestion, Insufficient Parking & Safety
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1. Although you have generally identified the issues associated with parking in Faringdon, you are incorrect to state that Southampton Street is rarely full. It is often full, with cars queuing for places, on a Saturday and a Tuesday (market day). Easy car parking close the town centre is CRITICAL to the regeneration of a flourishing retail sector in Faringdon.

2. There are conflicting priorities:

Both legal (Stanford Road) and illegal (London Road and Coxwell Street) on street parking seriously impede traffic flow, but it does have

the considerable BENEFIT of slowing down traffic (particularly on the London Road and Stanford Road which are important pedestrian routes)

and giving residents without off street space somewhere to park. A balance needs to be found; e.g. parking permitted in marked bays with pull in

spaces for traffic to pass. Parking bays can be enhanced with planting which will also discourage speeding.

Traders and people who work in Faringdon need cheap (or free) parking but not at the expense of residents and shoppers. Residents and

shoppers (and trade) would benefit from longer free parking (3 hours instead of 2). Part of the solution must be to identify more small car park

FARINGDON PARKING STUDY

possibilities close to the town centre, using compulsory powers if necessary. For example, the old Barclays Bank car park was never full and is

now entirely unused. There is also scope to create parking space off Swan Lane and possibly behind the Old Crown Inn and Budgens.

Clearly, traders have to receive deliveries but too often delivery drivers are inconsiderate. The solution must be a combination of opening up

delivery access to the rear of trading premises where at all possible and reducing residential on street parking congestion, combined with frequent,

irregular enforcement. I have NEVER seen a policeman or a traffic warden in Faringdon!

The recent Faringdon Town Plan overwhelmingly demonstrated that Faringdon residents value, above all, the quiet, intimate characterful nature of

the town. That attractive character is also vital to encouraging shoppers and visitors. Nothing must be done which will in way harm the character

of Faringdon as a SMALL market town. Residents must accept a certain amount of congestion. Traders must accept that it is never going to be a

FARINGDON PARKING STUDY

shopping 'Mecca' along the lines of Witney. Neither do we want to be dominated by through traffic like Abingdon!

3. Car parking cannot be considered in isolation from traffic planning. Serious consideration should be given to making the London Road a 'one way road', thus relieving much of the on street parking problem. A relief road to take North/South traffic (Radcot bridge) away from the town centre would be an enormous help.

4. Too many people are too lazy to park off road when they can do so. More enforcement is required. It is not right that people get a free benefit by parking on public roads that are paid for by the taxes of others.

Waiting Restrictions

Coxwell Street, Gloucester Street & London Street

Congestion & Safety

Access to the town centre is difficult because of vehicles parked illegally at the bottom of Coxwell Street, week days 8am to 6pm. Also, same problem at the bottom of London street with vehicles parked on double yellow lines.

Waiting Restrictions

Gloucester Street

Car Parks Difficult To Use

On Friday 5 September at 11:30 cars and a van outside the Corn Exchange blocked the traffic coming down Gloucester Street, the Oxford bus was held up. Country Market customers or traders loading/unloading just left their vehicles in the middle of the road! Carpark machines are off-putting to people, this causes parents to clog up Gloucester Road when schools on.

There is no enforcement stopping cars parking on yellow lines for as long as they want.

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Waiting Restrictions	Gloucester Street	Car Parks Difficult To Use, Congestion & Safety	<p>People dropping kids off on Gloucester Street is both obstructive and dangerous.</p> <p>People maybe more likely to use the car parks if the machine was less awkward.</p>
Waiting Restrictions	Gloucester Street	Congestion & Safety	<p>Parking on double yellow lines that seems to go unnoticed by the authorities. Parking on the corner of the turn from Gloucester Street to the Library, which is downright dangerous. This happens quite often and it is then impossible to see when crossing whether a car is turning in towards the Gloucester Street car park from Gloucester Street. I envisage someone being knocked down here one day.</p>
Waiting Restrictions	Gloucester Street	Footway Parking	<p>People parking on pavements and blocking pavements! Especially Elm Street Vet customers (of which I am but I park responsibly in Gloucester Street car park).</p> <p>Gloucester Street and Lechlade Road people think it's acceptable to park on pavements where children walking to school can't get past.</p>
Waiting Restrictions	Gloucester Street	Insufficient Parking	<p>Gloucester street. Difficult to park near house, often non-resident car parks outside out house for days on end. residents parking would be great. Then the non-residents might use the car park.</p>
Waiting Restrictions	Gloucester Street	Insufficient Parking	<p>Gloucester street</p>
Waiting Restrictions	Gloucester Street	Insufficient Parking	<p>Too many cars parked on streets, esp. Gloucester, probably as a result of lack of modern facilities elsewhere on waste ground, postage sized patches.</p> <p>Issue of the 'oldness' of the town layout, which is not car friendly, sadly.</p>

FARINGDON PARKING STUDY

Waiting Restrictions	Coxwell Road, Gloucester Street & London Street	Congestion & Safety
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Car parks seem underutilised given proximity to Town centre (are people just lazy or do they not know the car park in Southampton Street is there?), and issues of badly parked cars on double yellow lines or on the pavement for what is probably a "I'm only there for 2 minutes to grab some takeaway, milk or cash" thought can cause issues for the buses as well as just looking messy. Pavement area outside African Children's Charity shop is particularly prone to being used as a parking space.

Persistent parking on double yellow lines by visitors to Chip shop, Pet shop, Bakery, Pharmacy and Indian and Chinese takeaways along London Street often causes issues with passing traffic as there is slight bend in the road and no clear line of sight (when obstructed by parking on double yellows) from the bottom of London Street through and cars meet something coming down into town and one party then has to reverse. Road is also quite narrow by Faringdon Pharmacy and Viceroy and parking on the double yellows causes further issues here.

Gloucester street at school pick up time is a classic example of lazy parents collecting children in cars rather than parking in Southampton street car park and walking. Cars are badly parked, double parked and often stop in the middle of the road. It is probably only a matter of time before a child isn't seen due to an illegally parked car and an accident happens in this location or up London

FARINGDON PARKING STUDY

Waiting Restrictions	London Road	Congestion & Safety	street. The parents will be the first to moan, although they are causing the issue in this instance.
Waiting Restrictions	London Street	Car Parks, vary/extend 2hrs free parking, Congestion & Safety	People parking on double yellow lines along London Road 2 hour free parking is restrictive if I want to go into town more than once a day - say morning to shop and lunchtime for lunch or appointment at opticians.
Waiting Restrictions	London Street	Car Parks, vary/extend 2hrs free parking, Congestion & Safety	When cars park on double yellow lines on London street it does affect the through flow of traffic. The frustration of getting a parking ticket whilst helping elderly person into Budgens before going back to get ticket from machine in car park! Meanwhile 6 cars parked blocking London road get nothing!!
Waiting Restrictions	London Street	Congestion & Safety	not a car driver myself, but i do receive many comments how difficult and sometimes dangerous the roads are, particularly London street
Waiting Restrictions	London Street	Congestion & Safety	very difficult to cross London street because of parked cars both sides and the speed traffic comes down into town
Waiting Restrictions	London Street	Congestion & Safety	parking on yellow lines up London road. becomes blocked very easily
			I disagree with the statement saying the carparks are underused. i often find them full.
			there seems to be no plans for the town centre parking for when the new housing development is built.

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Waiting Restrictions	London Street	Congestion & Safety	People parking illegally on London Street, causing congestion in and out of the town, as cars back up trying to get past the virtual chicanes which have been generated. Particularly bad outside the Chip shop, Wheatsheaf, Chemist and Chinese takeaway (Mayflower). There is a complete lack of traffic wardens/PCSO's present on the streets, yet they seem to lurk on occasion in the carparks, where there aren't any real problems
Waiting Restrictions	London Street	Congestion & Safety	London street is appalling - needs enforcement
Waiting Restrictions	London Street	Congestion & Safety	Loads of cars on double yellow lines on London Street
Waiting Restrictions	London Street	Congestion & Safety	Trouble getting up London Street with the people parking up both sides on the yellow lines.
Waiting Restrictions	London Street	Congestion & Safety	London Street is a nightmare almost all times of day
Waiting Restrictions	London Street	Congestion & Safety	London Street
Waiting Restrictions	London Street	Congestion & Safety	London Street!
Waiting Restrictions	London Street	Congestion & Safety	London street, motorists parking on yellow lines all day
Waiting Restrictions	London Street	Congestion & Safety	Illegally parked cars cause me to walk in the road down London street
Waiting Restrictions	London Street	Congestion & Safety	London street double yellow parkers, can become dangerous
Waiting Restrictions	London Street	Congestion & Safety	London Street - shocking how cars park on the double yellows for entire days.
Waiting Restrictions	London Street	Congestion & Safety	People are illegally parked up London Street all day.
Waiting Restrictions	London Street	Congestion & Safety	Parking on double yellow lines in London Street
Waiting Restrictions	London Street	Congestion & Safety	Parking on double yellow lines in London Street, difficult to drive up and down the road
Waiting	London	Congestion	Lots of cars on double yellow lines in

FARINGDON PARKING STUDY

Restrictions	Street	& Safety	London Street!
Waiting Restrictions	London Street	Congestion & Safety	London Street double yellows
Waiting Restrictions	London Street	Congestion & Safety	Southampton Rd carpark *IS* used well.
Waiting Restrictions	London Street	Congestion & Safety	<p>London Street is a SHAMBLES (parking on yellows)</p> <p>Illegal parking on double yellow lines in London Street and Ferndale Street. London Street is the main road into the town centre and there is a lot of parking on the double yellow lines on the north side just to the east of the town centre. This is regular, persistent, long-term and frequently involves several vehicles for an extended period of time - not just one car/van 'dropping off'. This is a narrow road and is busy and this parking also, sometimes, involves parking on the narrow pavement. I, personally have never had any problem with using the car parks although I understand that there are some times when they get full. There are also a small number of persistent offenders on Ferndale Street which is the only alternative route to London Street and is very narrow at one end. The illegal parking adds to the difficulty and danger of using this road.</p>
Waiting Restrictions	London Street	Congestion & Safety	Illegal parking in London street makes driving on London street difficult.
Waiting Restrictions	London Street	Congestion & Safety	People parking on double yellow lines on London street. Can cause congestion.
Waiting Restrictions	London Street	Congestion & Safety	London Street, leading out of the town centre nearly always has cars parked, as well as traders unloading. It becomes difficult to drive by.

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Waiting Restrictions	London Street	Congestion & Safety	<p>general lack of enforcement of parking in London Street particularly outside the Wheatsheaf Pub, Rainbow Chip Shop and the NHS Chemist at most times of the day and night.</p> <p>lack of respect for parking regulations by motorists in general in most of Faringdon Town Centre</p>
Waiting Restrictions	London Street	Congestion & Safety	<p>Cars parked in London road on double yellow</p>
Waiting Restrictions	London Street	Congestion & Safety	<p>Irresponsible Drivers parking on double yellow lines all the way up London Street Faringdon with no regard for the law whosoever because the local police do absolutely nothing to these violators. I have taken detailed photos of London Street parking violators. These blatant parking violators should receive heavy fines and also towed away. That is the only language these people will understand.</p>
Waiting Restrictions	London Street	Congestion & Safety	<p>Unlawful parking in London Street makes it difficult to drive through the town. With 2 hours free parking there is no need for people to park there to visit local shops. Train people to be less lazy maybe!!</p>
Waiting Restrictions	London Street	Congestion, Footway Parking & Safety	<p>London Street - illegal parking most days at all times.</p> <p>No enforcement! Obstruction of pavement.</p>
Waiting Restrictions	London Street	Congestion, Footway Parking & Safety	<p>London street where there are double yellow lines which motorists seem to regard as an invitation to park causing mayhem when traffic approach from both directions also further up London street many people park on the footpath, I have recently been disabled and it makes it very difficult for walking access and impossible for wheelchair access</p>

FARINGDON PARKING STUDY

Waiting Restrictions	London Street	Congestion, Footway Parking & Safety	<p>Illegal parking on London Street</p> <p>Parking on pavements in London Street</p> <p>Parking on London Street near to junctions</p> <p>No enforcement</p> <p>Parking in London Street. Cars, vans etc. are always parked there during the day, ignoring parking restrictions. There is no enforcement. Driving through there can be very difficult.</p> <p>Parking on the pavements in the town. Looks dreadful and is dangerous for pedestrians, particularly partially-sighted.</p> <p>Sympathise with traders who need somewhere to park, but must ensure that room is available in car parks for shoppers and visitors who bring money to shops.</p>
Waiting Restrictions	London Street	Footway Parking	<p>Parking on double yellow lines in London Street all the time.</p> <p>Parking on the pavements making it impossible to get by, and having to step into the road!</p>
Waiting Restrictions	London Street	Footway Parking	<p>Walking down London Street with no foot path as cars are parked on pavements right up to the doors. Very dangerous for people who are over 80 like us.</p> <p>Also the bottom part of London Street where they just park cars and go off 30 mins or about, also not very healthy the baker van sits out of the shop with bread and cakes nearly all day.</p>
Waiting Restrictions	Canada Lane &	Congestion & Safety	<p>Parking in Canada Lane and London Street</p>

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	London Street		
Waiting Restrictions	Canada Lane & London Street	Congestion, Footway Parking & Safety	All the parking on double yellow lines in London Street and Canada Lane, and on the pavement in Lechlade Road
Waiting Restrictions	Coxwell Road & London Street	Congestion & Safety	All days and times of the week parking on double yellow lines in London Street All days and times parking on Coxwell Road both sides of the road. Both of these problems cause dangerous overtaking and passing manoeuvres for traffic negotiating around parked vehicles
Waiting Restrictions	Coxwell Road & London Street	Buses, Camper Van, Congestion & Safety	Coxwell Road is a particular problem with parking on double yellow lines and pavements on both sides of the road, creating a bottleneck particularly in the evenings. This creates blind spots which is very dangerous. It has got so bad that I now drive down there with the wing mirrors retracted, rather than have them smashed in a collision. London street has similar problems. The law is not enforced at all in Faringdon when it comes to illegal parking.
Waiting Restrictions	Coxwell Street & London Street	Buses, Congestion & Safety	The parking in Coxwell Street and London Street. This causes a lot of problems for the regular buses.
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Failure to prosecute illegal parking, particularly in Coxwell Street and London Street encourages this potentially very dangerous behaviour. Whilst this continues I fear that someone will be badly injured or worse as drivers chance their arm 'getting around obstructions'.
Waiting Restrictions	Coxwell St & London Street	Congestion & Safety	London Street and Coxwell Street ALL THE TIME.

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Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	London Street and Coxwell Street illegal parking can make navigating the town very difficult
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Pavements taken up by parked cars in London Street and Coxwell Street. Disregard for restrictions, which are unenforced.
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	London Street and Coxwell Street
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Coxwell Street illegal parking causes problems, people park on the pavement all day.
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Same for London Street Illegal parking town-wide causes dangerous obstructions
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Coxwell Street and London Street illegal parking. Needs to be enforced.
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Parking on double yellows everywhere everyday!
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	People parked on double yellows
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Too many cars on yellow lines
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	London Street - cars parked Coxwell Street - cars parked Locations for keeping cycles safely in visible and convenient location

FARINGDON PARKING STUDY

			Need for parking for short durations - bays often taken by long stay parked cars
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Car drivers take little notice of double yellow lines Very little enforcement. Police seem uninterested.
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	London Street often parked up on double yellows Coxwell Street parking on pavement and both sides of road... restricts bus access
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	It would be really good if folk had points on their license if they parked on double yellow lines - so many tickets = points. Faringdon residents totally ignore yellow lines. A month of daily bookings (enforcement) would discourage folk.
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Congestion in Coxwell Road / Street and London Street
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Parking on yellow lines causes obstruction
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Double yellow parkers Coxwell Street - London Street
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Illegal parking in London St and Coxwell St Makes access by car very difficult at times
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Parking on double yellow lines causing obstruction to other road users and parking on pavements causing obstruction to pedestrians and traffic.

FARINGDON PARKING STUDY

Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	Too many people park on the streets which can cause congestion on roads.
Waiting Restrictions	Coxwell Street & London Street	Congestion & Safety	The complete disregard for double yellow lines on London street, and coxwell street, and no enforcement.
Waiting Restrictions	Coxwell Street & London Street	Buses, Congestion & Safety	Parking in Coxwell Street and London Street. Problems with bus navigation of town centre, bottleneck at points where roads narrow to single lanes
Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	People park on double yellow lines and the pavement. London Street and Coxwell Street are difficult to negotiate with vehicles parked on both sides of the road and pavement. None of the parking regulations are enforced.
Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	Cars are always parked illegally on the main roads through the town centre making access up the pavements very difficult - I have a pushchair - and it is also dangerous to cross the road because you cannot see traffic due to the parked cars on the roads. No one seems to take any notice of the double yellow lines and they are never policed. No one seems to use the legal parking spaces or public car parks. There is a massive problem with people speeding through the town centre too, making parking even in the legal spaces on the road very dangerous - wing mirrors are always getting knocked off.

FARINGDON PARKING STUDY

Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	<p>I am keen for the car parks in the town centre to keep their 2 hour free parking, as without this town centre trade from locally and further afield will be greatly affected. I know of many friends (mostly local parents) that use the car parks for drop off and pick up to local schools, particularly in bad weather but also if they live further away on the new Bloor Homes estate, which is quite far for preschool/Reception children to walk from. The parking round the schools in the area is atrocious, mostly people parking on the pavement or on double yellow/school lines - a danger to children and to other traffic/residents trying to pass or just get home. If we don't have the 2 hour free parking, the parking situation round the schools will be significantly worse. Also, parking restrictions in the town centre are not enforced. People parking illegally on London Street and Coxwell Street (i.e. on double yellows or blocking the pavement) is not dealt with. I think this should be made a priority over ticketing people that are only a few minutes late back from their car having legally parked in one of the car parks!</p> <p>Illegal parking causing obstructions and congestion. Parking on pavements.</p> <p>London Street / Coxwell Street - have to walk in the road some days due to pavement parking</p> <p>1- obstruction of pavements by parked vehicles</p> <p>2- disregard of parking restrictions -</p>
Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	
Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	
Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	

FARINGDON PARKING STUDY

Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	parking on single and double yellow lines 3- no apparent enforcement of these restrictions Cars illegally parked on pavements etc.
Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	It would appear that road and traffic signs mean nothing to drivers in Faringdon. Keep clear at all times means I can park here.
Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	Parking on pavements is an irritant and dangerous to pedestrians. I despair at people parking on double yellow lines, again it is dangerous and nobody takes any notice of them. parking on pathways, on double yellow lines, short stay areas don't believe these are checked regularly and often used by retailers for longer than the permitted time, feel that parking on London Street and Coxwell Road [especially opposite the Indian Restaurant] are a danger to pedestrians, cyclists and other car users and those trying to make deliveries.
Waiting Restrictions	Coxwell Street & London Street	Congestion, Footway Parking & Safety	People parking with immunity on double yellow lines, TRADERS included. This is a serious hazard issue to both other drivers and pedestrians when vehicles park partly on the pavements.
			I have personally encountered driver rage by a yob using the F word repeatedly as he decided to pull out from parking on double yellow lines

FARINGDON PARKING STUDY

behind other vehicles on London Street as I was driving down London Road on my side of the road. He pulled out into oncoming traffic, stopped, jumped out of his car bawling and shouting the F word, telling me I should read the highway code and refusing to move, blocking the whole street.

Waiting Restrictions	Coxwell Street & London Street	Footway Parking	Parking on pavements and yellow lines on both London Street and Coxwell Street.
Waiting Restrictions	Ferndale Street & London Street	Congestion & Safety	London Street during the day Sometimes Ferndale Street part near Stanford Road where the street is narrow
Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Congestion & Safety	Idiots parking on double yellow lines on London Street Idiots parking on school clearway Idiots parking on double yellow lines on Canada Lane End of Coxwell Street / Road roundabout being single, no yellow line.
Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Congestion & Safety	- Idiots parking on double yellow lines on London Street - Idiots parking on school clearway - Idiots parking on double yellow lines on Canada Lane - End of Coxwell Street / Road, roundabout being single, no yellow line.

FARINGDON PARKING STUDY

Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Camper Van, Congestion & Safety	Cars parked all the way up Coxwell Road where we live near the top. At the lower end of the road cars are often parked on both sides. This means that only one line of traffic can get through at any one time. at the top end where we live there are camper vans parked near our gateway and this obstructs both our view and the road usage.
Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Camper Van, Congestion, Footway Parking & Safety	We have also noticed that cars are parked in London Road in the same way. There seem to us as newcomers to be a tremendous amount of cars parked on the streets. It is quite noticeable. There was an accident at the bottom of Coxwell Road 3 weeks ago. Total disregard for any rules about parking. It is getting worse and worse. At one time it was not allowed to park on: a junction, a bend, pavement, obstructing view, and it certainly wasn't a good idea to park whacking great camper vans in a main road that has a lot of traffic passing through! If you own a camper van then you should rent somewhere to park it, that's what we USED to do! Then a myriad of roads that are residential roads are used for parking and therefore obstructing the passage of traffic in and out.
Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Footway Parking	People parking on pavements in coxwell street / road and London street, bearing in mind blind people there in wheelchairs and those with buggies and children. Especially hazardous outside the wedding shop on coxwell road, this causes blind spots. there are double yellow lines!

FARINGDON PARKING STUDY

3 or 4 campervans parked up coxwell road, can't see when leaving the vets

Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Camper Van, Congestion, Footway Parking & Safety	Vehicles illegally parked on London Street / Coxwell Street make it difficult to drive safely through the town centre. The camper vans parked in Coxwell Road may be legally parked but cause an obstruction, especially at busy times.
Waiting Restrictions	Canada Lane, Coxwell Street & London Street	Camper Van, Congestion, Footway Parking & Safety	Should reduce speeds to 20 around the schools as places like Canada Lane are very dangerous in the mornings and afternoons. London street and Coxwell Street need some proper enforcement as they're a nightmare/ The camper vans on Coxwell Road need to find somewhere else to go that isn't blocking the path of the buses.
Waiting Restrictions	Bromsgrove, London Street & Marlborough Street	Congestion & Safety	London Street - every day Marlborough Street, every day + night
Waiting Restrictions	Coxwell Street, London Street, Marlborough Street & Pulling Close	Congestion & Safety	Bromsgrove, every day + night Restricted access along roads due to cars parking on both sides of the road, London Street, Pulling Close, Marlborough Street, Coxwell Street all bad

FARINGDON PARKING STUDY

Waiting Restrictions	Gloucester Street & Marlborough Street	Car Parks Difficult To Use & Footway Parking	<p>Cannot stand that you have to put number plate in ticket for free parking.</p> <p>As Pedestrian London street is appalling many parking on double yellow restricted single yellow on pavement often force to walk on road more enforcement on illegal parking.</p>
Waiting Restrictions	Bromsgrove, Coxwell Road London Road, Gloucester Street & Stanford Road	Congestion, Insufficient parking & Safety	<p>On Marlborough street Gloucester street junction often vehicles mount the pavement. Enforced need maybe camera.</p> <p>There isn't enough parking in Faringdon in the right places:</p> <p>Stanford Road is always badly parked at weekends for people visiting the folly because there is no arranged parking and no signage to tell them where to park safely.</p> <p>Most of the cars parked on London Road have their own parking at the rear of the their properties but prefer the convenience of parking in front of their house. More restrictions is not the answer. There are also key public services on London Road like the Pharmacy, well-used shops and the Indian Takeaway and nowhere to park safely close to them.</p> <p>In the town square there is always a disabled space unused and this should be deregulated to allow for more parking in the town. Many people want to pop quickly into a town centre shop to get something and go so don't want to park in Southampton Street or Gloucester Street and walk several minutes.</p>

FARINGDON PARKING STUDY

The space in Southampton Street Car park is badly used and more spaces could be made available for key times like Saturday mornings.

In Gloucester Street there are always parking issues because people want to park near to their house (where the houses have no parking). Deregulating the parking in Gloucester Street Car park from 4pm to allow for free overnight parking could allow this to happen more safely.

At all the schools there is limited parking and parents needing to take their children to school need somewhere to safely drop off their children and park for five minutes. There is none provided by the town nearby, except at Gloucester Street and that is charged for.

There are often parking problems around Bromsgrove when there is an event or meeting at Bromsgrove Chapel. Because the Chapel has little parking, this will remain a problem unless the Town decides to make parking easier. There are unused non-residential roads behind the Swan pub that could easily be used for this, except that someone has decided to unnecessarily double yellow restrict the roads.

Coxwell Road suffers from the same parking issues as London Road where any available parking isn't used and people prefer to park on the road. This is exacerbated by a number of badly parked RV vehicles to the top of the road near to the Veterinary practice.

FARINGDON PARKING STUDY

Waiting Restrictions	Church Street & Swan Lane	Congestion & Safety	Swan Lane - cars and tall vans constantly packed on double yellow lines, so that it is impossible when leaving the Eastfield Court car park to see cars turning left into Swan Lane. Dangerous!
			Church Street - cars parked outside salutation buildings, often project a long way into the road, holding up traffic.
Waiting Restrictions	Church Street & Swan Lane	Congestion & Safety	Parking along by the church, sometimes it is difficult to drive through and Swan Lane is also very busy
Waiting Restrictions	Westbrook	Footway Parking	The pavement in Westbrook
Waiting Restrictions		Congestion & Safety	People who lark on the roads where there are yellow lines
Waiting Restrictions		Congestion & Safety	Apparent complete failure to enforce any of the yellow line parking restrictions. Ever. It'd be better if they took the lines off rather than leave them there to be abused.
Waiting Restrictions		Congestion & Safety	Illegal Parking and lack of consideration to other people.
Waiting Restrictions		Congestion & Safety	I live in town centre - have no problem with walking some distance from where I park to my house, after all I chose to live somewhere without parking, but all the illegal parking is just plain dangerous. Probably once a month I see someone nearly run over as they have no choice but to cross between cars/vans/lorries parked on double/single yellow lines.
Waiting Restrictions		Congestion & Safety	All days' time and locations because no one ever enforces on street parking restrictions. People park wherever they want whenever they want because they can, without sanction. Until that

FARINGDON PARKING STUDY

changes, walking, driving and parking will always be a problem

Waiting Restrictions		Congestion, Footway Parking	Too many cars illegally parked on pavements
Waiting Restrictions		Footway Parking	Parking on pavements
Waiting Restrictions		Insufficient Parking	Don't agree with the difference in policing of the streets compared to the car parks. One being non-existent and the other being very heavy handed. It puts people off using the car parks.
Waiting Restrictions		Insufficient Parking	Long stay parkers in short stay spaces, and on double / single yellows all over town
Waiting Restrictions		Congestion & Safety	cars parked on yellow lines
Waiting Restrictions		Congestion & Safety	Drivers parking on double yellow lines as they know it's very unlikely to be given a ticket.
Waiting Restrictions	Fernham Road	Congestion & Safety Congestion & Safety	People ignore restrictions and parking on single and double yellow lines I live in Leamington drive and the cars parked in Fernham road are causing serious problems. When I leave home at 8.15 there are children walking everywhere, buses everywhere and cars trying to come up and down Fernham road. You cannot see what is coming to pull out. The main problem seems to be lack of staff and pupil booking meaning they park on the road.
	Gloucester Street	Congestion & Safety	Use of Gloucester Street as drop of point for junior school blocks access

FARINGDON PARKING STUDY

Gloucester Street	Insufficient Parking	<p>Only from a residential point of view I live in Gloucester Street yet am very rarely able to get a parking space at any time of the day</p> <p>During the day you have shoppers shop keepers hair dressers staff and clients, staff at the vets surgery and locus staff at the school all parking in the street</p> <p>Evenings you have residents (some have 2/3 cars) plus people visiting the vets plus again staff late nights at the hairdressers e.g. Thursday & Friday once a month you have the evening meeting of the Masonic lodge when you can have 30/40 people attending many in individual cars!</p>
Market Square	Cycle Racks	<p>Weekends you have people visiting Faringdon residents and the Library</p> <p>Need more bike racks in the market place - ideally with cover.</p>
Market Square	Cycle Racks	<p>By car i find there is always somewhere to park in the two main car parks - very pleased it is now free for 2 hours.</p> <p>I cycle</p>
	<p>Cycle Racks Cycle Racks Cycle Racks Insufficient Parking</p>	<p>Needs more provisions for cyclists Bike racks please! Not enough bike racks Parking always an issue the car parks are not large enough especially the one next to budgens.</p>
	<p>Insufficient Parking Insufficient Parking</p>	<p>I live in the town centre and do not have a parking space</p> <p>i live in the town centre and at certain times of day i have to drive round and round to try and find a parking space within a reasonable distance from my home.</p> <p>i have arthritis and walking a distance with shopping or with grandchildren is difficult</p>

FARINGDON PARKING STUDY

Insufficient Parking	There are simply more cars per household than street frontage. This is compounded by the weight of traffic trying to drive quickly along what are essentially residential streets. The issues are therefore as much to do with road use by non-residents as parking by residents.
Insufficient Parking	Walk everywhere as there's no point trying to park
Insufficient Parking	No spaces in the centre!
Insufficient Parking	More free parking like in other small towns nearby.
Insufficient Parking	No spaces in the centre for people genuinely staying for a short time. All taken up by businesses and others ALL DAY
Insufficient Parking	not enough space since market place was changed
Insufficient Parking	Nowhere near enough spaces
Insufficient Parking	no spaces near market place
Insufficient Parking	Should be free across the town, might bring in more visitors
Insufficient Parking	Generally walk into town, as there are no spaces in the centre.
Insufficient Parking	Not enough spaces
Insufficient Parking	Can never get parked!
Insufficient Parking	More spaces needed in car parks
	More parking bays needed in town
Insufficient Parking	Should use old Barclays carpark. Not enough carpark spaces
	Should combine Barclays old carpark with Budgens
	Could use space near Church St and

FARINGDON PARKING STUDY

	Coach Lane
	More bays on Gloucester Street
Insufficient Parking	Coxwell Road - bays Need parking discs!
Insufficient Parking	Not enough, stupid town square layout, better before.
Insufficient Parking	Not enough of it, more resident cars than available curb.
	Parking inappropriately - on pavement, in narrow areas, on junctions, and in the middle of 2 spaces - selfish!
Insufficient Parking	No spaces to park!
Insufficient Parking	I live in the centre and I have off-street parking
Insufficient Parking	Lack of parking due to revamp of square
Insufficient Parking	Can be limited at busy times of day, lack of child parking.
	Spaces small
Insufficient Parking	Never anywhere to park
Insufficient Parking	Not enough
Insufficient Parking	The large concrete area next to the town hall is a waste of space and could be used for parking.
Insufficient Parking	Lack of parking
	Awkward Access
	Can discourage visitors from coming to Faringdon
Insufficient Parking	Not enough space
Insufficient Parking	There is not enough free parking
	Witney offers more free parking with

FARINGDON PARKING STUDY

	few restrictions which has encouraged people to visit the town.
Insufficient Parking	There is not enough free provision. No parking, have to walk everywhere
Insufficient Parking	The town centre does not have sufficient places so Southampton St carpark should be increased in size.
	The easiest way would be to incorporate the carpark that used to serve Barclays bank, could be increased by 50%.
Insufficient Parking	A radical step would be to propose an underground car park in its place. Not enough of it.
Insufficient Parking	Only being able to park for three hours is a nightmare especially when working
Insufficient Parking	Rarely anywhere to park in the main town square and getting there involves a slalom through badly parked/illegally parked vehicles.
Insufficient Parking	Inadequate provision for residential parking in the historic streets surrounding the town centre
Insufficient Parking	When Southampton Street car park is full it is difficult to find another space anywhere.
Insufficient Parking	I disagree with your findings on under usage of Southampton street parking. Yes it is not completely full during the middle of weekdays but is almost full at weekends and weekday late afternoons/early evenings.

FARINGDON PARKING STUDY

Insufficient
Parking

As a business we come and go regularly from the office. Typically 2 to 3 times a day for our 4 professional staff. As we carry box loads of files and equipment it is difficult to park in the Gloucester Street Car Park and walk to the Town Centre offices. Having short term parking on street is essential to keeping us in the Town Centre. Southampton Street 2 hours car park is also helpful but does mean having to rush from meetings sometimes to move cars. We would consider moving from the Town Centre if our staff started receiving parking tickets on a regular basis for minor over stays.

Insufficient
Parking

I feel parking in the town square itself tends to be generally used by residents/shop owners rather than shoppers. Although the 2 hours free park is great, if your just popping down town to grab a few things). I don't feel its long enough to make proper use off. For visitors to the town it's not long enough for a walk and a shop. You can go back to extend, but given the choice I think most just decide to leave

Congestion,
Insufficient
Parking &
Safety

Town centre, always full and when not full people driving round bend to the quickly and not paying attention to right of way so potentially dangerous when manoeuvring in and out of spaces. About midday to 5pm

Residents
Parking
Sufficient
Parking

Should be some form of enforced residents only parking. There are ample car parks in the town centre.

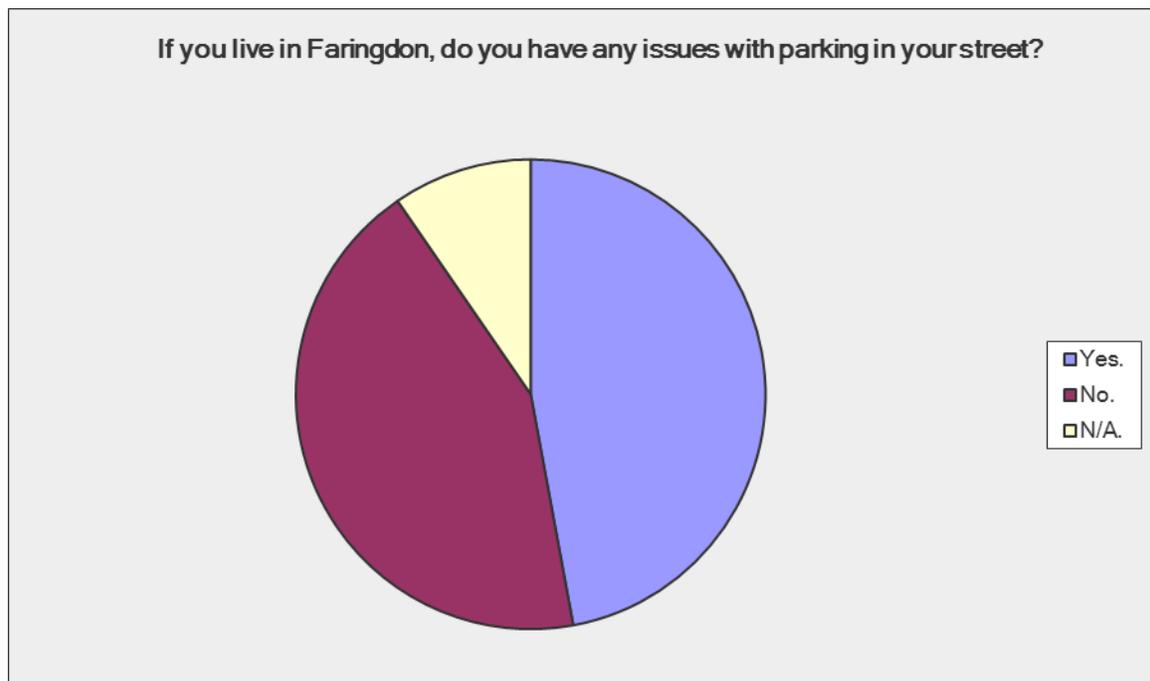
FARINGDON PARKING STUDY

Sufficient
Parking

I do not park in other parts of Faringdon, only the town centre. I arrive at 9am and I very rarely have trouble finding a space on the road at the top of London Street, or failing that, Church Street or Ferndale Street. If there are no free spaces, I park behind my shop in a private car park. If the car parks are under-utilised, perhaps you could give the traders free parking permits for their nearest car park, so more of the roadside spaces are kept free. Visitors from other towns have told me that they find the parking in Faringdon very good. I'm not sure that having more appealing parking conditions will generate more trade. Better shops will generate more trade. The parking conditions are currently good enough that if there are shops that people want to visit, then they will. Faringdon is a small town, and I don't think shoppers would currently wish to spend all day here, so the 2 hours' free parking is great - perhaps it just needs better advertising/signposting.

FARINGDON PARKING STUDY

If you live in Faringdon, do you have any issues with parking in your street?		
Answer Options	Response Percent	Response Count
Yes.	47.1%	186
No.	43.3%	171
N/A.	9.6%	38
If Yes please specify your street and the issue		193
	<i>answered question</i>	395
	<i>skipped question</i>	10



FARINGDON PARKING STUDY

Location	Issue
Archway Court	Archway Court Can't park
Bromsgrove Bromsgrove	Bromsgrove Bromsgrove - not enough parking for residents and for customers who use our business.
Bromsgrove	Bromsgrove opposite fire station. We have a private car park which is not clearly marked as private and therefore everyone uses it.
Bromsgrove	Bromsgrove parking is a nightmare for residents. Change the grass verge opposite the Baptist church to parking and then introduce residents parking permits
Bromsgrove	Bromsgrove resident who often finds it difficult to park. Mornings due to parents dropping off children to catch a school bus, during the day as people working in Faringdon park all day on the road and evenings due to people using either the Swan public house or the Methodist chapel.
Bromsgrove	Bromsgrove. 1) Parents at Ferndale School. 2) Non-enforcement of double yellow line restrictions.
Bromsgrove	I live in a terraced property in Bromsgrove where it appears there is more residential parking required. Most people including myself need a car for work purposes. I do not expect a parking space to be allocated to this property but I feel that the council should provide space enough for the residents of the area.
Bromsgrove	I live in Walnut Court and it is very frustrating that people regularly park right on the junction to Bromsgrove making it quite hard to pass - especially in the evening.
Canada Lane Canada Lane	Canada Lane - school days Canada Lane during school time

FARINGDON PARKING STUDY

Canada Lane	Canada Lane At school times it is chaos. At weekends and evenings Canada Lane is used for parking by non-residents.
Canada Lane	Canada Lane, illegal parking, dangerous during school time
Canada Lane	Canada Lane. The school. Irresponsible parking by a few parents, it can be very dangerous at times. Parking restrictions, double yellow lines, zig sags are totally ignored.
Canada Lane	Cedar Road (bottom of Canada Lane). The issue is at school arrival and collection times, whilst there is no problem with parents parking to collect their children - it is how they park. They park on corners, at junctions, they block residents drives, they open rear doors letting children out directly onto the road - very irresponsible. Distinct lack of presence from authorities, no enforcement of highway code.
Canada Lane	Cedar Road / Canada Lane people park all over the double yellows during the school run.
Canada Lane	I live in Canada Lane, near to the Infant School. Every day cars park illegally here on the double yellow lines making it dangerous to cross the road with small children. Also my driveway is blocked by cars almost daily by parents who feel that it is their "right" to block access to my property in order to save themselves a walk to school. A lot of people truly believe that if they only block part of my driveway then they have not done anything wrong, even if the

FARINGDON PARKING STUDY

	gap that they leave would make it virtually impossible for me to drive through, and completely impossible for an emergency vehicle.
Canada Lane	I live on Lechlade Rd, but park on Canada Lane - my issue is with illegally parked cars on Canada Lane (outside the school).
Canada Lane	Leading into my estate, i.e. Canada Lane, Cedar Road. Parking from infant school on corners and double yellow lines
Canada Lane	Parents parking right on the junction to pick up and drop off for school. It would be much better if they parked away from the junction
Canada Lane	technically not my street, but Canada Lane is my only access to The Pines - and is effectively impassable from up to one hour before school drop off and pick up times (Faringdon infants' school)
Church Street	Church Street On a daily basis, people are parking in my private car park. I own the property.
Church Street	Church Street: Occasional parking on yellow lines and "untidy" parking reducing the limited amount of space available.
Church Street & Swan Lane	Swan Lane & Church Street Parking officials and police are very rarely seen, whereas I have twice met the former recently in a three quarters empty car park.
Coach Lane	Coach Lane - parking on pavement by delivery vehicles. Use of cemetery parking places for general purposes and at times double parking.
Coach Lane	Coach Lane, cars double parked

FARINGDON PARKING STUDY

- Coxwell Road 3 large campervans outside on the street outside our house. No issue for our own parking, however obstructs traffic on the road + leads to difficulty getting out of our house when road is busy. I am aware that these owners don't live on this street.
- Coxwell Road Berry Close off Coxwell Road
 There are mobile home vans as well as many cars parked along Coxwell Road that cause visual obstruction for us on exiting Berry Close. We have had many near misses with traffic in both directions as we have to pull forward in order to ascertain if the road is clear.
- Coxwell Road Camper vans parking in Coxwell Road. The people who park these vans do NOT live on the road, but they park close to driveways exits into the road TOTALLY blocking any view of the road if you try to get out their drive or road. These vans are 5 feet wide and it's like placing a 5 foot brick wall by the exit of drives so that you have to pull out BLINDLY onto Coxwell road. The cars and lorries come down that road at 40 to 50 mph one of these days somebody will get killed trying to get out of his own drive, because he cannot see round the Van blocking all sight of the road. The speed limit must to be enforced! The cars parked on the pavement at the start of Cowell Street on the one yellow line. They are still parked on the line after the regulation time and cause very bad chock spot on the road.
 How does a parent get by with a pram with the cars parked on the pavement? just wall on the road and hope the bus/lorry does not hit them?

FARINGDON PARKING STUDY

If we are going to have parking lines and restrictions it's about time somebody started to enforce them. If we cannot enforce the rules just do away with them and lets have a free for all!

Coxwell Road

Coxwell Road - busy main road with buses, tractors, lorries and a large volume of cars at peak times. For the last year or more there has been a number of camper vans (parked by non-residents whom I have seen getting into other vehicles and driving away) which cause obstruction to the flow of traffic. Oncoming vehicles often pull right out to overtake the camper vans and I have many times been forced into the kerb to avoid my wing mirror being taken off. This is an accident waiting to happen. Why are these vehicles not parked on their owner's drives or outside their homes? Surely a busy main road is not the appropriate place.

Coxwell Road

Coxwell Road - camper vans parked on both the highway and the grass.

Coxwell Road

Coxwell Road - during the 7 years we've lived here the volume of traffic has increased considerably. Due to the large number of cars (including camper vans) parking in Coxwell Road it is now often difficult to get out of the drive into the road.

Coxwell Road

Coxwell Road - parked camper vans make it dangerous when pulling out of our drive.

Coxwell Road

Coxwell Road - Poor visibility when leaving drive caused by vans and other commercial vehicles. Vehicles badly parked (e.g.. on double yellow lines or half on pavements) reduce the road width and cause hold ups.

FARINGDON PARKING STUDY

Coxwell Road

Coxwell Road - We live on Haynes Close a new build close of 9 houses, the entrance and exit to which is located about half way up Coxwell Road on the right immediately after Danetree Veterinary Surgery as you travel from the Town centre out towards the A420 heading to Swindon.

Exiting our Close onto Coxwell Road is incredibly dangerous at present due to the camper vans, lorries, cars that constantly park right up to either side of the Close entrance. It is often impossible to clearly see traffic on Coxwell Road approaching in either direction and so you have to often inch your way out and hope that no one is coming. Frankly it's an accident waiting to happen. It's also very dangerous for other road users and pedestrians as Coxwell Road is narrowed significantly due to the parked vehicles which makes it very difficult for 2 vehicles to safely pass at the same time, makes it impossible for the bus services e.g. the 66 to pass easily and generally causes congestion to and from the Town centre.

Coxwell Road

Coxwell Road

1) There is increasing parking on the street which makes it tricky to drive down, especially with lorries or buses coming the other way

2) 3 large campervans have been parked and do not belong to local residents on Coxwell Road. They cause an impedence to traffic.

Coxwell Road

Coxwell Road

Dangerous due to vision being obstructed by large vans.

FARINGDON PARKING STUDY

Coxwell Road	Coxwell Road Outraged by campervans parking opposite and causing traffic obstruction
Coxwell Road	Coxwell Road. Parked vehicles make it difficult for vehicles emerging from driveways. There was an accident apparently due to this a few weeks ago. See also Box 9, para 2.
Coxwell Road	Coxwell Road. People parking anywhere they like. No respect for the law. Large camper vans create a bottleneck which makes travel really awkward every 30 minutes when the buses come

FARINGDON PARKING STUDY

Coxwell Road

I have lived at 15A Coxwell Road for about 12 years, at which time there was rarely a vehicle parked on the highway beyond Coxwell Street, no doubt because residents here all have driveways and off road parking which, of course has come as a component of the price paid for the property. Within the last couple of years parking has become virtually solid on one side of the road up to beyond my dwelling. In particular it is patent that a number of individuals are in essence dumping their camper vans, certainly in a barrage of three nearby, where they may remain unmoved for many weeks at a time. Whereas once it was a pleasant road to live on, I and others are plagued all day (I am at home all the time) by the noise of acceleration, braking and revving engines as drivers chase, often in groups, from one gap in parked vehicles to another. What was once typically a smooth traffic flow, is now "brake and speed". At least my side has a clear view either way but I feel for residents on the dumped side. However we both have the issue of gaining access to the highway and it is not unusual to be harassed by motorists who pull out from the congested side even though one has already joined the carriageway on leaving the driveway. On one occasion having walked to post a letter at the pillar box opposite the Highworth Road junction, I watched a service bus going into Faringdon pulling over a number of times to give way to vehicles leaving the town and by the time I had reached my house, a couple of

FARINGDON PARKING STUDY

hundred yards on, it had still not entered Coxwell Street.

As to Coxwell Street there is frequently cars parked partly on the pavement, day and night, Including one individual with a builders wagon who has been known to park such that a child's push chair could not get by on the pavement.

The whole town suffers from certain residents who consider that they can occupy the public highways (including even the pavements) as they see fit depriving others the right to passage along them.

Where I to occupy the space outside my house by placing a Porta cabin there I suspect I would soon hear from the authorities, even were I to move it around the town every so often. The obstruction is no less than that caused by a parked vehicle.

Although I have enjoyed living here, I do not want to live adjacent to a vehicle park with noise akin to a busy road junction, so unless things improve , I shall almost certainly move away when my wife retires.

FARINGDON PARKING STUDY

Coxwell Road

I live off of Coxwell Road on Haynes Close. Every morning when I and anyone else drive out of Haynes Close we have to try and see past several campers parked on Coxwell Road. It is an accident waiting to happen.

When we do pull out, if we drive into Faringdon (e.g. to get to Oxford, Cirencester, Lechlade) the parking on Coxwell Street means that there are several places where the road will only allow one car through. This has already caused one major accident and will no doubt soon cause another. With double decker buses using the road, and people who ignore the parking restrictions, Coxwell Street is often extremely dangerous especially with 30 mph speeds.

Surely reducing speeds to 20 mph and only allowing residents parking anywhere on Coxwell Road and Street would help solve the problem.

Coxwell Road

I live on Coxwell Rd

The number of camper vans that are parked on Coxwell Rd are an issue, they slow down traffic and restrict visibility.

The lowered kerb at the entrance to drives and closes (Haynes Close) is not properly observed restricting access and visibility.

The parking on the pavement and on both sides at the bottom of Coxwell St

FARINGDON PARKING STUDY

Coxwell Road

Please see above to this I would add along with some residents have 2/3 cars some also have rear parking but fail to use it opting to park in the road there is also 2 camper vans parked which will now be parked there for the whole winter along on a daily bases with their day today cars I also believe there should be at least a 20 mile speed limit the road is used as a speed way by some and is very dangerous!

Coxwell Road

Terrible problem of illegally and Badly parked cars on the Coxwell Road near the roundabout causing congestion. In addition, I live on Haynes Close and exiting is very dangerous due to both cars and large camper vans parked close to the exit obscuring the ability to see other cars travelling at speed up and down Coxwell Road.

Coxwell Road

We live in Haynes Close, off Coxwell Road and the line of cars all down one side makes it very dangerous to exit our Close as the visibility is virtually zero. There are a number of camper vans which make the visibility even worse. In addition many motorists do not adhere to the speed limit in the road or the parking restrictions. The parking on this road will result in further accidents if something is not done about it. We have spoken with the police but there is nothing that they can do and they have recommended we talk to the Highways department.

FARINGDON PARKING STUDY

Coxwell Road

Yes - there are not enough streets and too many cars! Not sure what the answer is. Basically we are a commuter town and people have cars. It's all very well putting 'restricted' parking in the street, but where are people expected to park. It worries me that more housing is being built.....I only hope these have parking and how many bays. Families unfortunately have more than one car. I don't park where there are restrictions (and I don't agree with this), but I have to park further and further away from my house. I don't agree with parking on pavements and near the entrance to Coxwell road where the bus stop is, as this is dangerous.

Coxwell Road

24 Coxwell Road. I live at Dundas Court (previously the old Doctors Surgery/Cottage Hospital) The property is split into 9 flats with approximately 10 vehicles using the properties' own car park (we have ample parking to accommodate this). We have just one ingress to the car park for both entrance and exit, this is only the width of one car and most of the car park is hidden by a high hedge so you cannot easily see cars coming out if you are entering the car park from Coxwell Road. Care needs to be taken on entering as a result. Our issue is the arrival just over a year ago of 3 separate camper vans who park back to back with each other mostly to the left of our access but occasionally also to the right. The result is extremely minimal visibility as you try to pull out of Dundas Court. The camper vans and also other cars park so close to

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our access that there is no room to 'creep across' the road onto the oncoming lane so you just have to wait for a while, hope for the best and go. As a result I have had 3 near head-on's with buses and one with a tractor. All of these were with my 7 year old son in the passenger seat. All of the other residents have had similar scary experiences. We have contacted the Police who were unable to do anything as there are no road markings & the vehicles are not parked illegally. We then contacted Vale of White Horse Highways who sent out an inspector and initially told us that we could pay a small sum and they could put in a white line to mark off our access way and at least gain us a metre or so clearance next to the access but they swiftly changed their mind as they said that our access was not actually being blocked. Entering Dundas Court from Coxwell Road is also very difficult as you often have to wait for a break in the oncoming traffic which has to pull around the wide camper vans into the oncoming lane and vehicles parked close to our access make it hard to swing in. I have actually had someone overtake me from behind whilst I waited for oncoming traffic to clear as they were unprepared to wait and just bulldozed their way through! We have tried speaking nicely to the camper van owners and explained how dangerous this practice is but they have ignored our requests to split up the vans and in fact recently were overheard by a Dundas Court resident to be bullying a car driver

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into not parking there as they said that it was 'their place to park'! 2 of the camper vans owners live in other parts of Faringdon where they cannot park or where they have so annoyed their neighbours that they have had to find somewhere else to park! One owner lives at the bottom of Coxwell Road opposite Rachel's Weddings where there are double yellow lines. This situation is an accident waiting to happen and I'm amazed it hasn't yet. All of us at Dundas Court would be supremely grateful if this situation could be resolved. During the summer the vans move at the weekend at least but now the autumn is here they are unlikely to move much and will stay put until the spring. I have lots of photos I can send which will help to show the problem on many different occasions. Thank you and my apologies for the rant but felt you needed to understand the full picture and issue we face several times a day, every day!

Coxwell Road & Coxwell Street

1 Coxwell St and Coxwell Rd are both difficult to drive through at peak times because of cars parked up on the east pavement, which make it hard for buses and lorries in particular.
2 Exiting from my road, Haynes Close, is routinely made unsafe by closely parked motorhomes blocking any view down the road.

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Coxwell Road & Coxwell Street

Coxwell Road - cars and now motor homes parked on west side are causing significant problems. Traffic travelling down Coxwell Road is now disrupted, particularly at peak times, as it as cars, buses, HGVs have to wait for vehicles travelling in the other direction to clear. Residents trying to exit or enter driveways find it difficult and often dangerous as traffic flow is now in the middle of the road. The congestion caused by traffic queuing while blockages clear obstructs residents from using their driveways. Pedestrians, particularly schoolchildren walking or cycling to one Faringdon's four schools and mothers with buggies and toddlers are also at risk from the disrupted traffic flow and congestion and the obstructions caused by parked vehicles. Bin collection days (usually Monday between 8 and 9am) usually brings the entire road to a standstill. Increased parking restrictions and/or enforcement in Coxwell Street will only worsen the situation as more residents of Coxwell Street are forced to park in Coxwell Road. There is also evidence that a number of the cars and motor homes parked in Coxwell Road are owned by people who are resident outside Faringdon. I suggest that all parking in Coxwell Road and Coxwell Street is controlled by a residents parking permit scheme, whereby parking is restricted to certain areas and times and also to certain types of vehicles and permits can only be purchased by residents of Coxwell Street and Coxwell Road.

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Coxwell Road & Coxwell Street	<p>Coxwell Street & Road. Cars park illegally on both sides of the road, and up on the pavement which is very obstructive and dangerous if you have to walk in the middle of the road.</p> <p>The motor homes in Coxwell Road are a real nuisance</p>
Coxwell Road & Coxwell Street	<p>Coxwell Street / Road is increasingly becoming a bottleneck. Two major housing developments will add to congestion and risk. Need resident parking permit scheme and double yellow lines along one side.</p>
Coxwell Road & Coxwell Street	<p>Coxwell Street and Coxwell Road</p> <p>Every time I walk into the town centre sometimes cars are parked on both sides of the road. Sometimes cars are parked on pavement. It is really difficult to pass with a shopping trolley. It is always difficult to cross the road on foot.</p>
Coxwell Road & Coxwell Street	<p>Far too many cars ignoring street parking regulations. Has become increasingly worse over last 12 months because regulations are not enforced. Coxwell Street and Coxwell Road are particularly bad. This is exacerbated by the fact that it is a bus route providing a very useful bus serviced to the 'top' of town. Vehicle owners believe that parking half-on half-off the pavement means parking regulations do not apply to them - makes travel very dangerous for young families with push chairs/prams and disabled people with wheelchairs or poor mobility.</p>

FARINGDON PARKING STUDY

Coxwell Road & Coxwell Street

I have recently moved into Faringdon and live on Haynes Close, off Coxwell Road. As a result I travel up and down both Coxwell Road and Coxwell Street every day at different times of the day and night.

There are a number of issues that I encounter daily and these May be summarised as follows:

1. Vehicles parking right up to the mouth of Haynes Close make it extremely difficult to enter and exit Haynes Close as visibility is drastically reduced by these vehicles, particularly when exiting Haynes Close. This parking is often within 15 metres of the junction and it could be argued that this amounts to dangerous parking. I appreciate that parking is an issue for residents but parking so close to a junction presents its own problems. I would argue that it is only a matter of time before we have an accident at this junction.

2. The parking of recreational vehicles. The above issue is exacerbated by the parking of recreational vehicles close to the junction making it almost impossible to see up and down the road as you exit Haynes Close. I have observed the owners of some of these vehicles and their use of motor cars, it appears that some, not all, are parking cars outside their houses on Coxwell Road at the Coxwell Street end, whilst leaving the larger vehicle further up the road, creating the issue that I have raised. I appreciate that owners of vehicle are entitled to park on the road but the parking of reasonably large recreational

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vehicles on the approach to junctions does create problems for others.

3. Parking of vehicle on Coxwell Street, near side whilst entering Coxwell Street from the town.

A regular feature is the parking of cars on the pavement close to the roundabout making it extremely difficult for vehicles to negotiate Coxwell Street, particularly buses. There is a white Vauxhall Insignia that regularly parks, in my opinion, I inconsiderately and dangerously close to the roundabout, close to the single yellow lines restricting parking between. Times. Not apparently enforced?. The positioning of this vehicle makes it extremely difficult, if not impossible for drivers of vehicles turning onto Coxwell Street from the roundabout to see vehicles travelling down Coxwell Street towards the roundabout. (Driving on the footpath is an offence as is obstructing same.) It is my understanding that the owner of the Insignia lives opposite where they park and clearly is trying to park close to where they live. This is not unreasonable but I would suggest the location of parking is. Vehicles parked on the other side of the road. Restrict Coxwell Street enough and these include vehicles that do not appear to move from one day to another.

I do not which to create problems for others but the above are a few obvious issues that I have noticed in the few weeks that I have been here. Given the future development planned for Great Coxwell the issues of traffic travelling along Coxwell Street & Road can only get worse.

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Coxwell Road & Highworth Road	Highworth Road Cars parking along the road, junction with Coxwell Road
Coxwell Street	Coxwell St. Most traffic using the street is cutting through from the A420 to the rest of town, so the street is a rat-run. Most complainers have inadequate knowledge of the parking restrictions - thus complaints about on-street parking on the single yellow lines do not understand that parking is legal between 6pm-8am weekdays & Saturdays and all day on Sundays. As residents we appreciate having the cars parked along the street to slow down speeding traffic. There is no provision for parking for ourselves or disabled visitors within the street
Coxwell Street	Coxwell St. Parking on pavements. Large vans parking on pavements & double yellow lines right up against houses windows. Parking opposite the bus stop, which is illegal even though there is a single yellow line there.
Coxwell Street Coxwell Street	Coxwell Street coxwell street - illegal parking, all day on pavements and double yellows
Coxwell Street	Coxwell street - parking on pavements and double yellow lines
Coxwell Street	Coxwell Street Illegal parking all day. Police don't seem interested. Cars parked on corners can make pulling out very dangerous.
Coxwell Street	Coxwell Street This is now a rat run, with speeding, illegal parking, parking on pavements. Keep clear space opposite Coxwell Gardens ignored and parked on, making exit dangerous. No police

FARINGDON PARKING STUDY

	presence, no traffic warden, absolutely no control!
Coxwell Street	Coxwell Street, double yellow parking
Coxwell Street	Coxwell Street, illegal parking all day and night
Coxwell Street	Coxwell street, parkers on both sides of the road for days at a time.
Coxwell Street	Coxwell Street, parking on both sides of the road, taking up pavements
Coxwell Street	Coxwell Street, parking on double yellow lines, especially near bus stop Legal overnight parking on single yellow okay
Coxwell Street	Coxwell street. Living at the very bottom I sometimes have to park right up the far end. Driving day street is being used by people who work in Faringdon to leave cars all day so if returning before 5 there are no spaces for residents. Bus stop outside 12 coxwell street causes major congestion. Is it really needed now there are additional stops further up the road, at fire station and also the other side of roundabout. Two within 50yrs. Remove it and create 6 more spaces on that side of road....on Ave there are 4 cars at the lower end on single yellow lines. This would stop the cars on the other side preventing a chicane and avoiding congestion from the stopping buses. Also badly spaced vehicles reduces spaces mark out parking bays to prevent this, it will reduce the cars on the single lines further up the street Green area just off roundabout does not get used for leisure and neither does the seating area near the Swan both could be adapted for resident parking for coxwell st / Bromsgrove

FARINGDON PARKING STUDY

Coxwell Street

Coxwell Street: people frequently park badly and inconsiderately, often taking up more than one space, meaning that other residents often have to park several hundred yards away from their homes.

I have also noticed a large number of Ferndale parents using Coxwell Street for parking and then walking their children down to Bromsgrove.

I would STRONGLY support the implementation and enforcement of residents only parking bays on Coxwell Street, even if there was a moderate charge to implement this.

Coxwell Street

Huge issues as I live on Coxwell Street and often cannot find a place to park near my house at No 46.

Coxwell Street

Traffic heading to/from Swindon direction cuts down Coxwell Street rather than going to Park Lane roundabout. It often appears to speed, using the street like the proverbial rat run.

FARINGDON PARKING STUDY

Coxwell Street &
Gloucester Street

Parking in Faringdon as a resident always has and always will be a nightmare. I have lived in Faringdon now for 12 years, on Gravel Walk, on Gloucester Street and now in Coxwell Street.

There are too many cars for the number of houses and with new houses being built all over the town the problem continues to worsen. On Gloucester Street and Coxwell Street in particular it is very bad. There is potential to resolve this particularly on Gloucester Street where I think the pathway could potentially be made smaller and diagonal parking bays could be put in at the top wider end of the road to accommodate more cars.

I think every household in Faringdon should be given the opportunity of getting a free space in the car parks. Most won't take this offer up as they are too lazy to walk any distance to a car park but I think it could particularly resolve some of the parking problems on London Street and Gloucester Street.

As a resident I appreciate the frustrations some individuals have with cars parking illegally and on street restrictions. I lived at the top end of Gloucester Street near the junior school and people would often pull across the end of the road making it impossible to get out of residents road. Members of the staff and parents often also park their cars in this private residents road which only makes the problem worse for people living there.

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But as a resident who has often returned from home from work to find nowhere to park I also understand why residents take to parking illegally as short of actually parking on the main access roads there simply is not enough space for the number of cars. With a small baby it's not ideal sometimes only being able to park a 5 to 10 minute walk away from your house.

I would strongly urge before the council starts imposing stricter enforcement on parking that they look at finding a solution to the problem. If the council cannot offer free spaces in the car parks for residents can they create a residents car park freeing up the car parks for people coming to the town to shop?

Eagles
Elm Road
Elm Road
Ferndale Street

Eagles
Elm Road
Pavement parking - Elm Road
I have lived in Ferndale Street for 15 years. I have no parking outside my house and I sometimes have to park quite a way from my house but have never had to park unlawfully overnight or at any time during the day. There is plenty of off road parking but maybe there wouldn't be if no one parked slightly on pavements overnight. I was in divinity road oxford the other week and they have created parking spaces that take up some of the pavement. Maybe, where the pavements are wide enough, that could be done here too.

FARINGDON PARKING STUDY

- Fernham Road
 Carters Crescent - we have very arrogant drivers parking to pick up their children from FCC, sometimes blocking the entrance to our road. There really is no need for so many cars when children can either walk or get the school free bus. I avoid leaving my house at 8.30am and 3pm because of the hazardous situation with children walking on the pavement and road and dreadful driving of parents. There should be a drop off point on Coxwell Road so the number of cars is limited that are allowed in Fernham Rd. No child should need to be ferried to school by parents on a regular basis. School holidays are bliss!
- Fernham Road
 Community College parking along Fernham Road needs sorting before there's a serious accident. Why not a proper rear entrance along proposed Sandshill development?
- Fernham Road
 Fernham Road
 Car parking along by the school and other roads nearby. Cars coming out of the leisure centre as well do not consider that people actually live further down the road. They whizz out without looking.
- Fernham Road
 Fernham Road, excessive traffic start/end of school day.
- Fernham Road
 Inconsiderate parking opposite drive. Fernham Road, people parking for FCC. They need more parking!
- Fernham Road
 Fernham Road.
 Parents park opposite our driveway, ages before school is ended. Sometimes difficult to leave our driveway in the morning, due to parked cars, heavy traffic, buses etc...

FARINGDON PARKING STUDY

Fernham Road	<p>Fernham Road. I live near the college and understand parents wish to drop off and collect but they show complete disregard for residents at times, not always a problem but it happens.</p>
Fernham Road	<p>Leamington Drive. School run vehicles park in the street and use our drive for turning. Vehicles wait on the junction of Leamington Drive and Fernham Road causing problems with visibility and a hazard to pedestrians and other road users. Happens every school day at 3pm. Vehicle/s parked in Leamington Drive, Fernham Road and Carters Crescent by people who work at the school - should use School car park?</p>
Fernham Road	<p>parking outside FCC makes it very difficult. no exit from my driveway esp. with FCC coaches</p>
Fernham Road	<p>Tollington Court, off Fernham Road. Fernham Road by the school becomes a single track road for much of the day during the school term. Getting to and from my house can be particularly difficult at school starting and leaving times.</p>
Folly Park View	<p>The whole of Folly Park View estate is suffering with nightmare parking due to the development plans which incorporated dual purpose surfaces and narrow roads. Many people also think it is acceptable to park completely on footpaths or straddling footpaths. There is also dangerous parking on blind corners. Unfortunately because we are not yet adopted, we are struggling to get anyone to take us seriously and to take action.</p>

FARINGDON PARKING STUDY

Folly Park View & Palmer
Road

We live on the new Folly Park View estate and even Bloor admit to having bunched the houses too tightly at the entrance. There is only one main road in and out of the estate. Residents and guests are clearly either not using their designated car park spaces or have more cars than can be parked. They block the pavements preventing buggies and walkers to safely navigate. They block parts of the road which are meant as passing lane spaces and they park in a way that obscures the traffic so it can be scary going up or down as to what you will meet and how fast they are going. Bloor had said there would be double yellow lines but the council say no and the road is not yet adopted. The main issue here is all along Palmer road.

Additional major headache is some residents are actually parking on the green play area spaces. Up by Russ Avenue around number 62 Russ Avenue in particular. There is space along the road but they flaunt that. Going back to Palmer road on the estate though the other major concern is fire engines and ambulances getting through. We really need enforcements and something done along here. People are just not being considerate and just want to park right out the front of the house instead of designated bays at the rear.

Folly View Road

Cars parking on junction of folly view road and marlborough gardens (opposite costcutter)

FARINGDON PARKING STUDY

Folly View Road

Folly View Road is in the shape of a right angle, with a cul-de-sac at one end. At the apex of the right angle is Cost Cutter store and adjoining it is Marlborough Drive- a through road. It is a popular shop and people drive up to it , quickly shop, then drive off. The shop is also on the route to Faringdon College for many children. At times there is a dangerous mix of vehicle and children. This is exacerbated by Folly View road having a wide entrance, opposite the shop. At the very least Folly View Road should have a white line in the centre of the road at the junction to help control the positioning of vehicles, and to discourage parking opposite the shop.

Folly View Road

I note that Folly View Road from Fernham Road to Costcutters have not been included in the list of problem roads, cars parked on both sides of the road and it's becoming a problem.

Gilligans Way

Gilligans Way. All the roads in the new estate are too narrow and when people park their cars outside their house it is difficult for delivery vehicles to get through. There needs to be more parking provision for families with more than one car. Double yellow lines should be painted on corners and very narrow roads.

FARINGDON PARKING STUDY

Gilligans Way	Gilligans Way. Too many cars. Parking on pavements. Parking in front of neighbouring houses. Three car households (where allocated space for one = blocking us in with their other cars). Parking on the pavements. Parking on the pavements in Palmer Road: 'shared areas' = prams having to walk in the road, with 'speeding' traffic because pavements have parked cars on them. Palmer Road: cars parked on junctions, i.e. near old sales office, blocking junctions and views. Cars parked in Palmer Road: 'abandoned'? Left all day, and for several weeks unmoved.
Gloucester Street	Gloucester Street - mayhem during school run
Gloucester Street	Gloucester Street - not enough. 'Selfish' parking in middle of spaces.
Gloucester Street	Gloucester Street - people parking on school keep clear, school run becomes dangerous with people avoiding the carpark
Gloucester Street	Gloucester Street Can't find space.
Gloucester Street	Gloucester Street would benefit from cheap permits for residents to use the car park.
Gloucester Street	Gloucester Street Parking on pavements, parking in restricted areas including school exits and entrances. People blocking entrances to homes and private parking, especially people using the vets and school.
Gloucester Street	Gloucester Street There's not a problem for us personally as we have off street parking but it can be a big issue for other residents.

FARINGDON PARKING STUDY

Gloucester Street	Gloucester Street, (no road frontage) - unrestricted parking means it's difficult to find parking space on return from work and at weekends. With small child & associated stuff we end up sometimes having to walk substantial distances.
Gloucester Street	Gloucester Street, non-residents parking long term.
Gloucester Street	Gloucester Street, people park illegally... dangerous when school is on
Gloucester Street	Gloucester Street, the lack of restricted parking makes it difficult for people who live on the road to find spaces near their houses. Madness in the morning with the parents dropping children off.
Gloucester Street	Gloucester street. Difficult to park near house, often non-resident car parks outside out house for days on end. residents parking would be great. Then the non-residents might use the car park.
Gloucester Street	Gloucester street. Not enough spaces for the people living there.
Gloucester Street	I live in Gloucester street, it's often difficult to find appropriate parking space near the house because of crowding by out of town visitors. A residents parking permit / scheme would be very useful.

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Gloucester Street	<p>I live in the turning formerly known as College Lane but which forms part of Gloucester Street and leads towards the back of the Junior School. Residents have no designated parking spaces here but use the lane for parking and there is a sign at the end of the lane denoting residential parking and visitors only. It is often impossible for residents to park their cars because it is used by people parking their cars and then going about their business in the town or people with business at the school. Is there any possibility of a single parking space being allocated to each residence, perhaps being paid for on an annual basis? I should perhaps add that I am not a car owner but often have visitors who have a vehicle and find it difficult to park to visit me.</p>
Gloucester Street Gloucester Street	<p>no spaces - Gloucester street On street parking could be relieved by increasing / improving Gloucester St car park, making it less daunting and well lit. The area should be terraced and should incorporate the private parking area.</p>
Goodlake Avenue	<p>Goodlake Avenue, week days cannot park outside my own house</p>
Gravel Walk	<p>Gravel Walk, no allocated parking, end up parking in Gloucester Street. Some people have 4 cars per house!</p>

FARINGDON PARKING STUDY

- Gravel Walk I live on Gravel Walk, there is very limited parking. We park on Marlborough Street, Gloucester Street, Canada Lane and Gravel Walk. It would be good if some of the under-used local authority/housing association houses all with allocated parking could also be made available to all local residents. We would pay a fee to use the spaces! Please, please could the speed limit be reduced to 20 miles an hour in Gravel Walk. This would help with parking too, cars drivers are impatient and can be abusive if you stop to try and park.
- Highworth Road Highworth Road - dangerous pulling onto Coxwell due to badly parked cars
- Highworth Road Highworth Road - People parking too close to the junction, dangerous
- Highworth Road I LIVE IN WESTLAND RD. IT SHOULD BE NOTED THAT, cars are now starting to stay parked on the Highworth Rd, both sides, so you have to zig-zag up the road. All the houses in Highworth Road do have parking and most have very large drives.
- Highworth Road Not in my street, but getting to my street. Highworth Road is now busy, with lots of parked cars on the road. These hold up the flow of traffic both ways, with cars often parked both sides of the road. Coxwell Street/Road is now at a ridiculous point, with cars parked on the road both sides, and also on the pavements, which I feel should be stopped. I've had to walk in the road with a pushchair to get round these before. When the bus stop is in use, it gets particularly dangerous.

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Highworth Road	occasionally unthinking people block the end of our drive but use of the 'horn' seems to work (highworth road)
Highworth Road	Too close to junction at Highworth Road
Landsown Road	Landsown Road
London Road	<p>No residential parking</p> <p>Lack of reserved parking on London Road.</p> <p>Continued un-painted revisions to double yellow line mistakes on same road near number 36.</p> <p>Excessive single-yellow parking on LHS of road heading out of town, with residents parking there far too early in day, restricting access for disabled, strollers, kids, the elderly and any pedestrian.</p> <p>Excessively heavy handed Police, usually young offers, putting pressure on residents who are on double yellows to unload and load (which is legally allowed), and then absent at any other time to do any anti-yob Policing at night when the pubs kick off (the latter less an issue than the former).</p> <p>Beyond London Street, there is generally, I feel, a shortage of 'postage stamp' sized parking facilities for some small groups of cars, which might aid a better parking distribution.</p>
London Road London Street	<p>Sudbury court</p> <p>Dangerous parking near Costcutters, people parking on both sides of the road causing lack of visibility</p>

FARINGDON PARKING STUDY

London Street

Entrance of Sudbury Court onto London Street.
 Parking overnight + daily on London St either side of Sudbury Court. A major problem with visibility coming out of Sudbury Ct.
 A serious / fatal accident waiting to happen, we need enforceable yellow line restrictions on London St, either side of Sudbury Ct, and a visibility mirror.

London Street

Live on London Street, so often issues with parking, but these are generally accepted as part of living near the centre of an old town and we are happy to use our legs if needed!
 Have observed commuters (presumably from surrounding villages) parking on London Street first thing in the morning and then walking to town centre to get bus returning later that evening. This isn't necessarily a problem except between 7-9am and 4-6pm at the "changeover" time as it were, when there isn't always enough parking available. I'm not sure that residents parking is needed to fix this, but if residents parking is brought in elsewhere then the issue in London Street and any of the surrounding roads (Church Street, Swan Lane, Coach Lane, Stanford Road etc.) will become worse if these roads remain the only all day parking that is free.
 The HGV weight limit on entering Faringdon from the eastern A420 point is not enforced and delivery lorries for the town (Budgens usually) or those travelling towards Witney via Clanfield often ignore the limit and try and negotiate the narrow section of the road below Stanford road often

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early or late in the day, so there are cars on both sides (single yellow on northern side of London Street). A number of cars have lost wing mirrors etc.

There is also an issue with speed coming down from the brow of the hill by Sudbury house, so perhaps a pinch point would help here with both speed and prevent HGV access.

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London Street

London Street - cars are constantly parking illegally on double yellow lines to use the shops even when there are legal parking spaces further up the road and the public Budgens car park is just around the corner. It is clearly laziness but never ever policed so I guess people know they can get away with it. Particular problem areas are by the fish and chip shop, chemist and Chinese. We live on London Street and our front doorway is often blocked due to cars parked illegally outside - sometimes we are unable to physically get out of our front door because they park so close.

Again - parking issue is exacerbating speeding issue too down London Street - speed humps/chicanes are desperately needed as someone is going to get killed soon.

Up by the layby near the Folly, cars and a transit van park every night on the pavement, again blocking access, and nothing is ever done about it.

London Street

London Street is an absolute nightmare. Cars will park on both sides despite it being a restricted zone.

London Street

London Street
Illegal parking on double yellows outside shops and further up opposite no. 29 / The Old Bull
People parked on single yellows between 8am - 6pm for days + never ticketed.

FARINGDON PARKING STUDY

London Street

Many residents have more than one car, which is parked in London Street (not in the laybys).

Evening/night-time parking is extensive along the north side of London Street, where vehicles park mainly on the pavement (along the single yellow line), which makes the passage along the pavement almost impossible for the disabled and quite impossible for prams etc.

Blockage of entrances, which have drop kerbs (I have two garages and standing space for another car, but almost never can use my drive because of cars parked parallel with the gate. Thus I and guests unnecessarily take up space in the carriageways.

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London Street

We and our neighbours have no off-street parking so have to park on the street opposite our houses. Over the 16 years that we have been at this address, the ease with which we can park ebbs and flows. Occasionally it gets worse - this always being when there is a parking restriction for some reason on London Street or nearer the centre of town, and then all the London Street and Ferndale Street residents who have no parking, start parking up our end of Stanford Road. However, generally we can park outside our house with no difficulty. I know that cars coming up and down from all the [new] houses further up Stanford Road that have been built in the last 20 years have to pause to let other cars for up and down the early section of Stanford Road where we live - but the old houses were there first so have no choice but to park on-street, and also when there are fewer cars parked here, cars tend to whizz up and down far too fast so I would argue that the parked cars help slow the traffic down. We have brought up 3 children in this house, ensuring that they cross the road to and from our car every day for 16 years and have never had any sort of accident. Anyway, of course we want to be able to park outside our house (who doesn't?!) & our fear would be that any changes in the town centre will have a direct effect on the parking on Stanford Road and so the status quo is arguably better!

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London Street	<p>Yes, I live on London street on a stretch of double yellow lines, near the chemist. There are ALWAYS people parking outside to visit the chemist/Mayflower, they may only be there for 2-10 few minutes at a time, but this causes problems for the flow of traffic, feeding congestion problems. Also people often leave the engine running or playing loud music which is annoying. Most frustratingly, people sometime mount the kerb and park so close to our house, it makes it impossible to leave the property with our pushchair until they have left, there is a lack of consideration from a number of people who park outside.</p>
Marines Drive	<p>Marines Drive - often have to weave in and out - how would a fire engine manage?</p>
Marines Drive	<p>Marines Drive Too many cars for the number of houses.</p>
Marines Drive	<p>Marines Drive. Too many cars are half parked on the pavement, obstructing pedestrians.</p>
Marines Drive	<p>There isn't enough space on peoples driveways, for the amounts of vehicles that people have. The Butts Road, Town End Road and Marines drive are like a chicane. You have to weave yourself up the road to your own house.</p>
Marlborough Street	<p>I live in Marlborough Street and find it difficult to park. My wife has arthritis and my son is disabled, so parking close to the house is important. Other streets close to the centre do not have the parking restriction that we have on Marlborough Street, hence there is a need for residents on Marlborough Street to have better</p>

FARINGDON PARKING STUDY

	parking provision, such as resident's parking permits or to create another disabled bay.
Marlborough Street	Marlborough Street has restricted parking times but budgens cone off large areas during the legal times
Marlborough Street	Marlborough Street top end with Station Road island. Cars encroach from legal parking bays onto bus parking rectangle - causing buses to be unable to get to bus stop and having to park near road island junction causing tailbacks down marlborough street and making a traffic hazard.
Marlborough Street	marlborough street no residents parking often full of cars for shoppers who could use the carpark behind budgens. residents are forced to park anywhere they can which can cause problems and frustration
Marlborough Street	marlborough street parking in restricted areas and there is no residents parking due to being disabled i cannot exit or enter a vehicle due to the high pavement
Marlborough Street	Marlborough Street, no enforcement on parking bay times
Marlborough Street	Marlborough Street, no one takes notice of the parking restrictions, they will park in the bays all day long.
Palmer Road	Palmer Road
Palmer Road	Palmer Road, people park on pavement

FARINGDON PARKING STUDY

Park Road	<p>As time goes by more and more people have cars, that is a fact, therefore they park on the roads, most people fill what garage space they do have with surplus STUFF that won't fit in their houses and leave the car on the road. Why not, no-one ever chastises them for it!</p> <p>Specifically at the bottom of our estate, Sandhills, Butts Road to be precise, there is always parking on the right hand side, and that was before the building started on the old nursery site. There are vans left there most of the time, some on the pavement obstructing passage for prams, pushchairs and elderly residents. Then at the end when turning out into Park Road one has limited vision because of residents who live on the corner properties parking their vehicle on the grass verge neatly blocking the view to the right.</p>
Park Road	<p>Bloor Homes development is a nightmare!</p>
Park Road	<p>Butts Road - parking near junction with Park Road obstructs view and flow of traffic. Whole of Butts Road should be double yellow to stop an accident waiting to happen.</p>
Park Road	<p>Park road- I have no drive or off road parking. I have to park along Marlborough gardens</p>
Portway	Portway
Portway	Portway
Portway	<p>Parking on yellow lines by carparks Portway, cars parked on single yellow adjacent to carpark</p>
Portway	<p>Portway. People parking on single yellow down the wall next to Budgens</p>

FARINGDON PARKING STUDY

Pulling Close	Pulling Close - sometimes the cars are parked so can hardly get through to the houses.
Pye Street	Pye street. On one side of the street they park ok on my side we have to park on the path as the road is not wide enough
Pye Street	Pye Street. Too many cars per household parking on pavement. About 15 years ago the council dug up the grass verge and widened the road on one side. If they had done this on the other side then cars could park on the road on both sides. This is by the cull di sac.
Southampton Street	Southampton Street South Forcing traffic to the wrong side of street
Stanford Road	Berners Way, upper part near stanford road
Stanford Road	Stanford Road. As above
Swan Lane	Swan lane this is a road and motorists who work in the town seem to prefer to park in swan lane rather than the car parks provided , this road is an access road to the PO sorting office, Dove court and Eastfield court making it very difficult for emergency vehicles to gain access Also the dustbin lorries
Swan Lane	swan lane constantly used, this busy road is narrow, not one way only regularly blocked by delivery vans., bin men, lorries etc.
Swan Lane	Swan Lane Parking on double yellow lines causing obstruction to other traffic. Church Street - vehicles parked outside the Faringdon clinic protruding out to the centre of the road . On a Sunday - parking both sides of the street.

FARINGDON PARKING STUDY

Swan Lane	Swan Lane. Nightmare pulling out due to London Street illegal parking. Dangerous.
The Pines Tuckers Road	The Pines In Tuckers Rd, parking spaces are specifically allocated to houses (they are on the deeds). Every time new tenants move into a house there is an almighty and unpleasant battle to get them to park only in the spaces that belong to their house. This is an issue resulting from agents not providing the correct information and simply telling people to 'use the car park area at the back'. In most cases, new tenants don't even seem to be aware of the number of spaces assigned to their house, let alone which they are. Bring back the owner occupiers!
Tuckers Road	Truckers road. The main issue for us is people parking in the entrance to our parking areas preventing us getting in or out. There is always at least one car parked in the gap itself and two others parked on the corners narrowing the gap to get in.
Tuckers Road	Tuckers Road - several cars parked on even numbers side 10-50
Tuckers Road	Tuckers Road Everyone has allocated parking/garages but one side of the road is really not interested in using them. They are too lazy to walk that extra few yards. Cannot park outside my house wo wash or vacuum car. Problem for any emergency vehicles as they would have nowhere to park. No parking for visitors Dangerous when it is icy or snowy, as extremely slippery road due to not being a road that would come under the remit for gritting etc.

FARINGDON PARKING STUDY

Tuckers Road

Tuckers Road. We live at the top of the cul-de-sac in Tuckers Road (37) and on numerous occasions cannot access our own driveway due to on street parking, even though there is car park allocation for houses without drives or garages. This means that the refuse collection wagons have to go on to lawns and damage has been caused to front gardens, and emergency vehicles would find it extremely difficult to access houses at the top of the cul-de-sac. We have to reverse off our driveway, as cars parked on the road mean we cannot park in such a way that we can reverse onto the drive. When reversing off the drive it means that I have to mount my own front garden so that I miss parked cars that have allocated parking to the rear of their properties. During the winter months cars are parked on the main part of Tuckers Road, right at the bottom of the hill which causes concern and difficulties when ice and snow are on the road. I have made a complaint to the Highways Dept. some years ago now and had thought of having H bars painted across the top of our driveway access which the Highways Dept. said was possible, they understood the difficulties we were experiencing but the H bars would be so large that it would not be very attractive to the cul-de-sac and we agreed not to go ahead with them. Tuckers Road. Due to inconsiderate parking overnight it would be impossible for firefighters to access this road.

Tuckers Road

Volunteer Way

Volunteer Way

FARINGDON PARKING STUDY

Walker Drive	Walker Drive parking is a nightmare, esp. on the corner
Walnut Court	Walnut Court - people parking on the corner and making the access/egress difficult and potentially dangerous for anyone crossing the road. In particular people parking on the pavement so I can't get my pushchair round without walking around the cars onto the road, with my 2 year old and 5 year old.
Westbrook Westbrook	Westbrook leading to Willes Close Westbrook, during school term time, people blocking access into street by parking in/on entrance to street and corners. Only happens in school term times, for some reason.
Westland Road	Westland Road People parking in the road despite having driveways
Willes Close	Willes Close although I see that Elm Road is marked down as a road with problems? HOUSE OWNERS WITH 4 OR 5 CARS Illegal parking. Not only by other residents but also shoppers, business owners and visitors Most time no problem: sometimes cars parked awkwardly. Derelict car parked in car park that I presume is not a public road, but it is an eyesore. My road is the only entry to a series of 2 other roads. People park on the street but sometimes block the swing required to pull out of the off street drives to the houses. Also on street parking makes it difficult at peak times for getting in and out estate. Parking so close on opposite sides, need to weave in and out. Emergency vehicles would struggle to get past.

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People parking across path. no room for pushchairs and wheelchairs
see above

See above

see previous

Some insist on parking pavement no need plenty of room on road there needs to be more enforcement on illegal parking

The curb to my house is raised even though I have a parking space - too expensive to get that changed so it contributes to parking issues - stop the price fixing for dropping curbs by council contractors.

The housing association house opposite us does not have a drive (apparently it has been requested from the council) as a result the owner parks his large van and car directly opposite our drive which means I cannot get off the drive without having to mount the pavement. I have hit his car on one occasion trying to get off. The road is too narrow for the size and amount of vehicles but could be easily resolved by the council with either driveways or widening the road as there is sufficient room.

Too many cars, not enough parking places

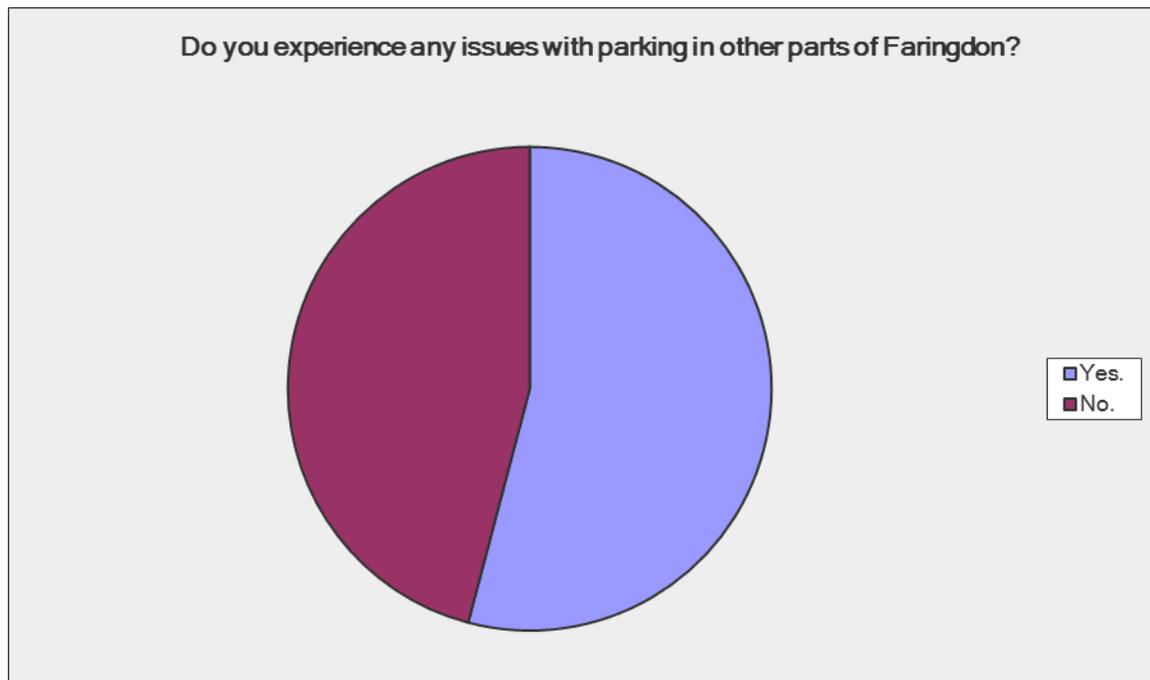
Very often my husband has been unable to park outside our house also the amount of vehicles that are parked on paths especially residents who live by schools

FARINGDON PARKING STUDY

Well, there isn't enough space for all the cars, but that's because I live on a street of old houses that were built before the internal combustion engine was invented, so it's not terribly surprising. Unlike a lot of folk, I accept that I often have to park some distance from my own house in order to do so legally. I'm fine with this as it's what you buy into when you buy somewhere without off-street parking. Residents' parking will not help as there are far more cars parked in my street overnight than during the day. Residents like me are the 'problem'! If people want to park illegally and risk getting a fine, that's up to them - only problem is they never are fined so it's dangerous for pedestrians to cross the roads.

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Do you experience any issues with parking in other parts of Faringdon?		
Answer Options	Response Percent	Response Count
Yes.	54.1%	213
No.	45.9%	181
If Yes please specify any information concerning locations, days, and times would be helpful		212
	<i>answered question</i>	394
	<i>skipped question</i>	11



FARINGDON PARKING STUDY

Location	Issue
Church Street, Coxwell Street, Highworth Road, London Street & Swan Lane	1 - coxwell street and road, evenings especially, have counted over 50 vehicles parked on the street 2 - London street "notorious" 3 - highworth road, odd numbers side 4 - church street and swan lane
Canada Lane	1) dropping off children from vehicles that park/stop on double yellow lines in Canada lane. extremely hazardous to children and adults on school days and causes an obstruction to other vehicles and pedestrians transiting this road and lechlade road 2)vehicles relating to business (food outlets / pubs) that are parked obstructing pavements and on double yellow lines. No enforcement!
Canada Lane	Access to my estate down Canada Lane is frequently difficult, especially at school and playgroup drop off and pick up times.
Coxwell Road, Coxwell Street & London Street	All day, every day Coxwell Street and Coxwell Road, also London Street every day, drivers parking on double yellow lines. The camper vans in Coxwell Road make it very difficult.
Coxwell Street, Gloucester Street & London Street	Almost impossible to park in London Street, Gloucester Street or in any of the other streets in the centre. Coxwell Street clogged up with camper vans - as well as cars!
Coach Lane	An environmental car park should be built on the land at the end of Coach Lane. It would take all the parking away from outside of the church.
Gloucester Street & London Street	As a resident of a historic street, I have great sympathy with the residents of Gloucester St and London St who experience the same problems with rat-running and the total failure of the town council to provide adequate, close, free parking for residents
London Street	As a walker i have difficulty with cars parked on the pavements. It's also difficult crossing the road when cars are parked on the yellow lines e.g. London Street
London Street	As above
London Street	As above – non-enforcement of parking restrictions.
London Street	As above.
Canada Lane	As above. Parking outside of the schools is always an issue. Using Canada Lane/Cedar Road/The Pines etc. as a car park for drop off. Although there are no yellow lines and not

FARINGDON PARKING STUDY

	illegal. Traffic backs up and often cars mount the pavement to squeeze by each other, while children are walking to school.
Folly Park View	As you come off the Folly Park View estate and join Park Rd, there are many dangerously and illegally parked cars on the corner which I understand may be to do with cars. These obstruct the view of vehicles trying to join Park Rd and no one seems willing to enforce parking regulations
London Street	At all times of day London Street has cars parked on double yellow lines - with no sign of anyone official enforcing the law. This illegal parking dangerously narrows London Street down to a single lane. Why bother having the yellow lines if the authorities continually ignore the offenders?
Coach Lane, Coxwell Street & London Street	atrocious parking by thoughtless people in London street, coxwell street, swan lane, coach lane
Bromsgrove & Coxwell Street	Bromsgrove + Coxwell Street
Bromsgrove	Bromsgrove, bollards after pedestrian crossing, I have a pram and son on a scooter - big issue in morning.
Coxwell Road	Camper vans down coxwell road cause blockages sometimes when coming in
Coxwell Street & London Street	camper vans in coxwell street cause yet more congestion
Coxwell Road	London street parkers on double yellow lines
Coxwell Street	Camper vans parked in Coxwell Road
	Camper vans parking on Coxwell St.
	4 or 5 at a time, is this a business?
Coxwell Road	CAMPER VANS, COXWELL ROAD!
Gloucester Street & Southampton Street	Can get very busy - need to get a ticket for free two hours seems wasteful
Canada Lane & London Street	Canada Lane - school times
Canada Lane	London Street - poor parking
	Canada Lane / Cedar Road / The Pines
	8.30am - 9.15am and 2.30pm-3.15pm
	Bad parking, no passing places available, only one driving lane left free for two way traffic. Is dangerous and ridiculous
Canada Lane & London Street	Canada Lane during school times
Canada Lane	London Street parking on double yellow lines
Canada Lane	Canada Lane during the school runs, dangerous
Canada Lane	Canada Lane opposite cemetery gate. All the time.
Canada Lane	Canada Lane school time can be very dangerous
Canada Lane	Canada Lane when school is in session

FARINGDON PARKING STUDY

Canada Lane, Coxwell Street, Gloucester Street & London Street Coxwell Road	Canada Lane, London Street, Gloucester Street, Coxwell Street
Coxwell Road	Cars and Camper vans parked in Coxwell Road, causing a very narrowing of the road where opposing moving traffic is. My car has been hit twice now by fast moving vehicles that have not given way when I have been driving up Coxwell Road towards the Highworth road. Lorries and in particular the buses, find it very difficult to get past all the parked cars. I would like to see parking banned at all times on the left hand side going up the road with marked parking spaces on the right hand side. Cars parked along Coxwell Road, especially the lower end towards town, where cars are illegally parked daily outside The Saffron Restaurant. Problem increased by buses which struggle to get up and down the road.
London Street Coxwell Road & Coxwell Street Canada Lane	Cars parked illegally on London street Cars parked on Coxwell street/road on yellow lines causing obstruction particularly off the roundabout. cars parked on double yellow lines and on pavements at all times
Palmer Road Marines Drive Stanford Road	cars parked on Canada lane reducing it to a single lane Cars parked on Palmer Road / Park Road junction. cars parked on pavements in marines drive Cars parked on Stanford Road make getting to and from my home difficult (Tuckers Road). Cars parked opposite the end of Stanford Road and outside the folly pub on London Street obstruct the view when turning in to or out of Stanford Road.
Palmer Road	Cars parking on Palmer Road / Park Road junction, road not adapted yet.
Church Street	Church Street. Opposite the church, outside of Salutation Mansions. Rear of cars obstructing road.
Fernham Road	Congestion around Faringdon Community College - insufficient off-road parking
Coxwell Street	Congestion at the bottom of Coxwell Street outside Rachael's Weddings with cars on single yellows between 8-6
Coxwell Road & Fernham Road	Congestion outside FCC, on Fernham Road during school time. IF people didn't park on Fernham Road outside FCC then this would help! As buses and cars are restricted to one side of the road, with people and buses all trying to get in and out.

FARINGDON PARKING STUDY

	Coxwell Road, with camper vans, cars parked on pavements! Must be a nightmare for the Number 66 bus drivers!
Coxwell Road	Coxwell Road
Coxwell Road	Coxwell Road
Coxwell Road & Gravel Walk	Coxwell Road - camper vans (need I say more!) Gravel Walk - cars on pavements
Coxwell Road	Coxwell Road - camper vans sticking out into road, been there for months.
Cowell Road & London Street	Coxwell Road - camper vans, parking on yellow lines on a daily basis London Street - folk ignore yellow lines
Coxwell Road & Coxwell Street	Coxwell road - campervans can cause hold ups Coxwell street - cars illegally parked on both sides of the road cause further delays
Coxwell Road	Coxwell Road - getting out of Haynes close is very difficult due to parked cars, especially the three camper vans
Coxwell Road	Coxwell Road ! Especially near Saffron, cars should not park on one side of the ride, gets very congested
Coxwell Road	Coxwell Road , nightmare congestion due to camper vans / motorhomes parked up indefinitely
Coxwell Road, Coxwell Street & Marlborough Gardens	Coxwell Road / Street - a nightmare. Police don't help out at all, they say it's "traffic calming"! It's an accident waiting to happen. Bottom end of Marlborough Gardens by the sharp bend, cars parked - blind driving the daytime, both ways, very dangerous.
Coxwell Road	Coxwell road blocked by camper vans... people parking on yellows on Coxwell Street
Coxwell Road	Coxwell Road in particular can be extremely dangerous by the roundabout with illegal parking on double yellows and the bus stop especially at school drop off in the morning and into the evening. Can a residents parking permit scheme be introduced for on road parking where parking is at a premium?
Coxwell Road	Coxwell road is a nightmare at weekends, Parking is often on pavements, double yellow lines, and is very difficult for wheelchair users to get passed.
Coxwell Road & London Street	Coxwell Road is congested, London Street also.
Coxwell Road	Coxwell road parking on pavement

FARINGDON PARKING STUDY

<p>Coxwell Road, Coxwell Street, Gloucester Street, Highworth Road & Marlborough Street Coxwell Road</p>	<p>Coxwell Road, Coxwell Street, Highworth Road, Marlborough Street Gloucester Street</p>
<p>Coxwell Road & London Street Coxwell Road</p>	<p>Coxwell Road, especially the motor homes parked there, it is dangerous. In the evening there is parking on both sides, it is difficult for a car to get through. A fire engine or an ambulance sometimes would certainly not be able to have free access. Some also park half onto the pavement. Coxwell Road, London Street, all of the time.</p>
<p>Coxwell Road, Coxwell Street & Highworth Road</p>	<p>Coxwell road, three big camper vans blocking up the road that's used by the buses and farmers. Coxwell Road/Street is difficult to drive down during busy times because of the parking on the side of the road and the speed of the traffic. People have started parking on Highworth Road directly opposite the entrance to Orchard Hill.</p>
<p>Coxwell Street & London Street</p>	<p>Coxwell St, opposite Saffron 7.30 - 8.30, 4.30 onwards London St - eastside parking on double yellows Many parking on double yellows and single yellows between 8 and 6.</p>
<p>Coxwell Street Coxwell Street Coxwell Street Coxwell Road, Coxwell Street & Highworth Road</p>	<p>Coxwell street Coxwell Street Coxwell Street Coxwell Street - especially cars parking half way onto the pavements. The situation is worse in the evening. Highworth Road - cars parked here at all times, even when they have driveways Coxwell Road - three big motor homes parked one behind the other for many months and now a 4th one is parked in the road. Don't the owners have allocated parking where they live?</p>
<p>Coxwell Street & London Street</p>	<p>Coxwell Street - needs enforcement London Street - needs enforcement Either may benefit from bays on one side, to stop the bottle neck created with people parking on opposite sides of the road</p>
<p>Coxwell Street</p>	<p>Coxwell Street - this is the bus route and sometimes with cars parked on both sides of the road it is very dangerous. The latest problem is the parking of camper vans along the road.</p>

FARINGDON PARKING STUDY

Coxwell Street	Coxwell Street - very dangerous due to illegally parked cars and double yellow lines are needed on both sides of the road near the roundabout, not just one side, given that the road is narrow and busses travel up it constantly.
Coxwell Road & Coxwell Street	coxwell street & Coxwell Rd especially close to the roundabout also it appears that camper vans are using the road as their own car park, making the road more difficult than it need be.
Coxwell Road & Coxwell Street Coxwell Road & Coxwell Street	Coxwell Street / Road - congested and motor homes cause trouble for big vehicles Coxwell street / road blocked up all day every day by illegally parked cars on the double yellow lines. Camper vans further up coxwell road cause some very difficult situations and make it dangerous when people pull out.
Coxwell Road & Coxwell Street Coxwell Road & Coxwell Street Coxwell Street Coxwell Street Coxwell Street	coxwell street / road, every day and night Stamford road, every day and night Coxwell Street and Coxwell Road, all day and night Coxwell street camper vans Coxwell Street cars on pavements Coxwell Street makes my daily commute an absolute nightmare. I've had countless near misses - people go too fast and the big vehicles parked there are totally inappropriate for a main route in and out.
Coxwell Street Coxwell Street, Highworth Road & London Street	Coxwell Street where I park my campervan Coxwell Street
Coxwell Street	London Street Highworth Road coxwell street, 3 large camper vans close together generally

FARINGDON PARKING STUDY

Coxwell Street &
London Street

Coxwell street, heading out of town, there should be double yellow lines on the left hand side for a longer stretch, as current unrestricted parking creates congestion very close to the roundabout and is dangerous as you often can't see past the vehicles that park there. Also, further up London street, just past the Folly Inn, there is a large paved area on the right hand side as you're heading up the hill (on the corner of a "T" junction, there is more often than not a white transit parked on the pavement area overnight (white transit with wind in/out awning) this has set a precedent as an area to park and cars frequently park there when the transit isn't present, but this presents further access issues (especially with a pushchair) to cars parked in the parking bay/mini layby next to Sudbury house hotel.

As mentioned previously, I believe whatever parking wardens do operate, are operating in the wrong area, yes I appreciate we do not want our wonderful carparks taken advantage of, but similarly, I'd rather they monitored the streets more than they do, instead of penalising people for parking where they should be parking.

Coxwell Road &
Coxwell Street
Coxwell Road &
Coxwell Street

Coxwell Street, illegal parking on both sides of the road.
Coxwell Road - camper vans causing congestion
Coxwell Street. Parking on single yellow on the eastern side leads to congestion on the roundabout and on Coxwell Road. It has been the cause of at least one serious accident on the roundabout in the last few months. This needs to be a double yellow at least as far as the double yellow limit on the western side, ideally further - and ENFORCED.

Accidents due to parked vehicles (see previous box) are exacerbated by excess speed. There should be a 20 mph limit in the centre of Faringdon, including Market Place, Westbrook, Marlborough St, London St, Gloucester St at the very least, and more speed enforcement on Coxwell Road and Park Road, along both of which traffic regularly travels in excess of 40 mph.

Only incidentally related to parking, but it would be a great enhancement of the shopping experience if the town centre was traffic free on Farmer's Market days (1st Tuesday of the month).

FARINGDON PARKING STUDY

Highworth Road	Despite every house having a drive, vehicles are now parked on Highworth Road at all hours, again creating bottlenecks. Legal but unnecessary.
London Street London Street	Double yellows, London Street Driving up London Street towards the Folly is difficult at times due to the cars parked on the double yellow lines outside the shops.
London Road	Early morning and weekend parking at the top of London Road, when turning out of Stanford Road, restricted vision of traffic coming up London Road due to cars being parked both sides of the road.
Coxwell Street	Early mornings and evenings in Coxwell Street where it is often dangerous having to go round parked cars.
Coxwell Road	Every day, coxwell road, illegal parking on single and double yellow lines. Can't see up the road so always potentially collisions , also can get narrow when people park parallel to each other on opposite sides of the road, traffic warden needed to enforce the law
Ferndale Street Fernham Road Folly Park View Gravel Walk	Ferndale Street has also got double yellow line parkers. Fernham Road, beginning and end of school Folly View Road cars parked either side of road Gravel Walk is a major problem. This is part of the main route for parents who walk their children to school. Residents here park on the pavement, and often the cars that park are just too big for the parking space, meaning that there is no space for pedestrians. It is a very busy road with lots of fast lorries, and it is not safe to have to walk my young children and push my baby's buggy along the road to get around the cars. Yet I often have no choice, and nor do all the other families who use this route daily. These parking spaces are adjacent to the lines marking a pelican crossing. This problem would be relatively simple to fix, as there are bollards protecting the houses from the cars that park there. If these bollards were re-positioned allowing space for pedestrians to walk next to the houses then they would be safely away from the traffic, and the car owners would have to park in a spot that is appropriate to the size of their car.
Gravel Walk	Gravel Walk, parking to see a friend who lives there.

FARINGDON PARKING STUDY

London Street	Having lived on Coach Lane, we often found the cars parked on London St pavements blocked the pavement to a baby buggy and blocked the traffic whenever a large vehicle needed to pass.
Coxwell Road, Coxwell Street, Highworth Road & London Street	Highworth Road, Coxwell Street / Road (Camper vans), London Street
London Street & Market Square	Housing estates However, I would suggest that it would be a good idea to monitor the first section of parking bays in the Market Place (the ones in front of Lloyds Bank) and restrict these to 20 mins. But you only need a very few of these sort of short-term spaces for people coming and going, and definitely not the whole strip going up towards the church. I would also suggest removing some of the double yellow lines on London Street and actually allowing 3-4 cars to park for 10-20 minutes outside the shops. What I really dislike is the change of pavements so that whereas once upon a time people with cars can self-regulate as to where they park, modern town landscaping creates tiny bays restricting cars. Please don't do that (as has already been done on the market place!).
Coxwell Road	I find that cars and camper vans park away from where their owners live as there are not enough spaces....therefore most park up the Coxwell Road. I know friends that have had problems getting out of their own drives as they can't see the oncoming traffic because these vehicles are parked close to the entrances. These are not illegally parked but they have not parked very thoughtfully!
Coxwell Road	I live in Haynes Close and have to pull onto Coxwell Road when leaving. Due to parked cars, often right up to the entrance, it is impossible to see traffic coming from either direction. The only way is to edge out and pray. Seriously. Cars drive so fast along Coxwell Road that I am just waiting from one to speed down and take the front of my car off as I edge out.

FARINGDON PARKING STUDY

Canada Lane, Coxwell Road & Coxwell Street	<p>I live on The Pines just beyond the Infant School on Canada Lane. Between 8:30 and 9:00 Mon-Fri it is very difficult to get out of the Canada Lane estate because of the large number of cars parked on one side of Canada Lane. Cars are even parked on the bend at the bottom of Canada Lane making it very difficult to even see around the corner. Some drivers mount the pavement to get by - this is a health and safety hazard and at some stage I am worried a child will be crushed.</p> <p>Coxwell Street/Road - parking close to the roundabout causes jams on the roundabout and greatly slows traffic flows. Recently the parking of multiple Mobile Homes has constricted the road further out.</p>
Market Square	<p>I often use the bus to commute to work in Oxford. The Market Place is frequently blocked by Budgens lorries whilst they deliver to the store</p> <p>I rarely use any other roads</p> <p>I work in the town centre and if I drive to work (I usually cycle) there is nowhere to park all day without paying car park charges. This means I have to park on the roadside which I don't like to do as residents should be entitled to park outside their own houses.</p> <p>In my opinion, if car parking should was free, as it is in Witney, more people would visit the town.</p> <p>Illegal parking</p>
Coxwell Road, Coxwell Street & London Street	<p>Illegal parking in London Street and Coxwell Street, camper vans obstructing flow up Coxwell Road</p>
Coxwell Road, Coxwell Street & London Street	<p>Illegal parking on double yellows in London Street, Coxwell Street.</p> <p>Increase of on street parking in Coxwell Road by camper vans.</p>
Coxwell Street & London Street London Street	<p>Illegal parking on double yellows particularly on Coxwell and London Streets.</p> <p>Illegal parking on London Street.</p> <p>Too many cars parked outside the church - road that leads from market place to junction with road to radcot / clanfield.</p>
London Street	<p>Too many cars in centre of Faringdon - permit scheme.</p> <p>Illegal parking.</p> <p>It appears that double yellow lines are permission to park! No enforcement.</p> <p>London street is very narrow road too</p>

FARINGDON PARKING STUDY

London Road	Illegally parked vehicles on London Road at most times of day. Can make transit through Faringdon difficult.
Coxwell Road, Marlborough Gardens, Marlborough Street & Market Square	<p>Junction of Park Road and Marlborough Gardens - vehicle/s parked on the verge obstruct visibility.</p> <p>Vehicles use the parking bays in the Market Square for longer than the allowed limit. Particular problem is with local traders parking vehicles in slots that should be available for their customers.</p> <p>Marlborough Street is regularly being blocked by delivery vehicles not having enough room to park outside Budgens because of other vehicles being parked there and the unsuitability of the streets in the town centre for large vehicles.</p> <p>Although not illegally parked, the motor caravans parked in Coxwell Road are a nuisance.</p> <p>We must get the Police to do the job we pay them to do. If not we should take back the money and employ parking wardens ourselves.</p>
Ferndale Street	Junction on Ferndale street to Goodlake Avenue. People park right up to the junction (on double yellow lines) and you can't see if the road is clear.
Fernham Road	Leamington Drive can be a problem when the secondary school come out in the afternoon. Parents park in Leamington Drive which shouldn't be a problem if they parked further down, but they park right on the junction so making it very difficult to come in/out of Leamington Drive.
Canada Lane & London Street	<p>London many vehicles park on the left hand side as you go up the hill that you can't see if anything is coming down (they have right of way and I've known drivers force several vehicles going up to back down past the parked vehicles when there was only one more vehicle to pass at the top).</p> <p>Canada Lane and selfish parking at school drop off/pick up time.</p>
Coxwell Street & London Street	<p>London Road / Street is a nightmare, can't see when pulling out.</p> <p>Coxwell Street the same - waiting for an accident to happen.</p>
Coxwell Road & London Road	London Road and Coxwell Road are particularly difficult but I'd rather have a laissez-faire approach than lots of unnecessary regulations that help no-one and upset people and cause the problem to be moved elsewhere without solving it.

FARINGDON PARKING STUDY

	The town centre spaces are nowhere near enough and a badly parked vehicle can stop these necessary spaces being fully used.
Coxwell Road & London Road	London Road Coxwell Street / Road
London Road & Stanford Road	London Road! Stanford Road- cars are parked very close to junctions and the blind bend and brows which is dangerous. Inability to pass when so many cars parked. Stanford Road has problems with speeding cars going to sports ground and walkers forced into road by skateboarders on pavement
London Road	London Road. In the daytime and in evenings (both weekdays and weekends) cars are often parked illegally on double yellow or single yellow lines causing congestion.
London Street London Street	London Street London Street - double yellow parking and obscuring of pavement
London Street London Street	London Street - mornings, evenings and weekends London Street - parking on double yellows and pavement blocking footpath Obscures exits from side roads
Ferndale Street & London Street	London Street / Ferndale Street - parking on yellow lines
Gloucester Street, London Street & Marlborough Street	London Street / Gloucester Street / Marlborough Street are always very busy. Cars are often parked on Yellow Lines whilst people 'pop' into the shops e.g. Budgens
Coxwell Street, London Road & London Street	London street / road - same issue as coxwell - no enforcement of illegal parking
Coxwell Road, Coxwell Street & London Street	London Street + Coxwell Street + Coxwell Road
Coxwell Road, Coxwell Street & London Street	London Street and Coxwell Road / Street cause a lot of problems due to people not taking notice of the yellow lines
Coxwell Street & London Street	London street and coxwell street are a free for all, they need policing
Coxwell Street & London Street	London street and coxwell street very congested at times due to illegally parked cars. Motor homes on coxwell street cause problems for large vehicles.
Coxwell Street & London Street	London Street and Coxwell street, dangerous parked cars all over the pavement
Coxwell Street, Fernham Road & London Street	London street and coxwell street. parking on double and single yellow lines, parking on pavements also in Fernham

FARINGDON PARKING STUDY

Coxwell Street & London Street	London Street and Coxwell Street: Parking on yellow lines and on pavements causing obstruction to traffic and pedestrians.
London Street London Street London Street	London Street illegal parking causes trouble for big vehicles London Street illegal parking down both sides London Street is appalling and dangerous too . And again traffic is often parked on both sides of the road.
London Street	London Street is dangerous, sometimes I have to go down the middle of the road in my wheelchair as the pavement is blocked.
London Street & Stanford Road	London Street most times most days. Stanford Road on yellow lines. Stanford Road in the snow. Anywhere in Faringdon where waiting restrictions are not enforced.
Coxwell Street, Gravel Road & London Street	London Street needs enforcement Coxwell Street needs enforcement Gravel Road sometimes has cars blocking the pavement
London Street London Street	London Street parking regulations should be enforced London Street Long term parking on London street. We have a shop and need to load/unload at least 4-5 times a week, often nowhere to stop. Loading bay please.
Coxwell Street & London Street London Street	London street, coxwell street, particularly bad areas London Street; Incompetent enforcement of parking restrictions on double yellow lines.
Coxwell Road & Coxwell Street	Mainly Coxwell Street / Road. The bottom of this road near the mini roundabout is mainly double yellow lines but is used for parking. It causes so many problems and is dangerous.
Market Square London Street & Market Square Coxwell Road	Market days, difficult getting parking Market Place time limits need enforcing, and London Street yellow lines Most areas of the town where there are double yellow lines. Parking adjacent to bus stops, Coxwell Road.
Coxwell Road Marlborough Street	Motor homes up Coxwell Road are a real nuisance My parents live in Marlborough street with no off road parking. It can be impossible to park anywhere near to their house No enforcement of parking restrictions anywhere in the town besides the car parks.

FARINGDON PARKING STUDY

	No major problems, just cars parked inconveniently often in no parking areas - it is a function of there being too many cars in the country and will be resolved when driverless cars become the norm.
Coxwell Street	Occasionally try to park in Coxwell Street to go to Saffron curry house but virtually impossible!
Highworth Road	Often no spaces in car parks Often the use of hazard indicators seems to allow anyone to park anywhere Highworth Road parking can often be difficult to pass when B4019 has commuter traffic 7.00 to 8.30 and 5.00 to 6.30. All these properties have off road parking.
London Street	ON ROAD PARKING LONDON ST AND CARS ON THE FOOTPATH NEAR THE INFANT SCHOOL PARENTS HAVING TO STEP INTO THE ROAD NEAR THE CROSSING
Palmer Road	Palmer Road has cars parked on the street and on foot ways.
Coxwell Road & Coxwell Street	Parked cars on Coxwell Road/Street near the roundabout cause it to be very congested at rush hour and long tail backs most days
Canada Lane	Parking by the infant school
Marlborough Street	Parking close to Marlborough Street, if that is full is difficult, as most spaces are full, especially close to 5pm.
Gloucester Street & Southampton Street	Parking in car parks should be made simpler to encourage their use. Inputting the required info. Into the ticket machine for a five minute stop or when it's pouring with rain discourages visiting the town centre for shopping.
Coxwell Road & Coxwell Street	Parking in Coxwell Street and Coxwell Road. Getting more and more difficult and dangerous, not helped by 3 camper vans parked outside the old Medical Centre. It is understood that the residents of the terraced houses in the area have nowhere else to park, so a solution tot he
London Street	Parking in London Street
London Street	Parking in London Street
Coxwell Road	Parking on Coxwell Road, close to the entrance to Haynes Close (and other cul-de-sacs / properties). The number of large vehicles parked along Coxwell Road, particularly caravans, makes it extremely difficult to pull out of Haynes Close safely because the visibility along Coxwell Road is so restricted. I have had a number of near misses myself in the last year when exiting Haynes Close and turning right onto Coxwell Road. At least one of my neighbours has actually collided with a car travelling along Coxwell Road when

FARINGDON PARKING STUDY

Coxwell Road & Coxwell Street	<p>pulling out of Haynes Close. It applies nearly all the time, although I notice it particularly when leaving for work on weekdays at about 7.40am, as the traffic is busy then.</p> <p>Parking on Coxwell Street - on the yellow lines, on the pavement etc. Parking on Coxwell Road - mainly the camper vans - this is unsafe as cars can't see to pull out of drive ways or side roads. Parking by the schools - Canada Lane parking is dangerous especially when lazy parents park on the double yellow lines. Parking outside the Junior School on the zigzags and parents who stop by town park to drop off / pick up children therefore blocking the road to and from Gloucester Street car park. Also parents who don't use the spaces in Gloucester Street car park, but just hover blocking the spaces and the road.</p>
Coxwell Road & Coxwell Street	<p>Parking on Coxwell Street / Road causes bottle necks.</p>
Stanford Road	<p>Parking on double yellow lines is not policed ANYWHERE in Faringdon. It would take too long to mention every street. Parking on double yellows causing obstructions</p> <p>Parking on Stanford Road on blind corner near Berners Way. There have been many near misses here.</p> <p>Also parking on Stanford Road when there is a Rugby match on. The parking can be solid all the way up the road with no passing spaces at all.</p>
Coxwell Street	<p>Parking on yellow lines on Coxwell Street on approach to mini roundabout - another accident waiting to happen.</p> <p>Pavement parking</p>
London Road & London Street	<p>People parking outside the shops on London Street. Cars and vans park outside the cake shop for over an hour blocking the road down the hill. They are NOT delivering any goods. When you come down the hill in the morning (9 to 12 o'clock) you know the road is going to be obstructed and that you will have look out for cars blocking the road so that cards coming up the road will be on your side of the road.</p> <p>Why can cars stop outside the chemist at the top of London Road (on double yellow lines), blocking the road ,and go into the chemist and spend 10 min waiting for their prescription and not get a parking ticket.</p> <p>This goes on most days.</p> <p>People in disabled bays without permits</p>

FARINGDON PARKING STUDY

Coxwell Road & London Street	<p>People on pavements and yellow lines in London Street and Coxwell Road. This causes a lot of congestion and makes getting in and out of the town difficult.</p> <p>People park where ever they like as there's no police presence.</p>
Coxwell Street & London Street	<p>People parking illegally on London Street and Coxwell Street and other areas of Faringdon (i.e. on double yellows or blocking the pavement) is not dealt with. I think this should be made a priority over ticketing people that are only a few minutes late back from their car having legally parked in one of the car parks! This is mainly in the daytime, on weekdays, between 9am and 5pm, I have noticed this.</p>
London Road	<p>People parking on London Road is a nightmare! You can't pass and can't see to pull out of Swan Lane. I nearly got hit by an oncoming car who just didn't give way although it was my right of way.</p>
Coxwell Road	<p>People parking on pavements</p> <p>People who work who take up the town slots for the whole day, people who park in the few disabled spaces, who are not disabled, and of course Coxwell Road with those camper vans ALL THE TIME. OBSTRUCTION!</p>
Pulling Close	<p>Pulling Close - restricted parking by police station which doesn't make sense</p> <p>often the only place my disabled son can get into the car safely! a disabled bay would be useful</p>
Pulling Close	<p>Pulling Close</p> <p>One of the few places near my house where i can get in and out of a vehicle in relative safety. restricted parking means this is rather problematic</p>
London Street	<p>Pulling out of Coach Lane has become extremely dangerous and I've had several 'near misses'. Cars park on the double yellow lines at the top of London Street (opposite and just up from the Folly pub) and block your vision when pulling out.</p>
Coxwell Road	<p>Road in can become congested due to the parking and large vans on Coxwell Road</p>
Gravel Walk	<p>Road really busy at school drop off 8.30am. Too busy/fast (angry drivers) to park in Gravel Walk at this time.</p>
Gravel Walk	See 7
Gravel Walk	see above
Gravel Walk	see above
Gravel Walk	See above.

FARINGDON PARKING STUDY

Coxwell Road & Highworth Road	See above. Highworth Road is not quite as bad as Coxwell Road, but the parkers are working on it. The wide grass verges along one side which used to be clear and tended (presumably owned by the Council) and were a credit to the town, now have a number of cars on them (not to mention the permanent skip). A sure sign that a town is going down in the world. And we had a Tourist Information Office?
Coxwell Road & Highworth Road	See answer to question 7.
Church Lane & Swan Lane	Shops Shops parking outside Swan Lane - some residents seem to be parking on double yellows at any time at all, and are getting increasingly cheeky about the days they do this for. Absence of enforcement? More likely, lack of parking facility, I feel. Church Lane also becoming busy, I feel.
Coxwell Road & Coxwell Street	The illegal cars parked on Coxwell Road/Street make it very difficult/dangerous for both traffic and pedestrians. Nobody seems to get fined or clamped for this illegal parking and it is non-stop. The parking is ridiculous as it prevents the easy flow of traffic towards the town, causing congestion in both directions. The new estate, is awful. If there was a fire the fire engine would not be able to reach the house.
Coxwell Street & London Street	The obvious ones - Coxwell Street and London Street, particularly London Street when you frequently have to drive blind when going in the Oxford direction, it is very difficult to see oncoming traffic. Problem largely caused by people stopping for takeaways and not using the car park behind Budgens.
Coxwell Road & London Street	The three big camper vans down Coxwell Road can cause very awkward congestion when there are big vehicles trying to pass. London Street is a mess, restrictions need enforcing. There is limited on street parking for those times when I just want to pick-up from the takeaway or post a letter and many of these spots seem to be used by residents or traders as their own personal space. Seems like this parking needs to be limited to 30 minutes only with no return in 4 hours during daylight hours. Having rules and charges etc. is one thing - enforcement is also necessary, and done in a fair and reasonable way i.e. a one-off minor offence should be

FARINGDON PARKING STUDY

	<p>treated with advice/warning - persistent offenders should be fined. If you want motorists to use the limited car parks, then they have to be well signposted, easily accessible, free and large enough to cope with the demand.</p>
Coxwell Road	<p>Three large campervans parked on coxwell road often cause hold ups with buses and cars. parking on the lines near the roundabout is a significant hazard coming from park road. why are they there if they're not enforced? Too many cars, not enough spaces</p>
Coxwell Street & London Street	<p>Too many lazy drivers parking on pavements, on yellow line and opposite other parked vehicles especially London Street and Coxwell Street during all times.</p>
Coxwell Road Market Square	<p>Town Centre & Coxwell Road Town centre access for HGVs delivering to shops and also double decker buses turning in market square due to illegal parking... again no enforcement! Town centre parking, yellow lines</p>
Bromsgrove, London Street & Westbrook	<p>Turning out of Westbrook is a problem because of cars parked inappropriately. Cars park on chevrons, pavements and verges making walking difficult on pavements and visibility non-existent when turning out into Bromsgrove. Parking on London Street opposite Mings, right on the corner make turning out very dangerous. Trades people park their vans there, and you can't see to pull out</p>
Fernham Road	<p>Use the leisure centre on a regular basis and I find trying to get up the road towards it is dangerous at school start and finish times, parents seem to park anywhere and drive too fast 20 m limit should be imposed and speed bumps</p>
Gloucester Street & Southampton Street	<p>We park in the designated car parks which put us within easy reach of the shops. Not having to pay for the first 2 hours is a big bonus</p>

FARINGDON PARKING STUDY

Coxwell Road, Coxwell
Street, Gloucester
Street, Highworth Road
& London Street

When traveling down Coxwell Road, just down from the Highworth Road junction, there are often hold-ups because of three camper vans parked close together in the road. They are quite wide and create a narrowing of the road, particularly where buses are concerned.

Further down the road and into Coxwell Street, parked cars create a situation where there are quite a few near misses when vehicles squeeze past them. This is especially so when people park both sides of the street. It just seems to be a complete free-for-all.

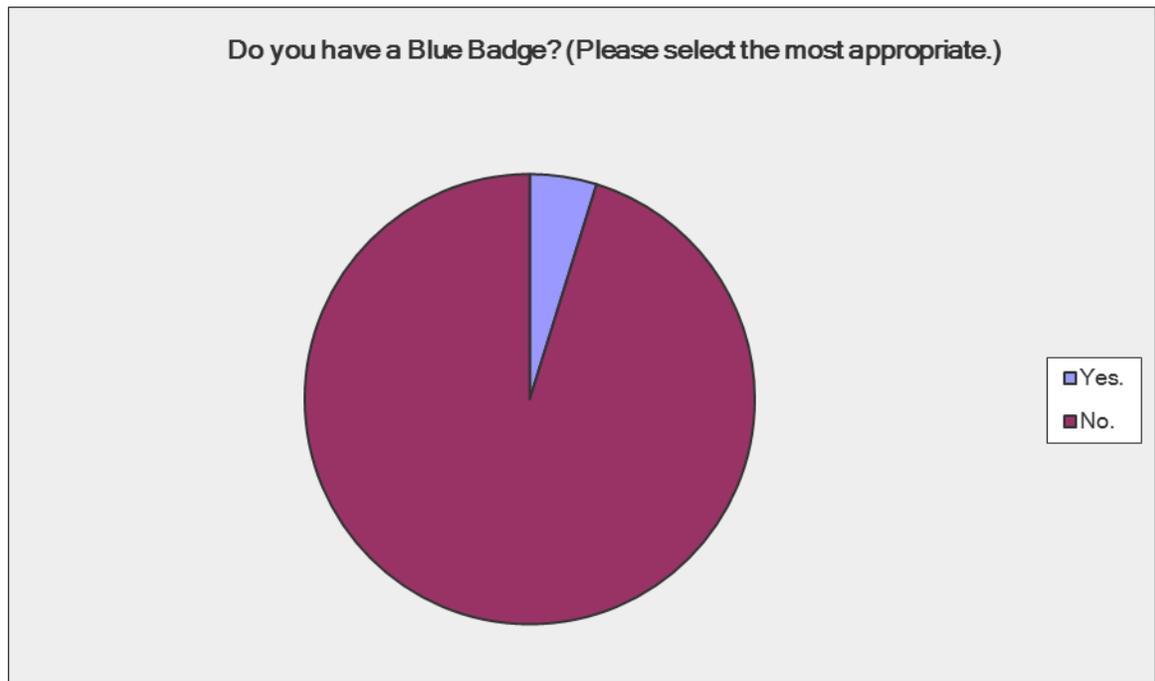
In Gloucester St. cars are parking on the road where it says Keep Clear, by the exit of the public car park. It means that a driver exiting from the Gloucester St car park has their view obscured.

In London St there is a lot of illegal parking on double yellow lines and this means the road is made narrow and difficult to drive along.

I think people should park in the Southampton St car park and walk to the shops in London St. It is not very far at all.

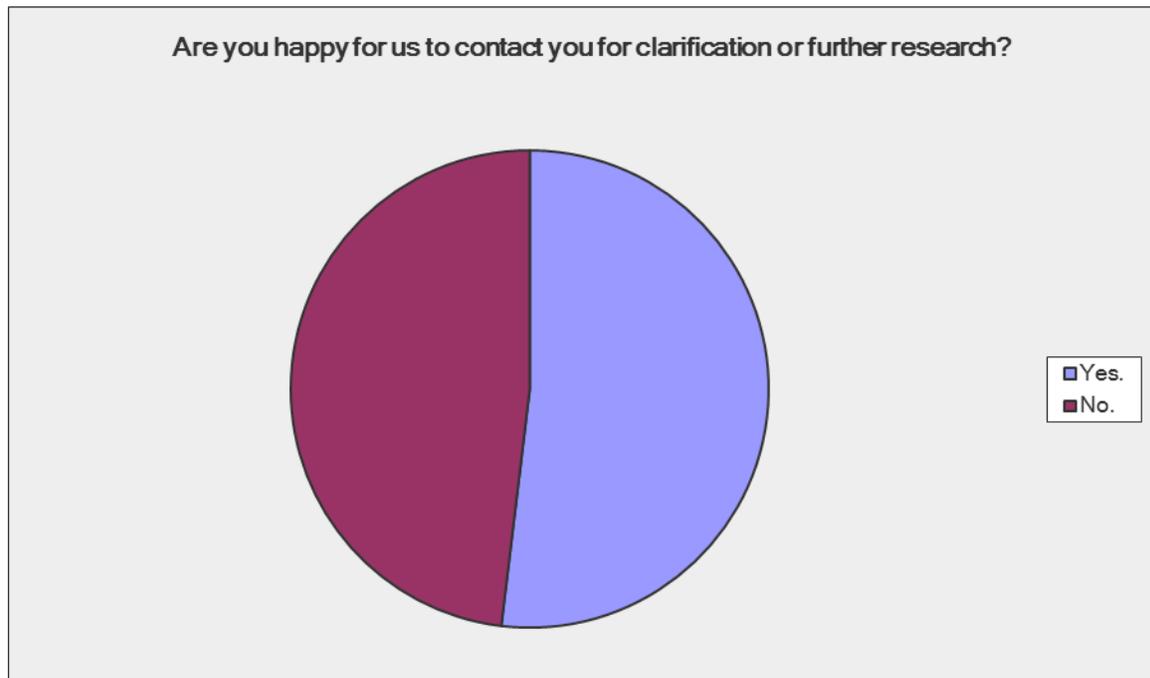
FARINGDON PARKING STUDY

Do you have a Blue Badge? (Please select the most appropriate.)		
Answer Options	Response Percent	Response Count
Yes.	4.8%	19
No.	95.2%	374
	<i>answered question</i>	393
	<i>skipped question</i>	12



FARINGDON PARKING STUDY

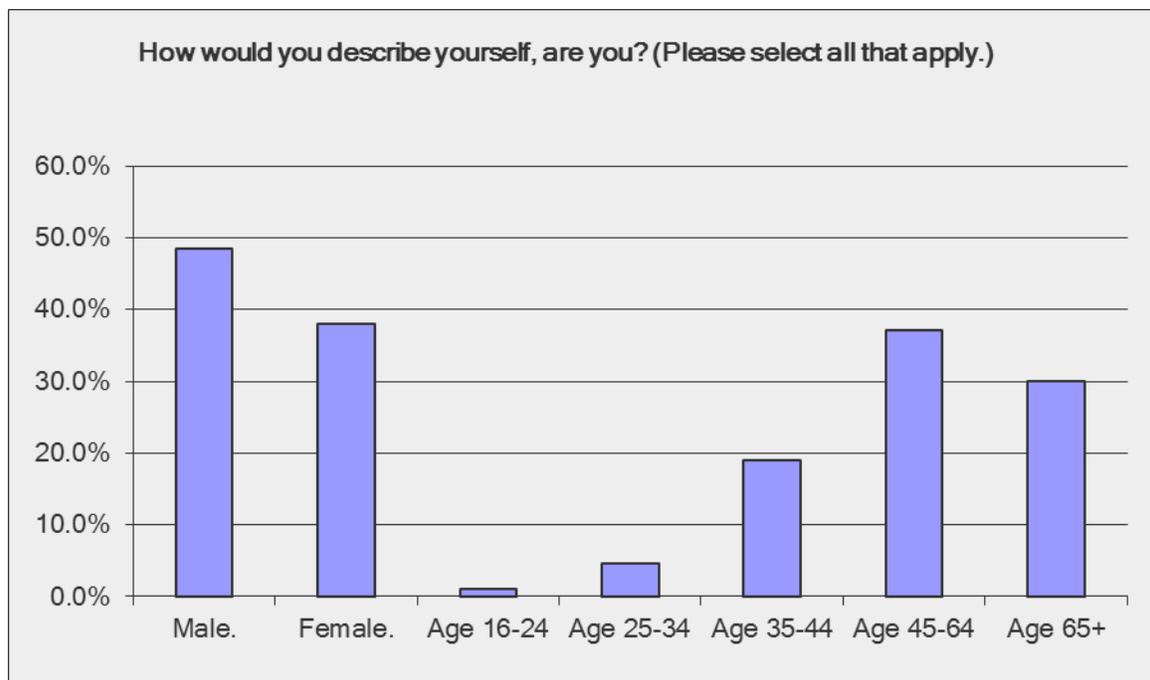
Are you happy for us to contact you for clarification or further research?		
Answer Options	Response Percent	Response Count
Yes.	51.9%	208
No.	48.1%	193
If Yes please include name, address, postcode and email		199
	<i>answered question</i>	401
	<i>skipped question</i>	4



FARINGDON PARKING STUDY

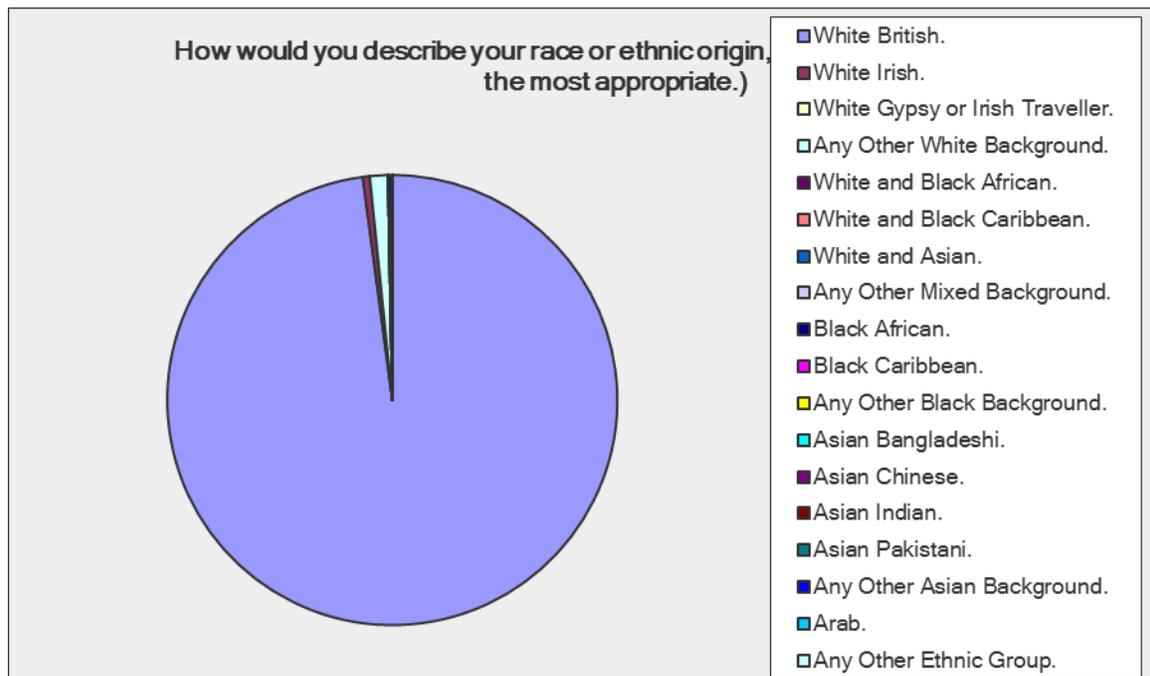
How would you describe yourself, are you? (Please select all that apply.)

Answer Options	Response Percent	Response Count
Male.	48.5%	190
Female.	38.0%	149
Age 16-24	1.0%	4
Age 25-34	4.6%	18
Age 35-44	19.1%	75
Age 45-64	37.2%	146
Age 65+	30.1%	118
<i>answered question</i>		392
<i>skipped question</i>		13



FARINGDON PARKING STUDY

How would you describe your race or ethnic origin, are you? (Please select the most appropriate.)		
Answer Options	Response Percent	Response Count
White British.	97.9%	381
White Irish.	0.5%	2
White Gypsy or Irish Traveller.	0.0%	0
Any Other White Background.	1.3%	5
White and Black African.	0.0%	0
White and Black Caribbean.	0.0%	0
White and Asian.	0.0%	0
Any Other Mixed Background.	0.0%	0
Black African.	0.3%	1
Black Caribbean.	0.0%	0
Any Other Black Background.	0.0%	0
Asian Bangladeshi.	0.0%	0
Asian Chinese.	0.0%	0
Asian Indian.	0.0%	0
Asian Pakistani.	0.0%	0
Any Other Asian Background.	0.0%	0
Arab.	0.0%	0
Any Other Ethnic Group.	0.0%	0
answered question		389
skipped question		16



FARINGDON PARKING STUDY

APPENDIX G – PARKING SURVEY RESULTS

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Compliance Surveys												
Illegal Parking												
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
London Street 31/10/2014	OAW	OUV	FAF	FAF	FAF	WBG	NHY	NHY	BUJ	BUJ	RUH	BUJ
	OUV	FAF	ATX	ATX	LPF	FAF	FAF	BUJ	FAF	CYO	BUJ	CYO
	FAF	ATX	JCV	JCV	PYY	PYY	OHH	CYO	SSZ	CVC	CYO	CVC
	RRY	PYY	MVM	MVM	UWS	WSL	OHP	FAF	OHP	FAF	CVC	FAF
		XVL	PYY	TTZ	WCZ	NXF	SEO	OHH	JXP	VVF	FAF	VVF
			REV	SCC	JYX	UWS	MVM	OHP	MWE	XOZ	VVF	XOZ
			FZR	PYY	BAA	ONF	NGZ	MVM	XTW	OHP	XOZ	OHP
			HDD	UUX			SXO	AZP		BFV	OHP	GXS
			OTS	REV			KKX	OXB		MCN	GXS	MVL
				OTS			PMO	EHW		YDF	MVL	GGP
							YYK				GGP	LRJ
							LZE				LRJ	
							JBE					
London Street 01/11/2014	NVM	NVM	NVM	NVM	NVM	NVM	PCU	PCU	RUH	RUH	RUH	RUH
	RUH	RUH	BUJ	RHU	RUH	RUH	BUJ	BUJ	PCU	PCU	PCU	PCU
	BUJ	BUJ	UNY	BUJ	UNY	UNY	UNY	UNY	BUJ	BUJ	BUJ	BUJ
	CYO	CYO	FAF	UNY	FAF	UOA	MUY	MUY	OAW	OAW	OAW	OAW
	UNY	UNY	VVF	FAF	VVF	FAF	TFV	NCC	NCC	NCC	NCC	NCC
	CVC	CVC	XOZ	VVF	XOZ	VVF	UOA	TFV	TFV	TFV	UOA	UOA
	FAF	FAF	XLH	XOZ	WWZ	XOZ	FAF	UOA	UOA	UOA	PUE	PUE
	VVF	VVF	MYJ	VTE	KZV	MVM	VVF	FAF	FAF	FAF	FAF	FAF
	XOZ	XOZ		DLE	LFM	HRC	XOZ	VVF	VVF	VVF	VVF	VVF
	FXL	PYY		MDX	HUK	ALY	YLR	XOZ	XOZ	XOZ	XOZ	XOZ
	PYY			VJZ		MZT	MVM	XRY	KKU	REG	BDX	
						LFM	LFM	LFM	CFM	GXG	HWF	
						HUK	HUK	HUK	HUK	YGU	LFM	
								GYB	REV	LFM	KAU	
								OHZ		HUK		
								XTW				
London Street 02/11/2014	NHY	NHY	RUH	RUH	KPT	TJB	NNV	TJB	TJB	ZFO	TJB	TJB
	RUH	RUH	PCU	PCU	RUH	RUH	TJB	NNV	RUH	TJO	RUH	RUH
	PCU	PCU	BUJ	BUJ	PCU	PCU	RUH	RUH	BUJ	RUH	BUJ	BUJ
	OAW	BUJ	OAW	OAW	BUJ	BUJ	PCU	PCU	OUV	BUJ	CCO	CCO
	CYO	OAW	CYO	CYO	WRU	UKH	BUJ	BUJ	ULC	ULE	OUV	OUV
	NCC	CYO	NCC	LDf	FAF	FAF	FAF	FAF	UKH	UKH	ULE	ULE
	LDf	NCC	LDf	WRU	VVF	VVF	VVF	VVP	FAF	FAF	LDf	LDf
	FAF	LDf	FAF	FAF	XOZ	XOZ	XOZ	XOZ	VVF	VVF	UKH	UKH
	VVF	FAF	VVF	VVF	JCV	EBM	BN7	BN7	XOZ	XOZ	FAP	FAP
	XOZ	VVF	XOZ	XOZ	OJF	GVC	PGC	LFM	BN7	BN7	VVF	VVF
		XOZ	ALY	CVV	LFM	LFM	LFM	YDF	LRL	OFM	KOZ	KOZ
				JVY		ULE	YDF	PFZ	LFM	LRL	BN7	BN7
									YDF	LFM	BUP	BUP
											PHY	PHY
											LFM	LFM
											XGN	
											EFM	
London Street 03/11/2014	CYO	FAF	NMJ	NMJ	FAF	FAF	FAF	FAF	FAF	FAF	BBJ	BBJ
	FAF	XOZ	FAF	FAF	XOZ	XOZ	KOF	KOF	KOF	KOF	FAF	FAF
	XOZ	MVM	XOZ	XOZ	OHP	OHP	XOZ	OHP	OHP	OHP	KOF	KOF
	MVM		MVM	YBA	EJL	HYF	OHP		FNE	CGX	OHP	OHP
	YPX		PYY	XME	MVM	EJL			LFM	LFM	OHE	OHE
			VJZ	MVM	PYY	MVM			AKR	XLX	LFM	LFM
				PYY	OSZ	RJZ					XTW	XTW
				YGU		ANR						XOZ
London Street 04/11/2014	EYP	EYP	VKB	VKB	TCJ	FAF	FAF	FAF	PCO	PCO	VC	EYP
	BBJ	FAF	TKD	PYY	VKB	VKB	VKB	VKB	OAW	OAW	CYO	VC
	FAF	TWE	PYY	LFM	UKZ	ZGF	KBZ	XLX	FAF	FAF	PCO	CYO
	BGZ	ALY	RFE	OTS	UWS	PGC	KTW	VXN	VKB	VKB	KCF	PCO
	ACY	OFJ	OFJ			UWS		EWB	MVM	LGA	CCO	KCF
								LCF	LFM	LFM	OAW	CCO
									YSX		FAF	OAW
											VKS	FAF
											KOF	VKS
											ETX	KOF
											UEW	ETX
											CJE	UEW
											LFM	CJE
											EMX	LFM
												EMX

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Compliance Surveys												
Illegal Parking												
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Coxwell Street 31/10/2014	CPU	CPU	CPU	CPU	CPU	CPU	WKD	WKD	WKD	WKD	WKD	WKD
	WKD	WKD	WKD	WKD	WKD	WKD				CYZ	KWD	KWD
	JXP	JXP									YUB	YUB
												JXP
Coxwell Street 01/11/2014	HJK	HJK	NVW	NVW	CPU	CPU	CPU	PBW	SOU	SOU	JYA	JYA
	ZDU	ZDU	JXP	GUK	JXP	JXP	ZVA	ZVA	LGK	KWD	SOU	SOU
	JXP	JXP	ZVA	JXP	ZVA				HJK	OAG	YUB	YUB
	ZVA			ZVA					KWD	ABU	BN7	BN7
									ABU	FBW	KWD	KWD
									FBW	ZVA	ABU	ABU
									ZVA		FBW	FBW
											ZVA	ZVA
Coxwell Street 02/11/2014	SOU	SOU	HJK	HJK	SOU	HJK	PZM	PZM	PZM	SOU	KWD	NVW
	HJK	HJK	GUK	GUK	HJK	NVW	HUA	HUA	SOU	HUA	PZM	ABU
	GUK	GUK	ABU	ABU	ABU	ABU	NVW	NVW	HUA	NVM	YUB	FBW
	ZZS	ZZS	FBW	FBW	FBW	FBW	ABU	ABU	NVM	ABU	CDX	FDD
	ABU	ABU	FDD	FDD	FDD	FDD	FBW	FBW	ABU	FBW	HVA	ZUA
	FBW	FBW	ZVA		ZVA	ZVA	FDD	FDD	FBW	FDD	NVW	
	FDD	FDD	YOG		NVW		ZVA	ZVA	FDD	ZVA	YZV	
	ZUA	ZUA									CZM	
											ABU	
											FBW	
											FDD	
											ZUA	
Coxwell Street 03/11/2014	CPU	CPU	NVW	NVW	OUU	RFE	NVW	NVW	HJK	SOU	CYY	NVW
	NVW	NVW			RFE	NVW			NVW	HJK	SOU	
	ALU	ZVA			NVW					NVW	PZM	
	ZVA										HJK	
	CYY										NVW	
											OSW	
										KWD		
Coxwell Street 04/11/2014	NVW	NVW	GKU	NVW	NVW	NVW	NVW	NVW	SOU	SOU	KWD	KWD
			NVW						NVW	NVW	SOU	SOU
											ZTC	NVW
											NVW	ABU
											ABU	
											FBW	
										WOX		

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Compliance Surveys												
Illegal Parking												
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Gloucester Street 31/10/2014	YZY	HFJ	HFJ	HFJ	HFJ	HFJ	VWT	VWT	HFJ	XYH	XYH	XYH
	LBF	LBF	LBF	LBF	LBF	LBF	GZX	GZX	GZX	HFJ	HFJ	HFJ
	GZX	GZX	GZX	GZX	GZX	GZX	VEA	VEA	VEA	GZX	GZX	GZX
	SXR	UKM	WZD	RJK	VFA	VEA	RFH	RFH	RFH	WVX	VEA	VEA
		SXR	EOS	VEA	NXF	RFH				JGH	WVX	WVX
		EOS	YZY	EOS		YJA				UEB	JGH	YJA
		YZY		YFV						UEB	JGH	JGH
				AKR							UEB	UEB
				YZY								YZY
Gloucester Street 01/11/2014	XME	XME	XME	TXP	XYH	XYH	YJO	YJO	YJO	YJO	YJO	YJO
	TXP	TXP	TXP	XYH	TXP	TXP	TXP	TXP	TXP	XYH	AVX	VMD
	XYH	XYH	XYH	JUA	JUA	JUA	XYH	XYH	JUA	XYH	AUX	AUX
	CWJ	CWJ	BSF	BSF	BSF	BSF	JUA	JUA	BSF	JUA	JUA	JUA
	BSF	BSF	VEA	YJA	YJA	YJA	BSF	BSF	LBF	BSF	BSF	BSF
	VEA	VEA	WVX	WVX	WVX	WVX	YJA	YJA	YJA	YJA	YJA	YJA
	WVX	WVX	UEB	UEB	UEB	UEB	WVX	WVX	WVX	WVX	WVX	WVX
	JGH	JGH	AYF	AYF		DVU	UEB	UEB	UEB	UEB	UEB	UEB
	UEB	AYF	FYH	FYH			JEN	JEN	JEN	JEN	JEN	JEN
Gloucester Street 02/11/2014	YJO	YJO	XYH	AVX	YJO	AVX	JXH	JXH	JXH	WTT	UAU	UAU
	AVX	AVX	JUA	JUA	AVX	WRF	AVX	AVX	WRF	UAU	JXH	YJO
	XYH	XYH	BSF	BSF	WEF	BSF	WRF	WRF	OEK	JXH	YJO	WRF
	JUA	JUA	YJA	YJA	BSF	YJA	OEK	OEK	YJA	YJO	WRF	YJA
	BSF	BSF	JEN	JEN	YJA	XME	YJA	YJA	XME	WRF	CFC	XME
	YJA	YJA			XME	JEN	XME	XME	UEB	YJA	YJA	UEB
	WVX	WVX			JEN	UEB	JEN	JEN		XME	XME	
	UEB	UEB			UEB		UEB	UEB		LFW	ULK	
	JEN	JEN								ULK	UEB	
										UEB		
Gloucester Street 03/11/2014	WRF	WRF	WRF		RPA	RPA	XME	RPA	VWT	VWT	VWT	VWT
	ULK	VRP	XKY		XKY	XKY	RPA	XKY	YJA	XJW	YJO	YJO
							XKY		RPA	YJA	YJA	YJA
									OTR	UAU	UAU	UAU
										CFC	CFC	CFC
										RPA	UEB	RPA
										OTR	RPA	
										RRY		
Gloucester Street 04/11/2014	VWT	VWT	VWT	VWT	UAU	UAU	NVZ	NVZ	WRF	YJO	YJO	WRF
	ALY	HLZ	FFE	XKY	VWT	VWT	JNJ	WAE	XYH	WRF	WRF	XYH
	GGY	JNJ		UAN	JNJ	JNJ	XKY	JNJ	CRC	XYH	XYH	CBO
	TXR	EEX			RPA	RPA	JEN	AAN	JEN	CFC	CBO	CFC
	JNJ	AKR			XKY	XKY		XKY	CDX	JEN	CFC	JEN
	PXN							JEN	UEB	CDX	JEN	UEB
										UEB	UEB	

FARINGDON PARKING STUDY

Faringdon Parking Survey		Compliance Surveys	Number of Vehicles Illegally Parked													
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	Ave
31/10/2014	Friday	London Street	0	4	5	9	10	7	7	13	10	7	10	12	11	9
01/11/2014	Saturday	London Street	0	11	10	8	11	10	13	13	16	14	15	14	10	12
02/11/2014	Sunday	London Street	0	10	11	11	12	11	12	12	12	13	13	17	15	12
03/11/2014	Monday	London Street	0	5	3	6	8	7	8	4	3	6	6	7	8	6
04/11/2014	Tuesday	London Street	0	5	5	5	4	4	5	4	6	7	6	14	15	7
		Average		7	7	8	9	8	9	9	9	9	10	13	12	9

Faringdon Parking Survey		Compliance Surveys	Number of Vehicles Illegally Parked													
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	Ave
31/10/2014	Friday	Coxwell Street	0	3	2	2	2	2	2	1	1	1	2	3	4	2
01/11/2014	Saturday	Coxwell Street	0	4	3	3	4	3	2	2	2	7	6	8	8	4
02/11/2014	Sunday	Coxwell Street	0	8	8	7	5	7	6	7	7	7	7	12	5	7
03/11/2014	Monday	Coxwell Street	0	5	3	1	1	3	2	1	1	2	3	7	1	3
04/11/2014	Tuesday	Coxwell Street	0	1	1	2	1	1	1	1	1	2	2	7	4	2
		Average		4	3	3	3	3	3	2	2	4	4	7	4	4

Faringdon Parking Survey		Compliance Surveys	Number of Vehicles Illegally Parked													
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	Ave
31/10/2014	Friday	Gloucester Street	0	4	7	6	9	5	8	4	4	6	7	8	9	6
01/11/2014	Saturday	Gloucester Street	0	9	10	9	9	7	8	9	9	9	9	9	9	9
02/11/2014	Sunday	Gloucester Street	0	9	9	5	5	8	7	8	8	6	10	9	6	8
03/11/2014	Monday	Gloucester Street	0	2	2	2	0	2	2	3	2	4	8	7	6	3
04/11/2014	Tuesday	Gloucester Street	0	6	5	2	3	5	5	4	6	6	7	7	6	5
		Average		6	7	5	5	5	6	6	6	6	8	8	7	6

Faringdon Parking Survey		Compliance Surveys	Number of Vehicles Illegally Parked													
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	Ave
31/10/2014	Friday	Total	0	11	14	17	21	14	17	18	15	14	19	23	24	17
01/11/2014	Saturday	Total	0	24	23	20	24	20	23	24	27	30	30	31	27	25
02/11/2014	Sunday	Total	0	27	28	23	22	26	25	27	27	26	30	38	26	27
03/11/2014	Monday	Total	0	12	8	9	9	12	12	8	6	12	17	21	15	12
04/11/2014	Tuesday	Total	0	12	11	9	8	10	11	9	13	15	15	28	25	14
		Average		17	17	16	17	16	18	17	18	19	22	28	23	19

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Car Park Surveys												
					Car Park	No	55					
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Southampton Car Park 31/10/2014	RYB	UHO	NJU	DIG	RZU	BZM	BZM	BZM	CGX	OMO	WXW	WLU
	CDF	SVU	RHU	RHU	UCE	SUY	LMN	XTW	LHL	KVL	WLU	VIL
	XUX	WEC	CAM	CAM	NWB	UCE	HRX	XPJ	PUD	NTA	VIL	VEU
	EVD	ATR	ORP	ORP	MZO	NWB	JCD	GXT	DVX	VJV	VEU	GHR
	WDO	UCH	WTG	WTG	XTM	XTM	DHA	HRX	FGK	AKR	GHR	AKR
	KXX	DCW	EFC	VTT	ORX	ORX	FYX	JCD	AXN	EAW	AKR	HNT
	KVL	XUX	MMW	MMW	KHB	KHB	DEG	DHA	CBY	WLU	HNT	CNV
	UER	MDG	XLF	XLF	WOA	ZFT	WYU	YPD	RXN	CAO	CNV	JXN
	GZW	RHR	RHX	RHX	UCJ	XFE	LUD	DEG	VDO	CNV	ZPK	GZG
	UHT	BEX	RWZ	VSX	ATN	VDJ	DXD	ZZB	PKF	JXN	JXN	EAW
		CGX	XHP	MWG	XFE	DLU	WCY	LUD	WBY	MCT	GZG	VSG
		EUD	XYO	YHP	HDV	HLC	XDM	SWN	MOV	CBY	EAW	CCV
		GGK	VCI	XYO	DLV	DLZ	RXN	WCY	BNV	GZG	VSG	KVL
		CDF	ENU	UCJ	HLC	CFM	UCS	RXN	JCH	YNX	CCV	OMO
		EBV	LGH	ZFP	TOV	BTR	NDK	UCS	FDD	XKJ	KVL	
		HYR	FWU	FWU	EFL	LHX	XHO	WUG	AKR	EVN	OMO	
		KVL	MMG	KGY	XYA	XYA	EVJ	NXM	HPY	YSD		
		KXX	ATR	EEV	YXW	YXW	EPK	NDK	EYX	VEU		
		RVJ	EEV	EPC	DBX	KMJ	FNT	XHO	FOH			
		UER	EPC	PNK	LJW	YCH	GWL	EVJ	CDX			
		WRG	PNK	BGK	TPX	XAR	GEU	EPK	ERP			
		GZW	FBD	FBD	MRX	LJW	OAO	NRO	BMH			
		UHT	UGZ	YNT	VXO	MRX	AKR	GWL	UYN			
			AHG	EZP	CKY	OGM	OGG	OAO	KVL			
			VND	UXM	KJN	DFC	DMZ	AKR	FNR			
			NKO	DHY	GPZ	CAC	OOL	HPY	YHN			
			FMG	FJO	BUG	KJN	ZGA	UOA				
			WVC	VND	MFA	WCG	ZTR	LGE				
			UDS	JCO	ULN	MFA	WXM	XPO				
			FJO	GUN	BKR	TOV	DWC	MHZ				
			FTT	WVC	YDZ	PW	OBE	OBE				
			DXS	EKY	YJY	CFZ	WXL	FZC				
			UXM	UDS	JVH	JVH	TRZ	VOC				
			EZP	BXX	YHN	YHN	HPT	WXM				
			BSU	JSB			WCG	CNA				
			WVP	HYR			CLU	CDX				
			KLM	DRZ			ZPP	YYN				
			JST	NMY			CFZ	HPT				
			UHR	RVJ			YHN	CFZ				
			BXX	UER			AHW	FKY				
			JSB	BSU				OCY				
			HYR	WVP				YHN				
			DRZ	CWR				CFZ				
			XAM	CHX				HPT				
			RVJ	MXR								
			UER	PUA								
			UXL	YPU								
			PUA	OBX								
			GAD	DPO								
			EMN	DYS								
			ORH	GDE								
			GDE	HKW								
			GZW									
			UHT									
			OBX									

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Car Park Surveys												
Car Park												
No 55												
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Southampton Car Park 01/11/2014	AWG	YSM	WZX	FTT	DWA	YCP	YCU	YCU	VDO	OBL	APV	APV
	XNE	ONN	CPY	NYN	GKV	GKV	HPX	HPX	AFG	VVZ	OBL	OBL
	ZDD	ZXE	UVX	RNM	BND	BND	BGU	WED	YIO	WFP	MNH	MNH
	WPL	LCY	YUX	BUO	OEZ	OEZ	WED	JSK	UUX	UWF	YAV	YAV
	OMO	NNX	BUO	YKU	VKS	VKS	JSK	ZKM	OBL	COU	LFJ	LFJ
	KVL	PKF	UPP	AUA	OYE	BBF	ZKM	KVM	VVZ	HXP	VLM	VLM
		ZDD	VKM	MTF	BZC	OYE	KVM	BEP	WFP	UWL	RNO	RNO
		XNE	NGG	8MR	VUY	GOX	HLO	JLO	CGX	YBM	SRF	SRF
		NWZ	OTP	ZNH	SVW	VUY	NIA	ZGN	FAJ	LOF	GZA	GZA
		DDZ	EGH	CRW	FCZ	FCZ	PSO	VVO	XLW	HRJ	KLA	KLA
		RRX	TKE	KNU	CXY	XBO	URY	CKY	MVD	NFJ	ZPX	ZPX
		JZW	LUL	SML	HUK	VTT	CWS	GYE	UWF	TWZ	NUD	NUD
		OMO	CVN	VLM	LXH	LXH	WBV	MLF	NFJ	YMV	BXB	BXB
		KVL	CZD	MVC	HTC	TGY	SXX	MXI	YMV	OWO	WFP	WFP
			MVC	HWN	JDP	UNW	VVO	OMO	TWZ		YDF	YDF
			GBE	HHB	VNW	DJD	ZGN		OMO		UWF	UWF
			XXC	FBF	MDF	NCO	EES				VVY	VVY
			UEC	SFV	UNW	YXP	GYE				SSU	SSU
			FYC	ALO	DHY	TBU	MXI				VOD	VOD
			MYH	UFD	RKH	CWS	RKY				HXP	HXP
			KRE	FFS	URY	RNO	OMO				GVP	GVP
			RDU	OAM	YER	UVZ					GNU	GNU
			OAM	MYO	YXP	SAA					TWZ	TWZ
			MYO	NCF	GGO	URY					GPX	GPX
			ZBE	BFM	EKG	ZDW					YMV	YMV
			LNG	FGN	UOC	EUD					OMO	OMO
			CFT	NMK	JFH	JZT						
			HJH	HTC	UVZ	YUR						
			EKY	HZG	SAA	RKY						
			OYM	HVP	ZDW	TJO						
			FCJ	PNY	LYA	DPU						
			DFO	VCD	LZO	JSB						
			XRO	JYL	TJO	OMO						
			JXL	UYJ	EUD							
			JYL	UWJ	GGE							
			ZWZ	YUR	YUR							
			DPO	BUV	DNO							
			MGV	NBA	PJH							
			RDD	LZO	ZDL							
			YPD	ZWN	AAO							
			PJH	ZWZ	TGO							
			FFP	DPO	FFP							
			POV	LCC	JSB							
			OMO	FFP	OMO							
			ZNO	JSB								
				OMO								
				HSC								
				YPD								
				PJH								

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Car Park Surveys												
Car Park												
No												
55												
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Southampton Car Park 02/11/2014	OBL	ZWP	EKE	EKE	TCJ	EKE	OBL	OBL	OBL	OBL	ZSP	OBL
	ENV	WBV	ZWP	NBJ	EKE	NBJ	GHB	GHB	XBR	BDZ	OBL	RPA
	MWM	OBL	WBV	WBV	NBJ	OMF	XTD	HLM	XTD	XTD	RPA	OLO
	YDF	XGK	OBL	OBL	OMF	OBL	WRE	XTD	FZK	CWX	OLO	XTD
	XTD	RKZ	MSV	VRW	OBL	GHB	LRL	WHS	TWZ	FZK	XTD	WKD
	DFL	EEY	PVF	MWJ	KFT	KBA	MTE	WRE	WPL	WPL	WKD	BXX
	MTE	XBO	MWJ	UFG	GHB	PKJ	HXP	LRL	YSU	TWZ	BXX	WLN
	MWE	EXM	UFG	EHK	PKJ	TLX	TWZ	MTE	FAJ	FEP	WLN	TWZ
	KVL	EHK	EXM	ZVK	TLX	KJO	WPL	HXP	OMO	OMO	TWZ	FEP
	YMV	ENV	EHK	PKJ	KJO	AHF	UHB	TWZ	JYX	FAJ	MWE	OMO
	TWZ	HJC	DFL	OXF	WZY	KKB	OMO	UHB	AUH	AUH	FEP	AUH
	OMO	VKM	HJC	GZH	AHF	XTD	PFZ	WPL	KVL	KVL	OMO	KVL
	DCF	JRU	VKM	EKA	KKB	ZLN	FAJ	FAJ			AUH	
		UHD	PKJ	YDF	XTD	UNJ	AUH	OMO			KVL	
		VVY	ARF	MWM	OKN	MTE	TJB	AUH				
		ARF	EKA	XTD	UNJ	GFJ		TJB				
		DFL	OOA	MMK	BKL	LRL						
		EKA	YDF	KTE	NKO	FZK						
		OOA	MWM	UNJ	MTE	PHA						
		YDF	XTD	MTP	NAM	WPL						
		MWM	MMK	ZGP	GFJ	WZM						
		XTD	KTE	MTE	FZK	TWZ						
		FXZ	UNJ	AVU	WZM	RHY						
		KTE	SNJ	SWO	PHA	ETL						
		AXU	OGO	OGO	TWZ	CDF						
		SNJ	SWO	ZFT	OCK	JJO						
		MTE	AVU	ODX	YMV	FAJ						
		MTP	MTE	PHA	EEP	DAK						
		MWE	ZGP	WZM	RHY	OCK						
		KVL	MTP	EJJ	ETL	OMO						
		OSX	ODX	YNS	CDF	YMV						
		YMV	PHA	RHY	JJO							
		TWZ	KVL	ETL	FAJ							
		ZBD	WZM	OSX	OMO							
		HXC	EJJ	YPZ	DCF							
		UNH	YNS	YMV	YMV							
		OMO	OSX	FAJ								
		DCF	YPZ	OMO								
			YMV	DCF								
			DXD									
			RHY									
			ETL									
			HXC									
			OMO									
			DCF									

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Car Park Surveys												
					Car Park	No	55					
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Southampton Car Park 03/11/2014	DVV	XCE	ZTM	AOU	MBA	YDT	KEZ	KKY	XRP	VZR	LNV	LNV
	VPG	OOX	AOU	UER	YDT	SAL	VLP	ZWT	VZR	VIL	LJC	LJC
	NSK	DVV	TCX	KSZ	CLU	RUH	XPO	XPF	OED	OED	YSY	YSY
	EFM	ALO	KSK	NFN	SVU	HTV	CWV	LKN	COH	KHK	OBL	OBL
	MJF	GLE	UTZ	USZ	SAL	EBA	CCL	JHJ	YDY	XFE	WLU	WLU
	EVD	XHD	VCY	LZB	RUH	SKJ	SOJ	SOJ	KBZ	UKD	YTV	YTV
	CDF	OWN	VJO	VKW	HTV	GMR	XXC	NMK	XUZ	KTK	JYR	JYR
	USG	CDF	FWU	GKF	HSC	EPK	OAD	NEG	JXT	WBY	OHG	OHG
	KVL	HVP	USZ	VJV	NBE	BHY	LRE	WUG	SZW	OAM	XBU	XBU
		YNX	NFN	URW	GMR	CFZ	PTY	OAO	NPZ	OKK	EAW	EAW
		FKY	OUX	OOA	EPK	SNF	HVA	XFT	LKC	SSE	JXN	JXN
			DFL	DJJ	VJV	DFL	FGM	WRO	SSG	SSG	SXU	SXU
			URW	OUX	YDF	OJK	JFH	HVA	FFC	BYV	MXC	MXC
			OOA	DFL	XJC	TFA	XNE	FGM	EOB	FFC	LWC	LWC
			KLM	XEL	DFL	GGK	UUW	JFH	GUH	BPK	FAJ	FAJ
			FOD	HJD	YPN	FKV	OOF	XNE	WPL	GOB	OMO	OMO
			BAK	FES	VLI	YEY	EUE	YWO	OMO	GUH	WPL	WPL
			AHE	ZTM	NBW		AXN	MDX	SHZ	CWZ	UHT	UHT
			FES	DFO	AXZ		VJD	OOF	AXN	OMO	PP	PP
			DFO	NBW	GXM			SCO		WPL	FEP	FEP
			LVN	BWY	PVZ			ACO		FLD	AUH	AUH
			JUE	JUE	NBL			XTF		SHZ		
			VGS	UIO	FKV			UXP		BPK		
			NRB	LRD	VJD			FFS		OKT		
			FWC	XKL				JNX		HVA		
			XKL	VJD				AXN				
			YFV					VJD				
			VJD									

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Car Park Surveys												
Car Park												
No												
55												
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Southampton Car Park 04/11/2014	NVJ	NVJ	AGO	AGO	KDZ	KDZ	HNJ	HNJ	NXU	UFC	EKB	EKB
	UDZ	CPV	XOW	XOW	WPJ	ENF	NVP	MTX	CGX	UEM	OBL	OBL
	YED	UDZ	VBA	OKK	DVC	EKY	HFV	QBF	XFE	DLE	GZH	GZH
	VPG	YED	FZS	RKU	EKY	GXG	WCW	OTC	HLM	CGX	APG	APG
	EFM	BGO	HTV	NFC	GXG	SVU	BAA	WCW	AKR	YUD	AKR	AKR
	UEO	NBE	UAE	UAE	BXX	KAA	XOW	CWK	UGZ	JKF	LYK	LYK
	XUV	AFX	HSC	HSC	YMA	TXP	BYB	HXP	KZL	YUC	JXN	JXN
	MJF	WPV	CFC	CFC	JRU	AOH	OFZ	ABZ	CTZ	AKR	YPP	YPP
	JHJ	LHX	GNU	FHW	JVH	UUM	GGJ	XBX	FAJ	CTZ	EAW	EAW
	NSK	XKX	WPV	UES	AOH	GLE	LYP	HTZ	YFE	KOD	WLU	WLU
	GVF	UEO	UES	LDL	UUM	JYB	ABZ	WTD	MTE	UEM	YFE	YFE
	CDF	XUV	XKX	ZPZ	GLE	WKN	XBX	HYF	VYL	MTE	FKW	FKW
	VYW	MJF	LDL	VND	OKV	ORU	WTD	KZL	BMH	ZYA	FWL	FWL
	EVD	RBY	YUL	WKN	WKN	FMG	HYF	CVX	EHL	YFE	WRR	WRR
	PKC	WKN	JBE	NFN	ORU	ZFT	KYB	KRE	LWW	SVU	OTP	OTP
	PKC	NSE	VND	DLV	FMG	JHR	BZC	ZRT	DZD	DTF	JGH	JGH
	ZRT	GFJ	WKN	DFC	GTZ	PDG	ZXB	YWO	OMO	EHL	FEP	FEP
	XAM	OOA	NFN	AKR	GWJ	BRD	KZL	MCT	AUH	JGH	UHT	UHT
	BUG	JJC	DLV	NNB	JHR	BAK	CVX	JZM		OMO	OMO	OMO
	FKY	PXX	GUG	AYB	CAM	VKW	ORW	HJV		AUH	AUH	AUH
	YAJ	LTD	AKR	RDU	BRD	JPS	YTX	ERP				
		WZD	LAM	CAM	MYJ	NMV	VAM	XPO				
		CDF	AYB	DVC	BAK	JMW	MCT	YEJ				
		HVP	RDU	EUN	VKW	EWU	HJV	CKP				
		SPX	CAM	CYO	JPS	CDX	ZNG	PHA				
		RCX	JUE	GGO	LFH	NNK	CKP	ODC				
		UWL	WLV	BVG	ACO	BNU	WYA	PVZ				
		ZRT	CRJ	SSG	TOH	LXU	PVZ	YHN				
		ZHB	JKG	DLZ	LWL	YHN	YHN	KVL				
		XAM	VJV	JKG	JMW	OHZ	KVL					
		ZZF	DLZ		GJA							
		EUD	SSG		XUG							
		JMC	KBP		CDX							
		BVZ	NHU		AYA							
		AOE	CYO		LXU							
		BVZ	ZZF		NNK							
		FSS	LBN		NFJ							
		FKY	FVK		KKY							
		BWX	FGC		GMR							
		YHN	DTZ		BWX							
		YAJ	VNU		YHN							
			UEU		LXU							
			WHW		HVT							
			DCY		YAJ							
			FSG									
			DMU									
			ZXH									
			FSS									
			KHB									
			BWX									
			CWF									
			MXO									
			EXD									
			YRL									
			HYF									
			YHN									
			YAJ									

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Car Park Surveys												
Car Park No 48												
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Gloucester Street Car Park 31/10/2014	VVT	VVT	JNX	JNX	TYW							
	LFW	LFW	ALO	YCE	OXO	OXO	XXP	XXP	EAY	MKD	CFC	CFC
	VBT	VBT	DRZ	TYA	VBT	HWW	EPC	EPC	VYW	CPC	MKD	MKD
	VKL	VKL	TYA	VBT	KXP	VSC	KXP	KXP	AFZ	TXE	UBU	UBU
	FJO	FJO	VBT	VRO	PPH	VUN	HJC	WHB	GXR	VYW	DSX	DSX
	VRO	VRO	VKL	AFZ	HWW	VBT	AFZ	AFZ	ENY	UBU	VYW	VYW
	AFZ	AFZ	VRO	YLP	CDC	KXP	YRC	YRC	UBU	DSX	TXE	TXE
	VYW	VYK	FVW	VXM	XOP	XOP	FBW	UBU				
	EAY	VYW	GMF	OJE	WWN	WWN	FJD	VYW				
	NBE	EAY	AFZ	GDP	EAY	EAY	LZJ	EAY				
		LKN	JBE	CTR	VYW	VYW	UBU	EAY				
		NBE	XMT	VEF	VSC	KDZ	ZPN	YJP				
			YBC	BXY	YKP	AFZ	KDZ	RGC				
			VYW	XMT	AFZ	SMB	VYW					
			EAY	LVK		XPN	EAY					
			PCR	YBC			DNE					
			NBE	VYW			YJP					
			CWK	EAY			VUN					
			RYK	CWG								
				REG								
Gloucester Street Car Park 01/11/2014	TYW	TYW	TYW	TYW	TYW	TYW	TYW	CBW	MKD	MTE	MTE	
	VVT	VVT	EXM	BUV	OEK	HYG	PFY	PFY	MKD	KOL	HXC	HXC
	OEK	NWC	EZU	ZTU	CFC	GZA	GZA	YFT	CFC	GZA	HTL	HTL
	XCY	OEK	EGY	NWC	JUW	YCE	YCE	CFC	VYW	CFC	HGJ	HGJ
	FLV	XCY	NWC	YVL	YXH	OEK	LFW	JDF	ZWJ	VYW	AGO	AGO
	CFC	VJZ	HYG	HYG	HYG	WVE	SXU	VYW	KXP	ZWJ	USW	USW
	ZZX	FLV	JGV	OEK	GZA	CFC	KOL	GZA	HVL	XMP	NXP	NXP
	VYW	GBO	LOK	TEY	YCE	JUW	CFC	KUB	XMD	WPL	UXM	UXM
	WPL	CFC	KXP	CFC	GFU	VYW	JYV	KXP	WPL		MKD	MKD
	VDY	EUT	WTT	VFC	KXP	YWL	PMU	YSL	XXP		KOL	KOL
		VYW	KJF	VYW	VYW	KXP	XXP	XMD	GZA		JAP	JAP
		WPL	VNJ	KJY	YWL	LND	VYW	XGO	KOL		UEX	UEX
		TFS	GKE	KRE	XUD	NFN	KXP	GXR			OEK	OEK
		ECW	TYC	JHY	CWK	XXP	WMK	WPL			CFC	CFC
		WTT	WDG	KTG	XMD	WPL	WPL	XXP			KFW	KFW
			WXK	KXP	UFG	YBC	GGZ	PMU			VYW	VYW
			WPL	XMD	KKZ	WWM	GXR	JYV			XME	XME
			XXP	UFG	VNJ	KOL	XMD	KOL			WPL	WPL
			KTG	VNJ	LND	XCY					XSW	XSW
			JHY	OCB	NFN						LDM	LDM
			OTC	GKE	WPL						UZA	UZA
			KJY	WDG	XXP						HFV	HFV
			VYW	FHS	NJN						EUA	EUA
			KLS	WPL	YBC						ZWJ	ZWJ
			VFC	XXP	KOL						XMD	XMD
			CFC	KLS	XCY						NOG	NOG
			ESO	DJJ	NWC						YXU	YXU
			NLJ	ESO	YZF						JHS	JHS
			KOL	NU							ZRG	ZRG
			UJG	KOL							WZO	WZO
			VJZ	DGU							AYZ	AYZ
			OEK	XCY							XOP	XOP
			XCY								SSZ	SSZ
											RGV	RGV
Gloucester Street Car Park 02/11/2014	MKD	BCU	WXY	WXY	XWN	GZA	GZA	GZA	GZA	GZA	HTL	HTL
	CFC	AOJ	YXV	YXV	GZA	HTL	HTL	HTL	EUT	EUT	GZA	GZA
	OEK	MKD	HTL	HTL	DFD	BZD	WJD	WJD	MKD	KFW	VRV	VRV
	VYW	CFC	BZD	BZD	HTL	UYW	CFC	CFC	VYW	VYW	GBE	GBE
	GZA	OEK	HDG	HDG	BZD	CFC	MKD	MKD	KFW		MKP	MKP
	KFW	VYW	LJZ	LJZ	UYW	KFW	KFW	KFW			KFW	KFW
	XME	GZA	OAG	OAG	CFC	VYW	VYW	VYW			VYW	VYW
	TYK	KFW	CSY	CAM	KFW	UAZ						
	FFG	XME	CAM	GZA	VYW	ZYB						
	XMD	TYK	AOB	AOB	UAZ	LEU						
		FFG	XGG	XGG	ZYB	NNM						
		VVC	DVA	DVA	LEU							
		XMD	KFW	KFW	XMD							
			UAZ	UAZ	NNM							
			YNG	YNG	BCK							
			GMU	LUO								
			XMD	VVC								
			NNM	BCK								
			BCK	NNM								
			VVC	XMD								
			LUO	GMU								
			LEU	LEU								
			UUM	UUM								
			ZYB	ZYB								
			RVZ	RVZ								
			VYW	VYW								
			NDJ	NDJ								
			OEK	OEK								
			CFC	CFC								
			LND	LND								
			UYW	UYW								
			AOJ	AOJ								

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Car Park Surveys	Car Park No 48											
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Gloucester Street Car Park 03/11/2014	UHK	GZA	LPF	JLO	ZNY	WFA	DZK	WJL	FVF	FVF	WVJ	WVJ
	GZA	DZK	HAA	DZK	DZK	DZK	LIP	FPY	WVJ	LMX	GWT	GWT
	UJD	CST	SVD	FMW	LHU	BTF	NRO	HXC	PMU	PMU	VYW	VYW
	VJL	GBY	LHU	LHU	VJZ	ZXH	LGC	DZK	VYW	WVJ		BYD
	GBY	VFB	CJJ	VJZ	VYW	LHU	YUV	BMV	MDO	APF		KFV
	SEO	OMW	VJZ	CJJ	PWU	KWK	UJH	VFB	UWG	VYW		
	HBF	HBF	DZK	VYW	UWG	VYW	FDP	MYR		MDO		
	MDO	MCP	VYW	ZZL		PWU	FKO	LXK		UWG		
	UBL	VYW	ZZL	PWU		UWG	GVP	LIP		RHA		
	ODC	KFV	PWU	UWG			UOH	NRO				
	ABM	BZC	WFC				SEO	OZC				
	OMW	UWG	UWG				EPK	VRP				
	MUP	UBL					AAN	DDN				
	BYD						UEA	UJH				
	VYW						UWG	FDP				
	KFV						VYW	FKO				
	XME							KXE	WEH			
	GFC						WNO	KXG				
	EUA						UNM	MCP				
	BUG						FMW	UEA				
	ZGA							RJZ				
	ODP							BZC				
	VPB							CLH				
	DSE							HNF				
	UWG							XLK				
	NNV							AAN				
	YUL							UWG				
								KDO				
								BUG				
								YLV				
								RXN				
								DSE				
								VYW				
								VRP				
								KXE				
								EPK				
								OMW				
								SEO				
								XOH				
								UNM				
								FZH				
								FMW				
								UOH				
								GVP				
								YUV				
Gloucester Street Car Park 04/11/2014	WFB	WZG	BTF	BTF	DVN	XBJ	YYY	EVD	LLB	JHJ	UJH	UJH
	YKF	UMX	XCU	XCU	HYH	KDX	XBV	HXC	AZU	LLB	VYW	VYW
	OTN	OTN	PJH	KKZ	OTN	OTN	WVL	OOW	UER	UER	XGW	XGW
	VFB	DZK	CPC	CPC	KDX	DZK	UER	VPP	UWG	UWG	FNZ	FNZ
	MUP	VRP	UER	UEP	DZK	UGC	UWG	UHR	VYW	VYW	XGM	XGM
	GFC	KDZ	UWG	UWG	LHG	UZW	VYW	DZK	XGW	VYH	VJP	VJP
	DGO	MLK	KBW	DVN	XBV	UER	YUV	DGU	WVJ	WVJ	UXD	UXD
	MCP	UWG	OGY	GKU	UZW	UWG	KDO	EPC	UTC	XGW		
	ODC	UKZ	KDX	OTN	OGO	FBU	HMA	XOH	ZTK			
	UEA	CZR	ZTL	DKZ	FAU	BB	AAF	UKZ				
	LZH	ZPD	CRX	LHG	RYC	OGO	WEH	LHP				
	UKZ	KJZ	LHB	ODF	UWG	RYC	KXE	VFB				
	ODP	KLK	YWB	WBE	UER	FAU	OBF	EYK				
	EUA	VYW	GMV	YNC			NMY	MUP				
	SEO	UWG	FXS	HPP			EAY	VHO				
	LGO	KDZ	EFV	HZT			EYK	EAY				
	DDN		JLO	OGO			UKZ	NMY				
	UOH		YPZ	GMV			BP	JGF				
	VPP		COU	RYC			DZK	OBF				
	GBY		FAU	MKX			OOW	TTZ				
	GPC		OHH	YPZ				SEO				
	ZPD		RYC	COU				WEH				
	KLK		OGO	FAU				UOH				
	VYW		HZT	BGF				CLH				
	DSE		HPP	OHH				RJZ				
	UWG		YNC	BWG				LZH				
	TTZ		ODF	EZJ				KEW				
	FMW		RXT	ZTL				BYB				
	BYB			KDX				WHW				
	NNV			OGY				KXE				
	LXK							LRV				
								DXS				
								CWG				
								XPJ				
								LDK				
								VYW				
								NWG				
								UER				
								FMW				
								WVL				
								ZUC				
								HMA				
								GFK				
								XYX				
								MCP				
								KDO				
								YBK				
								LXK				
								WVJ				

FARINGDON PARKING STUDY

Faringdon Parking Survey		Car Park Surveys	Number of Vehicles Parked																Ave	Ave
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59		%age			
31/10/2014	Friday	Southampton St Car Pa	55	10	23	55	52	34	34	40	44	26	18	16	14	31	55%			
01/11/2014	Saturday	Southampton St Car Pa	55	6	14	45	49	44	33	21	15	16	14	26	26	26	47%			
02/11/2014	Sunday	Southampton St Car Pa	55	13	38	45	39	36	31	15	16	12	12	14	12	24	43%			
03/11/2014	Monday	Southampton St Car Pa	55	9	11	28	26	24	17	19	27	19	25	21	21	21	37%			
04/11/2014	Tuesday	Southampton St Car Pa	55	21	41	55	30	44	30	30	29	18	20	20	20	30	54%			
		Average	55	12	25	46	39	36	29	25	26	18	18	19	19	26	47%			
		Average %age		21%	46%	83%	71%	66%	53%	45%	48%	33%	32%	35%	34%	47%				
Faringdon Parking Survey		Car Park Surveys	Number of Vehicles Parked																	
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59		%age			
31/10/2014	Friday	Gloucester St Car Park	48	10	13	19	20	14	15	18	13	7	7	7	7	13	26%			
01/11/2014	Saturday	Gloucester St Car Park	48	10	18	33	32	28	19	18	18	12	8	34	34	22	46%			
02/11/2014	Sunday	Gloucester St Car Park	48	10	7	32	32	15	11	7	7	5	4	7	7	12	25%			
03/11/2014	Monday	Gloucester St Car Park	48	27	45	12	10	7	9	20	45	7	9	3	5	17	35%			
04/11/2014	Tuesday	Gloucester St Car Park	48	31	48	28	30	13	13	20	48	9	8	7	7	22	45%			
		Average	48	18	26	25	25	15	13	17	26	8	7	12	12	17	35%			
		Average %age		37%	55%	52%	52%	32%	28%	35%	55%	17%	15%	24%	25%	35%				
Faringdon Parking Survey		Car Park Surveys	Number of Vehicles Parked																	
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59		%age			
31/10/2014	Friday	Total	103	20	36	74	72	48	49	58	57	33	25	23	21	43	42%			
01/11/2014	Saturday	Total	103	16	32	78	81	72	52	39	33	28	22	60	60	48	46%			
02/11/2014	Sunday	Total	103	23	45	77	71	51	42	22	23	17	16	21	19	36	35%			
03/11/2014	Monday	Total	103	36	56	40	36	31	26	39	72	26	34	24	26	37	36%			
04/11/2014	Tuesday	Total	103	52	89	83	60	57	43	50	77	27	28	27	27	52	50%			
		Average	103	29	52	70	64	52	42	42	52	26	25	31	31	43	42%			
		Average %age		29%	50%	68%	62%	50%	41%	40%	51%	25%	24%	30%	30%	42%				

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Parking Bay Surveys	Parking Bays No 19											
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Marlborough Street 31/10/2014	VMU	GLE	WZR	FTF	JLW	WZR	WZP	WZR	WZR	WZR	WZR	WZR
	NNE	NBL	GLE	WZR	WZR	OFY	MCP	MCP	LDY	LDY	LDY	LDY
	NBL	ZTN	NBL	GLE	YWR	NBL	NBL	NBL	UDS	XCP	XCP	XCP
	ZTN	LDY	ZTN	NBL	NBL	VMU	JGX	CVV	NNE	NNE	NNE	NNE
	LDY	AGV	AGV	ZTN	WZP	AGV	VMU	VMU	VMU	VMU	VMU	VMU
	AGV	FFR	CGS	AGV	VMU	FFR	AGV	AGV	AGV	AGV	AGV	AGV
	FFR	CGS	OXG	FFR	AGV	CGS	FFR	FFR	CGS	OFC	BAU	BAU
	CGS	OXG	ARW	CGS	FFR	OXG	CGS	CGS	XGM	CGS	CGS	CGS
	JGX	ARW	OUG	OXG	CGS	ARW	OFC	OFC	OXG	XGM	XGM	XGM
	OXG	OUG	VAD	ARW	LKZ	VAD	OXG	OXG	ARW	OXG	OXG	OXG
	ARW	VAD	FRL	OUG	OXG	PHJ	ARW	ARW	RMW	ARW	ARW	ARW
	OUG	OHY	YGA	VAD	ARW	FRL	RMW	RMW	VAD	RMW	RMW	RMW
	VAD	FRL		FRL	VAD	YGA	VAD	VAD	PHJ	VAD	VAD	VAD
	OHY	YGA		YGA	NAM		PHJ	PHJ	FRL	PHJ	PHJ	PHJ
	WPL				FRL		FRL	FRL	FXE	FRL	EZC	EZC
	YGA				YGA		YGA	YGA	YGA	YGA	FXE	FXE
										YGA	YGA	YGA
Marlborough Street 01/11/2014	NNE	NNE	NNE	NNE	UYC	NNE	NNE	NNE	NNE	NNE	HTY	NNE
	LDY	LDY	LDY	LDY	NNE	ZPD	ALY	ZPD	ZPD	ARW	NNE	ARW
	XCP	XCP	ZPD	ZPD	ZWY	UHT	ZPD	UHT	UHT	ZPD	ARW	BBE
	UHT	UHT	UHT	UHT	ZPD	VMU	UHT	VMU	VMU	UHT	BBE	UHT
	VMU	VMU	VMU	VMU	UHT	AGV	VMU	AGV	AGV	VMU	UHT	NMU
	AGV	AGV	AGV	AGV	VMU	JGX	AGV	VEY	ZDS	AGV	NMU	AGV
	JGX	JGX	JGX	JGX	AGV	CGS	CGS	CGS	CGS	ZDS	AGV	ZDS
	CGS	CGS	CGS	CGS	JGX	LUO	LUO	LUO	LUO	CGS	ZDS	CGS
	XGM	XGM	OGM	OGM	CGS	OXG	OXG	OXG	OXG	LUO	CGS	LUO
	OXG	OXG	OXG	OXG	LUO	ARW	ZTN	ZTN	ZTN	OXG	LUO	OXG
	ARW	ARW	ARW	ARW	OXG	NBL	NBL	NBL	NBL	ZTN	OXG	ZTN
	NBL	NBL	NBL	NBL	ARW	VAD	VAD	VAD	VAD	NBL	ZTN	VAD
	VAD	VAD	VAD	VAD	NBL	PHJ	PHJ	PHJ	PHJ	VAD	VAD	PHJ
	PHJ	PHJ	PHJ	PHJ	VAD	EZC	EZC	EZC	EZC	PHJ	PHJ	EZC
	EZC	EZC	EZC	EZC	PHJ	YXS	WLY	WLY	VLR	EZC	EZC	YGA
	FXE	FXE	FXE	CHF	EZC	YGA	YGA	YGA	YGA	YGA	VSV	
	YGA	YGA	YGA	YGA	YGA						YGA	
Marlborough Street 02/11/2014	FFP	NNE	TJY	HTG	ARW	OHZ	MNH	BMU	FKA	NNE	NNE	NNE
	NNE	ARW	ARW	AAN	TAE	BMU	BMU	ARW	NNE	ARW	ARW	ARW
	ARW	TAV	TAE	ARW	EJB	ARW	ARW	TAE	ARW	TAE	TAE	TAE
	UHT	UHT	UHT	TAE	AGV	TAE	TAE	VMU	TAE	VMU	VMU	VMU
	VMU	VMU	AGV	UHT	JGX	EJB	VMU	AGV	VMU	AGV	JGX	JGX
	AGV	AGV	JGX	AGV	OXG	AGV	AGV	YTM	AGV	LDY	AGV	AGV
	JGX	JGX	OXG	JGX	RMW	JGX	JGX	GVG	LDY	XCP	LDY	LDY
	CGS	CGS	NAM	OXG	PHJ	GVG	GVG	CGS	XCP	TUM	TTK	TTK
	OXG	OXG	PHJ	NAM	YGA	OXG	CGS	RMW	TUM	CGS	XCP	XCP
	NAM	ZDJ	FXE	PHJ		RMW	RMW	PHJ	CGS	ZTN	TUM	TUM
	PHJ	NAM	YGA	GWV		PHJ	PHJ	YGA	ZTN	PHJ	CGS	CGS
	EZC	PHJ		YGA		YGA	YGA		PHJ	NBL	ZTN	ZTN
	FXE	EZC							NBL	FXE	PHJ	PHJ
	YGA	FXE							FXE	YGA	FJJ	FJJ
		YGA							YGA		FXE	FXE
										YGA	YGA	YGA
												EZC
Marlborough Street 03/11/2014	VEY	DZD	KFU	ARW	ASK	ZFT	WPB	VUJ	HDA	HDA	HDA	HDA
	NNE	ARW	EOU	NBL	XED	XED	XCP	XCP	XCP	XCP	XCP	XCP
	ARW	NBL	ARW	GLE	NJZ	GLE	LFO	JGX	JGX	JGX	JGX	JGX
	NBL	FFR	NBL	JGX	GLE	JGX	LDY	RAM	RAM	RAM	RAM	RAM
	JGX	JGX	GLE	VDO	JGX	PUG	KYF	ARW	ARW	ARW	ARW	ARW
	AGV	AGV	JGX	PUG	PUG	HLC	HLC	LDY	LDY	LDY	LDY	LDY
	PUG	PUG	VDO	HLC	HLC	EZC	AUU	KYF	HLC	AF	VMP	HLC
	HLC	HLC	PUG	EZC	EZC	CGS	EZC	HLC	EZC	HLC	HLC	TAE
	XCP	XCP	HLC	CGS	CGS	RMW	CGS	AUU	CGS	EZC	TAE	EZC
	EZC	EZC	EZC	ZTN	RMW	OUG	RMW	EZC	RMW	CGS	EZC	CGS
	CGS	CGS	CGS	OUG	OGW	FXE	LNK	CGS	PUH	DPY	CGS	BVV
	ZTN	ZTN	ZTN	FXE	FXE	YGA	PUG	RMW	PUG	PUH	BVV	HTG
	OUG	OUG	OUG	YGA	YGA		YGA		FXE	CGX	HTG	PUH
	PHJ	NAM	FXE					YGA	YGA	FXE	PUH	FXE
	NAM	FXE	YGA							YGA	PHJ	YGA
	FXE	YGA									FXE	
	YGA										YGA	
Marlborough Street 04/11/2014	FUP	LFN	UHT	FUP	FUP	WTR	FUP	FUP	HDA	FNM	YGT	HDA
	XCP	FUP	FUP	NNR	EED	FUP	EED	EED	EED	WFY	HDA	VMU
	NNR	XCP	XCP	RAM	NNR	EED	NNR	NNR	NNR	HDA	VMU	NTA
	RAM	NNR	NNR	ARW	RAM	NNR	RAM	RAM	RAM	EED	NTA	RAM
	ARW	RAM	RAM	NBL	ARW	RAM	ASK	ASK	NBL	NNR	RAM	ARW
	NBL	ARW	ARW	ZTN	NBL	ARW	NBL	NBL	ZTN	RAM	ARW	TAE
	ZTN	NBL	NBL	HLC	ZTN	NBL	ZTN	ZTN	HLC	ARW	TAE	ZTN
	HLC	ZTN	ZTN	EZC	HLC	ZTN	HLC	HLC	GLF	NBL	ZTN	HLC
	EZC	HLC	HLC	CGS	EZC	ZSO	GLE	GLE	EZC	ZTN	HLC	LDY
	CGS	PXA	YLA	NAM	CGS	EZC	EZL	EZC	CGS	HLE	LDY	EZC
	NAM	EZC	EZC	FRL	BXG	CGS	CGS	CGS	XCP	LDY	EZC	HCP
	PUH	CGS	CGS	XHJ	FRL	XCP	XCP	FRL	EZC	HCP	XCP	XCP
	PHJ	NAM	RUY	YGZ	XHJ	FRL	FRL	FEL	XHJ	CGS	XCP	CZA
	FXE	FRL	FRL	YGA	OPJ	XHJ	XHJ	XHJ	KFV	XCP	CZA	XHJ
	YGA	PHJ	XHJ		YGA	210	KOG	KFV	YGA	FRL	XHJ	KFV
		YGA	YGA				HFN	HFN		XHJ	KFV	PWC
							YGA	YGA		KFV	PWC	YGA
										PWL	YGA	
										YGA		

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Parking Bay Surveys	Parking Bays											
	No 19											
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Market Place North 31/10/2014	WKN	AYX	AFU	LGX	FVR	FVR	BEX	LEN	BEX	NAA	LIC	WKN
	FHE	WKN	APW	FHE	BEX	BEX	BKU	BEX	XTW	LIC	FAO	FHE
	WOM	FHE	FHE	ZSO	OTL	OTL	TFJ	WPT	XTW	XTW	LFM	LIC
	ETS	VWH	ZSO	ETS	ZSO	WVO	CEU	LFM	CYS	LFM	UVN	FAO
	WKN	ETS	ETS	WKN	VVT	WKN	WKN	CEU	WKN	EDU	ETS	LFM
	AYB	WKN	WKN	AYB	WKN	AYB	AYB	WKN	OCY	OCY	OCY	UVN
	HDA	AYB	AYB	HDA	AYB	HDA	HDA	GBV	AYB	AYB	AYB	ETS
	GKG	HDA	HDA	GKG	HDA	GKG	GKG	AYB	HDA	HDA	HDA	OCY
	YSX	GKG	GKG	YSX	GKG	YSX	CPF	HDA	GKG	GKG	GKG	AYB
	XLM	YSX	YSX	XLM	YSX	XLM	XLM	GKG	SZR	ETS	FUP	HDA
	NNR	XLM	XLM	NNR	XLM	NNR	NNR	KLC	FUP	FOT	TKE	GKG
	JKX	NNR	NNR	JKX	NNR	JKX	FNR	XLM	FNR	FUP	BWX	FUP
	YXH	JKX	JKX	ZWG	JKX	ZWG	ZWG	NNR	ZWG	MJQ	HVS	TKE
	HUG	HUG	ZWG	HUG	ZWG	HUG	HUG	FNR	HUG	HUG	HUG	BWX
	PCS	PCS	HUG	PCS	HUG	PCS	PCS	ZWG	LHY	EAP	HVS	HVS
	HZE	HZE	PCS	LKF	PCS	DJZ	NPD	HUG	OBR	KCU	BWX	UJO
	DCE	RUA	SRU	ONX	BDU	ONX	YNJ	PCS	KCU	BWX	BWX	HZE
	BWX	BWX	ONX	BWX	ONX	BWX	BWX	NPD	BWX	HVS	HVS	
	UJO	UJO	BWX	HWJ	BWX	PRP	HVS	VNF	HVS	ETO	ETO	
			UJO					BWX	ETO			
			DZM					HVS				
								XTW				
Market Place North 01/11/2014	MYZ	MYZ	AKV	MYZ	ECY	MYZ	JDF	VEA	JDF	VAM	ZDL	XRE
	GXG	GXG	MYZ	GXG	MYZ	GXG	GXG	GXG	GXG	NLB	RBF	RSU
	ETS	GHF	GXG	AKR	GXG	AKR	MPV	NVM	LJ	XRE	XRE	KUE
	WKN	ETS	AKR	ETS	AKR	ETS	ETS	ETS	GTS	ETS	RSU	BRH
	AYB	WKN	ETS	WKN	ETS	WKN	DAK	DAK	DAK	DAK	KUE	HDA
	HDA	AYB	WKN	BYS	WKN	GGE	BKU	WZV	HDA	BRH	BRH	HNK
	XLM	HDA	OCK	HDA	GGE	HDA	HDA	HDA	XLM	HDA	HDA	AYB
	BN7	XLM	HDA	XLM	HDA	XLM	XLM	XLM	AYB	AYB	HNK	YSH
	BWX	XLU	XLM	CPD	XLM	CGX	UWF	AOJ	YKX	KDJ	AYB	CKA
	HKB	BN7	CPD	BN7	BN7	BN7	DGO	ZVL	KDJ	PWL	YSH	PMO
	PCS	BWX	BN7	BWX	BWX	BWX	CEN	DGO	CEN	AYJ	CKA	JDS
	PWL	UOJ	BWX	OSV	FNR	FNR	PWL	CEN	XTW	EKE	PMO	PWL
	JKX	PCS	CAM	PCS	PCS	PCS	PMO	JDG	PWL	HVS	JDS	EHN
	UFB	DWL	PCS	PWL	PWL	PWL	DUT	XTW	EKE		PWL	FEH
	ATX	JKX	PWL	JKX	PMO	PMO	ATX	PWL	ATX		EHN	
	HVS	PMO	JKX	BMD	ATX	ATX	HVS	PMO	HVS		FEH	
	VGE	ATX	PMO	ATX	HVS	HVS	ATX	NDG			VGE	
		HVS	ATX	HVS	YKM	YKM		HVS			HVS	
		VGE	HVS	VGE				NDG			TKE	
Market Place North 02/11/2014	RET	RET	PW	PW	EJA	EJA	GMV	YVG	VAM	VAM	YOT	YOT
	AUV	AUV	JGU	JGU	GRK	GRK	YVG	VEU	VEU	XTW	RFV	RFV
	XMJ	NXF	RET	RET	RET	RET	UXV	XTW	XTW	PJZ	HVA	HVA
	GJF	HDA	YRV	YRV	YRV	HYH	VEU	AKN	KLA	KLA	UER	UER
	YPD	AYB	HYH	HYH	HYH	WPD	BNL	LND	LND	LND	CKW	CKW
	HDA	YSX	FPA	FPA	WPD	XNE	AKN	HDA	HDA	HDA	HDA	HDA
	AYB	BN7	SBX	SBX	XNE	WGJ	LND	AYB	AYB	AYB	AYB	AYB
	YSX	VVB	EKK	EKK	WGJ	HDA	HDA	KAO	KAO	KAO	AYF	AYF
	BN7	PWL	HDA	HDA	HDA	AYB	AYB	XLM	FUP	FUP	FUP	FUP
	VVB	VGE	EFT	EFT	AYB	YZR	KAO	PWL	RNP	DJE	DJE	DJE
	PWL	HVS	AYB	AYB	YZR	BN7	ZWU	HVS	PWL	RNP	EKE	EKE
	AYF		NMK	NMK	BN7	ZWN	XLM		VGE	PWL	PWL	PWL
	VGE		BN7	BN7	ZWN	HUZ	PWL		HVS	VGE	DOU	DOU
	HVS		ZWN	ZWN	HUZ	XLM	HVS			HVS	PZT	PZT
			HUZ	HUZ	XLM	PWL					VGE	VGE
			FBC	FBC	PWL	AWA					HVS	HVS
			PWL	PWL	AWA	YKA					NDG	NDG
			YKA	YKA	YKA	ECL						
			VGE	YKA	HVS	HVS						
			HVS	VGA								
			NDG	HVS								
			NDG									
Market Place North 03/11/2014	RFE	RFE	ZRT	NAM	SSG	SSG	RVL	GYR	FHE	PHJ	JVP	RFE
	JOV	JOV	JOV	JOV	RBF	RBF	FHE	FHE	NGX	BAN	NGX	WKN
	SSG	SSG	SSG	SSG	XTW	XTW	LKN	ZTS	HXO	NGX	ZFS	JVP
	WKN	WKN	MCP	MCP	FRE	JSB	ZTS	XTW	XTW	GHB	KVY	NGX
	XTW	XTW	XTW	XTW	UTV	NBW	XTW	MVM	LLG	NAM	PYU	ZFS
	UTV	UTV	EYD	XXM	OEX	OEX	MVM	CMK	CMK	CMK	FUP	KVY
	DZM	OEX	UTV	UTV	ZBJ	ZBJ	CMK	XLJ	XLJ	XLJ	CFJ	PYU
	DDK	DDK	OEX	OEX	XLJ	XLJ	TOC	HUG	HUG	HUG	LUO	FUP
	AYB	HOJ	HUG	HUG	BXL	FFM	RWZ	PVZ	FUP	FUP	YDZ	CFJ
	XLF	AYB	HWA	HWA	ZZF	ZZF	AEN	VRN	BVS	TNZ	NJ	LUO
	JKX	XLF	AYB	AYB	HDE	HDE	XLJ	ZZF	TNZ	MPZ	HRP	YDZ
	VMA	JKX	XLF	XLF	PWL	PWL	FFM	HDE	MPZ	RZC	HVS	NJ
	PWL	ZZF	KLM	OYD	OXM	OXM	ZZF	PWL	ZZF	HDE	WKN	HRP
	XVJ	VMA	ZZF	ZZF	CMK	SPX	HDE	HVS	HDE	PWL	VGE	HVS
	VCA	PWL	HDE	HDE	SPX		PWL	VGE	PWL	HVS	WKN	WKN
	CMK	XVJ	PWL	PWL			MPV	SPX	HVS	WKN	VGE	VGE
	HUG	VCA	RWZ	AFE			JXJ		WKN	VGE	EJA	EJA
	UBM	CMK	VCA	CMK	SPX		VGE		EJA			
		HUG	CMK	SPX	HTY		CKK					
			SPX	HTY								
			HTY									
Market Place North 04/11/2014	YPF	YPF	VLW	RWV	BGT	YPF	ONK	TYA	ZNA	ZNA	OHB	XKC
	GWJ	GBV	YPF	YPF	YPF	ZJX	SSG	SNF	BUG	KXC	PKJ	XTW
	MOB	ZUC	ZUC	ZUC	LYJ	PMO	PMO	SSG	SSG	XTW	VPM	OHB
	XLM	GWJ	GWJ	GWJ	ZUC	MOB	WKN	PMO	JCY	CNA	MXL	PKJ
	XXM	MOB	MOB	MOB	GWJ	OHY	HWA	WKN	MXL	MXL	FUP	VPM
		XLM	XLM	XLM	MOB	GWJ	VJD	SSX	FUP	FUP	VDA	MXL
		XXM	XXM	XXM	XLM	XLM	HUG	HWA	CTV	CTV	TEJ	FUP
		VCA	VCA	VCA	KXM	KXM	XLM	VJD	VJD	HUG	WWF	VDA
		VMA	VMA	VMA	VCA	VCA	KXM	HUG	HUG	XLM	DHG	TEJ
		JKX	FNR	FNR	OTY	OTY	WKN	XLM	XLM	KXM	VHO	WWF
		WKN	WKN	WKN	FNR	FNR	TYA	KXM	KXM	MWP	KFA	DHG
		UVE	CUU	CUU	WKN	WKN	NLX	UAA	MWP	FYP	PFJ	VHO
		NLX	NLX	NLX	HZH	HZH	VGE	WKN	ERU	CLU	KAX	KFA
		VGE	VGE	VGE	NLX	NCX	OCY	ZNA	EFJ	ALW	VGE	PFJ
		OCY	OCY	OCY	VGE	VGE	ZWG	ZNA	FNR	APW	OCY	KAX
		ZWG	ZWG	ZWG	OCY	OCY	NLX	OAM	VGE	VGE	VGE	VGE
					ZWG	ZWG	VGE	NLX	OCY	OCY	OCY	OCY
							OCY	ZWG				
							ZWG					

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Parking Bay Survey												
	Parking Bays											No
												7
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Market Place South 31/10/2014	VSP	VSP	VSP	VSP	VSP	XHJ	ETS	ETS	ETS	AHY	AHY	AHY
	DKC	XHJ	XHJ	XHJ	XHJ	DKC	XHJ	XHJ	XHJ	XHJ	XHJ	XHJ
	AHY	DKC	DKC	DKC	DKC	AHY	DKC	DKC	DKC	DKC	BRP	BRP
	VWO	NDN	AHY	AHY	AHY	XKS	AHY	AHY	LRL	CVB	CVB	CVB
	XHJ	AHY	VWO	VWO	XKS	XCL	CVB	CVB	CVB	DWA	DWA	DWA
	OEX	VWO	OEX	OEX	XCL		OPO	OPO	WKN	KXM	KXM	KXM
	MWL	OEX	MWL	MWL	MWL				KXM			
		MWL										
Market Place South 01/11/2014	AHY	AHY	AHY	AHY	AHY	AHY	AHY	AHY	AHY	AHY	NYN	NYN
		FPY	NZN	NZN	VCA	NYN	NYN	NYN	BKL	BKL	ETS	ETS
			VCA	VCA	YFE	VCA	VCA	BKL	YFE	YFE	BKL	BKL
			YPC	YPC		YFE	YFE	YFE	BWB	DAY	DAY	DAY
			LNM	OCW		AYF	AYF					
			NFE	YNT		BWB	BWB					
Market Place South 02/11/2014	KLJ	KLJ	KLJ	KLJ	ETS	ETS	WMF	WMF	WMF	WMF	WMF	WMF
	ETS	ETS	ETS	ETS	LRL	LRL	LRL	LRL	LRL	ETS	ETS	ETS
	BKL	BKL	BKL	BKL	AHY	AHY	AHY	AHY	SBX	SBX	SBX	SBX
	VFP	AHY	LRL	LRL	NEU	NEU	NEU	NEU	LRL	LRL	KDJ	KDJ
	AHY	DAY	BWB	BWB					AHY	AHY	AHY	AHY
	DAY		AHY	AHY					NEU	NEU	NEU	NEU
			MRP	MRP								
			NEU	NEU								
Market Place South 03/11/2014	WMF	WMF	WMF	WMF	WMF	WMF	WMF	WMF	WMF	WMF	WMF	WMF
	ETS	ETS	ETS	ETS	ETS	ETS	ETS	ETS	ETS	ETS	OYC	OYC
	SBX	SBX	SBX	SBX	SBX	SBX	SBX	SBX	SBX	SBX	SBX	SBX
	LJE	LJE	GVN	GVN	GVN	GVN	GVN	GVN	LJE	LJE	AHY	AHY
	AHY	AHY	LJE	LJE	LJE	LJE	LJE	LJE	AHY	AHY	DKC	DKC
	DKC	DKC	AHY	AHY	AHY	AHY	AHY	AHY	DKC	DKC	KM	KM
		YLX	DKC	DKC	DKC	DKC	DKX	DKC	YLX	YLX		
			YLX	YLX	YLX	YLX	YLX	YLX				
Market Place South 04/11/2014	WMF	WMF	WMF	WMF	XLF	XLF	XLF	XLF	XLF	XLF	GKM	GKM
	UGU	UGU	UGU	UGU	UGU	UGU	ETS	ETS	ETS	ETS	ETS	ETS
	NPD	NPD	NPD	NPD	NPD	NPD	NPD	NPD	NPD	NPD	NPD	NPD
	JOH	JOH	JOH	JOH	JOH	JOH	FYD	AHY	AHY	AHY	AHY	AHY
	ETS	ETS	ETS	ETS	AHY	AHY	AHY	WMF	VWO	VWO	VWO	VWO
	AHY	AHY	AHY	AHY	GVN	GVN	GVN		UDS	UDJ	WMF	WMF
	VMX	VMX	GVN	GVN			WMF		WMF	WMF		
	BHU	BHU	BHU	BHU								

FARINGDON PARKING STUDY

Faringdon Parking Survey												
Parking Bay Surveys												
Parking Bays No 4												
Location	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59
Coach Lane 31/10/2014					EEN	YPK		MKC				
						EEN		PLU				
Coach Lane 01/11/2014			JRO		DVB	DVB	OST	XVA	MWE	MWE	BSU	
			PZT		VJC	VJC	VJC	BSU	BSU	BSU		
					BSU	BSU	BSU					
Coach Lane 02/11/2014	WGG	BSU	BSU	BSU	BSU	WBD	BSU	BSU				
	BSU					BSU						
Coach Lane 03/11/2014					BRD		JWX	JWX	CEN	CEN		
									BGO			
Coach Lane 04/11/2014			HTV			UHK						

FARINGDON PARKING STUDY

Faringdon Parking Survey		Parking Bay Surveys	Number of Vehicles Parked													Ave	Ave
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59		
31/10/2014	Friday	Marlborough Street	19	16	14	12	14	16	13	16	16	16	17	17	17	15	81%
01/11/2014	Saturday	Marlborough Street	19	17	17	17	17	17	16	16	16	16	16	17	15	16	86%
02/11/2014	Sunday	Marlborough Street	19	14	15	11	12	9	12	12	11	15	14	16	17	13	69%
03/11/2014	Monday	Marlborough Street	19	17	16	15	13	13	12	13	14	14	15	17	15	15	76%
04/11/2014	Tuesday	Marlborough Street	19	15	16	16	14	15	15	17	17	15	19	18	17	16	85%
		Average	19	16	16	14	14	14	14	15	15	15	16	17	16	15	80%
		Average %age		83%	82%	75%	74%	74%	72%	78%	78%	80%	85%	89%	85%	80%	

Faringdon Parking Survey		Parking Bay Surveys	Number of Vehicles Parked													Ave	Ave
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59		
31/10/2014	Friday	Market Place North	21	19	19	21	19	19	19	19	21	20	19	13	17	19	89%
01/11/2014	Saturday	Market Place North	21	17	19	20	19	18	18	16	19	17	13	19	14	17	83%
02/11/2014	Sunday	Market Place North	21	14	11	21	21	19	19	14	11	13	14	17	17	16	76%
03/11/2014	Monday	Market Place North	21	18	19	21	20	15	14	20	16	19	18	14	17	18	84%
04/11/2014	Tuesday	Market Place North	21	5	16	16	16	17	17	15	19	20	17	15	17	16	75%
		Average	21	15	17	20	19	18	17	17	17	18	16	16	16	17	81%
		Average %age		70%	80%	94%	90%	84%	83%	80%	82%	85%	77%	74%	78%	81%	

Faringdon Parking Survey		Parking Bay Surveys	Number of Vehicles Parked													Ave	Ave
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59		
31/10/2014	Friday	Market Place South	8	7	8	7	7	7	5	6	6	7	6	6	6	7	81%
01/11/2014	Saturday	Market Place South	8	1	2	6	6	3	4	6	6	4	4	4	4	4	52%
02/11/2014	Sunday	Market Place South	8	6	5	7	8	4	4	4	4	6	6	6	6	6	69%
03/11/2014	Monday	Market Place South	8	6	7	8	8	8	8	8	8	7	7	6	6	7	91%
04/11/2014	Tuesday	Market Place South	8	8	8	8	8	6	6	7	5	7	7	6	6	7	85%
		Average	8	6	6	7	7	6	5	6	6	6	6	6	6	6	76%
		Average %age		70%	75%	90%	93%	70%	68%	78%	73%	78%	75%	70%	70%	76%	

Faringdon Parking Survey		Parking Bay Surveys	Number of Vehicles Parked													Ave	Ave
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59		
31/10/2014	Friday	Coach Lane	4	0	0	0	0	1	2	0	2	0	0	0	0	0	10%
01/11/2014	Saturday	Coach Lane	4	0	0	2	0	3	3	2	2	2	1	0	0	2	38%
02/11/2014	Sunday	Coach Lane	4	2	1	1	1	1	2	1	1	0	0	0	0	1	21%
03/11/2014	Monday	Coach Lane	4	0	0	0	0	1	0	1	1	2	1	0	0	1	13%
04/11/2014	Tuesday	Coach Lane	4	0	0	1	0	0	1	0	0	0	0	0	0	0	4%
		Average	4	0	0	1	0	1	2	1	1	1	1	0	0	1	17%
		Average %age		10%	5%	20%	5%	30%	40%	25%	30%	20%	15%	5%	0%	17%	

Faringdon Parking Survey		Parking Bay Surveys	Number of Vehicles Parked													Ave	Ave
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59		
31/10/2014	Friday	Total	52	42	41	40	40	43	39	41	45	43	42	36	40	41	79%
01/11/2014	Saturday	Total	52	35	38	45	42	41	41	41	43	39	35	41	33	40	76%
02/11/2014	Sunday	Total	52	36	32	40	42	33	37	31	27	34	34	39	40	35	68%
03/11/2014	Monday	Total	52	41	42	44	41	37	34	42	39	42	41	37	38	40	77%
04/11/2014	Tuesday	Total	52	28	40	41	38	38	39	39	41	42	43	39	40	39	75%
		Average	52	36	39	42	41	38	38	39	39	40	39	38	38	39	75%
		Average %age		70%	74%	81%	78%	74%	73%	75%	75%	77%	75%	74%	73%	75%	

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Faringdon Parking Survey				Compliance Surveys													Number of Vehicles Illegally Parked	
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	Ave		
31/10/2014	Friday	Total	0	11	14	17	21	14	17	18	15	14	19	23	24	17		
01/11/2014	Saturday	Total	0	24	23	20	24	20	23	24	27	30	30	31	27	25		
02/11/2014	Sunday	Total	0	27	28	23	22	26	25	27	27	26	30	38	26	27		
03/11/2014	Monday	Total	0	12	8	9	9	12	12	8	6	12	17	21	15	12		
04/11/2014	Tuesday	Total	0	12	11	9	8	10	11	9	13	15	15	28	25	14		
		Average		17	17	16	17	16	18	17	18	19	22	28	23	19		

Faringdon Parking Survey				Car Park Surveys													Number of Vehicles Parked	
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	Ave	Ave %age	
31/10/2014	Friday	Total	103	20	36	74	72	48	49	58	57	33	25	23	21	43	42%	
01/11/2014	Saturday	Total	103	16	32	78	81	72	52	39	33	28	22	60	60	48	46%	
02/11/2014	Sunday	Total	103	23	45	77	71	51	42	22	23	17	16	21	19	36	35%	
03/11/2014	Monday	Total	103	36	56	40	36	31	26	39	72	26	34	24	26	37	36%	
04/11/2014	Tuesday	Total	103	52	89	83	60	57	43	50	77	27	28	27	52	50%		
		Average	103	29	52	70	64	52	42	42	52	26	25	31	31	43	42%	
		Average %age		29%	50%	68%	62%	50%	41%	40%	51%	25%	24%	30%	30%	42%		

Faringdon Parking Survey				Parking Bay Surveys													Number of Vehicles Parked	
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	Ave	Ave %age	
31/10/2014	Friday	Total	52	42	41	40	40	43	39	41	45	43	42	36	40	41	79%	
01/11/2014	Saturday	Total	52	35	38	45	42	41	41	41	43	39	35	41	33	40	76%	
02/11/2014	Sunday	Total	52	36	32	40	42	33	37	31	27	34	34	39	40	35	68%	
03/11/2014	Monday	Total	52	41	42	44	41	37	34	42	39	42	41	37	38	40	77%	
04/11/2014	Tuesday	Total	52	28	40	41	38	38	39	39	41	42	43	39	40	39	75%	
		Average	52	36	39	42	41	38	38	39	39	40	39	38	38	39	75%	
		Average %age		70%	74%	81%	78%	74%	73%	75%	75%	77%	75%	74%	73%	75%		

Faringdon Parking Survey				All Parking Surveys													Number of Vehicles Parked	
Date	Day	Location	Capacity	8:00-8:59	9:00-9:59	10:00-10:59	11:00-11:59	12:00-12:59	13:00-13:59	14:00-14:59	15:00-15:59	16:00-16:59	17:00-17:59	18:00-18:59	19:00-19:59	Ave	Ave %age	
31/10/2014	Friday	Overall	155	73	91	131	133	105	105	117	117	90	86	82	85	101	65%	
01/11/2014	Saturday	Overall	155	75	93	143	147	133	116	104	103	97	87	132	120	113	73%	
02/11/2014	Sunday	Overall	155	86	105	140	135	110	104	80	77	80	98	85	98	98	63%	
03/11/2014	Monday	Overall	155	89	106	93	86	80	72	89	117	80	92	82	79	89	57%	
04/11/2014	Tuesday	Overall	155	92	140	133	106	105	93	98	131	84	86	94	92	105	67%	
		Average	155	83	107	128	121	107	98	98	109	86	86	98	92	101	65%	
		Average %age		54%	69%	83%	78%	69%	63%	63%	70%	55%	56%	63%	59%	65%		

FARINGDON PARKING STUDY

Recommendations Impact

Location	Recommendation	Displacement	Other Comments	Consequences
No waiting at any time				
Canada Lane	This restriction needs to be enforced consistently	No parking displacement	No parking displacement, School Travel Plan and Safer Journeys to School initiatives should be introduced. School within 400m of Gloucester Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Coach Lane	This restriction needs to be enforced consistently	No parking displacement		
Cornmarket	This restriction needs to be enforced consistently	No parking displacement		
Cornmarket	The road markings should be refreshed	No parking displacement		
Coxwell Road	This restriction needs to be enforced consistently Extend restriction at the junction with Highworth Road	Average parking displacement 2 cars	Sufficient capacity for displaced cars to park safely, within 400m of Highworth Road	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving

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Gloucester Street	This restriction needs to be enforced consistently	Average parking displacement 6 cars	Sufficient capacity for displaced cars to park safely, within 400m of Gloucester Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Gravel Walk	This restriction needs to be enforced consistently	No parking displacement		
Highworth Road	This restriction needs to be enforced consistently	No parking displacement		
London Street	This restriction needs to be enforced consistently	Average parking displacement 3 cars	Sufficient capacity for displaced cars to park safely, within 400m of Southampton Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Market Place	This restriction needs to be enforced consistently	No parking displacement		
Market Place	The road markings should be refreshed	No parking displacement		
Marlborough Gardens	This restriction needs to be enforced consistently	No parking displacement		
Marlborough Street	The road markings should be refreshed	No parking displacement		

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Park Road	The restrictions should be extended from junction protection to the complete length, consideration should be made to upgrading this restriction to a clearway due its strategic importance	No parking displacement		
Radcot Road	The road markings should be refreshed	No parking displacement		
Southampton Street	The road markings should be refreshed	No parking displacement		
No waiting 8:00am to 6:00pm Monday to Saturday inclusive				
Coxwell Street	This restriction needs to be enforced consistently	Average parking displacement 4 cars	Sufficient capacity for displaced cars to park safely, within 400m of Southampton Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Coxwell Street	Upgrade to no waiting at any time	Average parking displacement 4 cars	Sufficient capacity for displaced cars to park safely, within 400m of Southampton Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving

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Gloucester Street	This restriction needs to be enforced consistently	Average parking displacement 6 cars	Sufficient capacity for displaced cars to park safely, within 400m of Gloucester Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Gloucester Street	Upgrade to no waiting at any time	Average parking displacement 6 cars	Sufficient capacity for displaced cars to park safely, within 400m of Gloucester Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
London Street	This restriction needs to be enforced consistently	Average parking displacement 6 cars	Sufficient capacity for displaced cars to park safely, within 400m of Southampton Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
London Street	Upgrade to no waiting at any time	Average parking displacement 6 cars	Sufficient capacity for displaced cars to park safely, within 400m of Southampton Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Marlborough Street	This restriction needs to be enforced consistently	Average parking displacement 6 cars	Sufficient capacity for displaced cars to park safely, within 400m of Southampton	OCC have a Network Management Duty under the Traffic Management Act 2004 to

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			Street Car Park	keep traffic moving
Marlborough Street	Upgrade to no waiting at anytime	Average parking displacement 6 cars	Sufficient capacity for displaced cars to park safely, within 400m of Southampton Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Park Road	The restrictions should be extended from junction protection to the complete length, consideration should be made to upgrading this restriction to a clearway due its strategic importance	No parking displacement		
Pulling Close	The road markings should be refreshed and the time plates replaced	No parking displacement		
No waiting 7:00am to 3:00pm Tuesdays only				
Market Place	This restriction needs to be enforced consistently	No parking displacement		

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Market Place	The road markings should be refreshed	No parking displacement		
Market Place	The restriction should be reduced to 1pm	No parking displacement		
Prohibition of loading and unloading at any time				
Cornmarket	This restriction needs to be enforced consistently	No parking displacement		
Cornmarket	The road markings should be refreshed	No parking displacement		
Loading only				
Marlborough Street	Introduce a loading bay outside Budgen	No parking displacement		
London Street	Combine the Taxi Rank outside the Bell Inn with a loading bay	No parking displacement		
Market Place	Combine the bus stop opposite the Coaching Inn with a loading bay.	No parking displacement		
Waiting Limited 30 minutes, no return for 1 hour, 8-00am to 6-00pm, Monday to Saturday inclusive				

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Market Place	This restriction needs to be enforced consistently	Average parking displacement 2 cars	Sufficient capacity for displaced cars to park safely, within 400m of Southampton Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Market Place	Refresh parking bay markings	No parking displacement		
Waiting Limited 30 minutes, no return for 1 hour, Monday, Wednesday to Saturday 8-00 am to 6-00 pm, and Tuesdays 3-00 pm to 6-00 pm				
Market Place	This restriction needs to be enforced consistently	Average parking displacement 9 cars	Sufficient capacity for displaced cars to park safely, within 400m of Southampton Street Car Park	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Market Place	Refresh parking bay markings	No parking displacement		
Waiting limited to 1 hour, no return for 1 hour, 8-00 am to 6-00 pm Monday				

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to Saturday inclusive				
Marlborough Street	This restriction needs to be enforced consistently	Average parking displacement 9 cars	Sufficient capacity for displaced cars to park safely, along Marlborough Street if permits introduced	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Marlborough Street	Upgrade to add resident's permits	Average parking displacement 9 cars	Sufficient capacity for displaced cars to park safely, along Marlborough Street if permits introduced	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Gloucester Street	Introduce limited waiting parking bays 1 hour, no return for 1 hour and resident permits	Average parking displacement 9 cars	Sufficient capacity for displaced cars to park safely, along Gloucester Street if permits introduced	OCC have a Network Management Duty under the Traffic Management Act 2004 to keep traffic moving
Waiting limited to 1 hour, no return for 1 hour, 9-00 am to 5-00 pm Monday to Saturday inclusive				
Coach Lane	This restriction needs to be	No parking displacement		

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	enforced consistently			
Coach Lane	Refresh parking bay markings	No parking displacement		

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Appendix H – Current Traffic Order Schedules

FARINGDON PARKING STUDY

Schedule 2

No waiting at any time

1. Bromsgrove:

(a) North east side – from its junction with Marlborough Street in a south easterly direction to its junction with Hart Avenue.

(b) South west side - from its junction with Marlborough Street in a south easterly direction for a distance of 90.5 metres.

(c) Central Island - both sides of the central island at the junction of Station Road and Park Road.

2. Butts Road:

Both sides - from its junction with Park Road in a southerly direction for a distance of 25 metres.

3. Canada Lane:

Both sides - from its junction with Lechlade Road in a south westerly direction for a distance of 98 metres.

4. Church Street:

(a) North side - from a point 42 metres east of the junction with Radcott Road to a point 67 metres west of the junction.

(b) South side;

(i) from its junction with Coach Lane in a south westerly direction to the boundary between Nos. 32 and 34 Church Street;

(ii) from the boundary between Nos. 26 and 28 Church Street in a south westerly direction for a distance of 55 metres;

(iii) from a point 10 metres north east of its junction with Swan Lane in a southerly direction for a distance of 20.5 metres.

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5. Coach Lane:

(a) East Side;

(i) from its junction with Church Street in a southerly direction for a distance of 96 metres.

(ii) from a point 124 metres south of its junction with Church Street to its junction with London Street.

(b) West Side - the whole length.

6. Cornmarket:

Both sides - for the entire length.

7. Coxwell Road:

(a) Both sides - from a point 30 metres south of Highworth Road in a north easterly direction for a distance of 60 metres.

8. Coxwell Street:

(b) North West side - from its junction with Gravel Walk in a southerly direction to a point 2 metres south west of the boundary between Nos. 22 and 24 Coxwell Street.

(c) South East side - from its junction with Station Road in a south westerly direction for a distance of 10 metres.

9. Eagles:

Both sides - from its junction with Park Road in a westerly direction to the western flank wall of No. 3 Eagles.

10. Ferndale Street:

(a) North side - the whole length.

(b) South side;

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- (i) from its junction with Stanford Road in a westerly direction to a point 35 metres west of its junction with Lansdowne Road.
- (ii) from a point 15.5 metres east of its junction with Goodlake Avenue in a westerly direction to a point 23 metres west of that junction.

11. Gloucester Street:

- (a) Both sides - from its junction with Lechlade Road in an easterly direction to the western flank wall of No. 38 Gloucester Street.
- (b) North side - from its junction with Cornmarket in a westerly direction to its junction with Carey Court. (Access road to Faringdon Junior School).
- (c) South side - from its junction with Cornmarket in a westerly direction for a distance of 17 metres.

12. Goodlake Avenue:

Both sides - from its junction with Ferndale Street in a southerly direction for a distance of 9.5 metres.

13. Gravel Walk:

Both sides - the whole length.

14. Highworth Road:

Both sides - from its junction with Coxwell Road in a westerly direction for a distance of 27.5 metres.

15. Lansdowne Road:

Both sides - from its junction with Ferndale Street in a southerly direction for a distance of 12 metres.

16. Lechlade Road:

Both sides - from its junction with Gloucester Street in a north westerly direction to a point 41.5 metres west of its junction with Canada Lane.

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17. London Street:

(a) North side;

(i) from its junction with Market Place in an easterly direction to a point 76 metres west of its junction with Coach Lane;

(ii) from a point 16 metres east of its junction with Coach Lane to a point 14 metres west of that junction.

(b) South side

(i) from its junction with Market Place in an easterly direction to the boundary between Nos. 34 and 36 London Street;

(ii) from its junction with Stanford Road in a westerly direction for a distance of 18 metres.

18. Market Place:

The eastern carriageway between London Street and Church Street;

(a) East side;

(i) from its junction with London Street in a northerly direction for a distance of 13 metres;

(ii) from a point 44 metres north of its junction with London Street in a northerly direction for a distance of 11 metres;

(iii) from its junction with Church Street in a southerly direction for a distance of 14 metres.

(b) West side

(i) from its junction with London Street in a northerly direction for a distance of 13 metres;

(ii) from its junction with the carriageway on the north side of the Town Hall in a northerly direction for a distance of 9 metres;

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(iii) from a point 36 metres north of its junction with the carriageway on the north side of the Town Hall to its junction with Church Street.

The southern carriageway between London Street and Cornmarket;

Both sides - the whole length.

The north western carriageway on the north side of the Town Hall;

Both sides - the whole length.

19. Marlborough Close:

Both sides - from its junction with Park Road in a westerly direction for a distance of 17.5 metres.

20. Marlborough Gardens:

Both sides - from its junction with Park Road in a south westerly direction for a distance of 12.5 metres.

21. Marlborough Street:

(a) Both sides - from its junction with Gravel Walk in a northerly direction for a distance of 37 metres.

(b) South east side - from a point 10 metres south west of its junction with Bromsgrove in a north westerly direction to a point 19 metres north east of that junction.

22. Park Road:

(a) East side - from its junction with Bromsgrove in a southerly direction to a point 54 metres south east of its junction with Sands Hill.

(b) West and South west side;

(i) from its junction with Station Road in a southerly direction to a point 22 metres south of its junction with Eagles;

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- (ii) from a point 25 metres north of its junction with Marlborough Close in a southerly direction to a point 22 metres south of its junction with Marlborough Gardens;
- (iii) from a point 37 metres north of its junction with Butts Road in a south easterly direction to a point 33 metres south of that junction;
- (iv) from a point 26 metres north of its junction with Sands Hill in a south easterly direction to a point 54 metres south of that junction.

23. Portway:

- (a) East-west carriageway - south side - from its junction with Southampton Street in a westerly direction for a distance of 34 metres.
- (b) North-south carriageway - from the southern flank wall of No. 13 Portway to a point 3 metres south of the southern flank wall of No. 20 Portway (including the hammerhead turning area).

24. Radcot Road:

Both sides - from its junction with Church Street in a northerly direction for a distance of 20.5 metres.

25. Sands Hill:

- (a) East side - from its junction with Park Road in a southerly direction for a distance of 15.5 metres.
- (b) West side - from its junction with Park Road in a southerly direction for a distance of 24 metres.

26. Southampton Street:

Both sides – the whole length.

27. Stanford Road:

West side - from its junction with London Street in a southerly direction for a distance of 61 metres.

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28. Station Road:

Both sides - the whole length.

29. Swan Lane:

(a) East side - from its junction with Church Street in a southerly direction for a distance of 13 metres.

(b) West side - from its junction with Church Street in a southerly direction for a distance of 14 metres.

Schedule 6

No waiting 8-00am to 6-00pm Monday to Saturday inclusive

1. Bromsgrove:

North west side - from a point opposite the boundary between Nos. 63 and 65 Bromsgrove in a north easterly direction to its junction with Hart Avenue.

2. Church Street:

South side – from a point 10 metres north east of its junction with Swan Lane in an easterly direction for a distance of 48 metres.

3. Coxwell Street:

South east side - from a point 10 metres south of its junction with Station Road in a south westerly direction to a point 13 metres south east of the junction with Coxwell Gardens.

4. Gloucester Street:

South side;

(i) from a point 34 metres west of its junction with Cornmarket in a westerly direction for a distance of 31 metres;

(ii) from the boundary between Nos. 7 and 9 Gloucester Street in a westerly direction for a distance of 22.5 metres;

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(iii) from a point 0.5 metres north west of the boundary between Nos. 19A and 21 Gloucester Street in a north westerly direction for a distance of 34.5 metres.

5. London Street:

North side - from a point 14 metres west of its junction with Coach Lane in a westerly direction for a distance of 61 metres.

6. Marlborough Street:

(a) North west side - from its junction with Cornmarket in a southerly direction to a point 37 metres north of its junction with Gravel Walk.

(b) South east side - from a point 1 metre south west of the north eastern flank wall of the Post Office in a south westerly direction for a distance of 38.5 metres.

7. Park Road:

West side;

(i) from a point 22 metres south of its junction with Eagles in a southerly direction to a point 25 metres north of its junction with Marlborough Close;

(ii) from a point 22 metres south of its junction with Marlborough Gardens in a south easterly direction to a point 37 metres north of its junction with Butts Road;

(iii) from a point 33 metres south east of its junction with Butts Road in a south easterly direction to a point 26 metres north west of its junction with Sands Hill.

8. Portway

East-west carriageway - north side - from its junction with Southampton Street in a westerly direction for a distance of 49 metres.

9. Pulling Close:

Both sides; - from its junction with Marlborough Street in a north westerly direction for a distance of 52 metres.

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Schedule 13

No waiting 7-00am to 3-00pm Tuesdays only

1. Market Place

The eastern carriageway between London Street and Church Street;

(a) East side lay-bys;

(i) from a point 14 metres south of its junction with Church Street in a southerly direction for a distance of 34 metres;

(ii) from a point 13 metres north its junction with London Street in a northerly direction for a distance of 23.5 metres.

Schedule 15

Waiting Limited 30 minutes, no return for 1 hour, 8-00am to 6-00pm, Monday to Saturday inclusive

1. Market Place

The eastern carriageway between London Street and Church Street:

West side - from a point 9 metres north of its junction with the carriageway on the north side of the Town Hall in a northerly direction for a distance of 27 metres.

Schedule 16

Waiting Limited 30 minutes, no return for 1 hour, Monday, Wednesday to Saturday 8-00 am to 6-00 pm, and Tuesdays 3-00 pm to 6-00 pm

1. Market Place

The eastern carriageway between London Street and Church Street;

(a) East side lay-bys;

(i) from a point 14 metres south of its junction with Church Street in a southerly direction for a distance of 34 metres;

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(ii) from a point 13 metres north its junction with London Street in a northerly direction for a distance of 23.5 metres.

Schedule 17

Waiting limited to 1 hour, no return for 1 hour, 8-00 am to 6-00 pm Monday to Saturday inclusive

1. Marlborough Street:

South east side - from a point 42 metres south west of its junction with Cornmarket in a southerly direction to a point 19 metres north east of its junction with Bromsgrove.

Schedule 18

Waiting limited to 1 hour, no return for 1 hour, 9-00 am to 5-00 pm Monday to Saturday inclusive

1. Coach Lane:

East side - from a point 96 metres south of its junction with Church Street in a southerly direction for a distance of 28 metres.

Schedule 19

Prohibition of loading and unloading at any time

1. Cornmarket:

Both sides - from a point 1 metre west of the boundary between Nos. 8 and 9 Cornmarket in an easterly direction for a distance of 35.5 metres

Schedule 22

Loading only

1. Gloucester Street:

South side - from a point 32.5 metres west of its junction with Gloucester Street in a westerly direction for a distance of 7 metres.

FARINGDON PARKING STUDY

Appendix I – Parking Policies (relevant commentary)

FARINGDON PARKING STUDY

The following Policy documents and Standards have been used as a reference source:

National Planning Policy Framework (NPPF) 2012
OCC Local Transport Plan 3 (LTP3) 2011-2030 2012
OCC TRANSPORT FOR NEW DEVELOPMENTS (PARKING STANDARDS) 2011
The Strategic Housing Market Assessment for Oxfordshire
VOWH Adopted Local Plan >2011 (Adopted 2006)
VOWH Emerging Local Plan >2031
Faringdon Town Council Emerging Neighbourhood Plan 2014
Faringdon Town Council Neighbourhood Plan Evidence base review
Faringdon Academy of Schools – Academy Education Strategy
DfT LTN 1/04 – Policy, Planning and Design for Walking and Cycling
CIHT Providing for Journeys on Foot 2000

Parking Policies Relevant Commentary

OCC Local Transport Plan 3 (LTP3) 2011-2030 2012

Chap 1 – Objectives

1.17, 1.18, 1.21, 1.24, 1.30, 1.32

Chap 2 – Challenges

Fig 2.1 Planned Housing Development in Oxfordshire
Indicates 1,100 houses for Faringdon
And 11,560 for the whole of the Vale

Improving Accessibility
2.10 Access to jobs and services

Chap 3 Transport in Oxfordshire

Our ambitions for transport are:

POLICY G5 OCC will support sustainable, healthy and inclusive modes of travel.....

FARINGDON PARKING STUDY

Chap 5 – Congestion

Objective 2 – Reduce Congestion

Our core objective is to reduce congestion to improve the economy of the county and relieve environmental problems.

Congestion Policies

TC1 – TC5 Policy TC4 is about Parking

5.2 Congestion can be tackled by:-

See bottom of list – Coherent Parking Policies

5.3 and 5.4 Travel reduction measures

d) Sustainable Development

5.5 Promoting more efficient modes

- a) Public Transport
- b) Cycling
- c) Car share
- d) Car clubs
- e) travel plans

5.6 Charging Mechanisms

- a) workplace Parking Levy
- b) Road User Charging

5.7 No current plans to implement the above measures
Network Management Plan

5.11 Key Actions

List includes
Reviewing existing CPZs in Oxford
Enforcement of Traffic Orders

5.27 – Reference to County wide introduction of “De-criminalised Parking Enforcement”
CPE is referred to later on.

FARINGDON PARKING STUDY

5.29 Network Improvements

Changing Travel mode

Network management

Capacity improvements

Road widening

New road links or by-passes

5.31 Bicester “One Shared Vision” to deliver development

Parking

Parking Policy

5.33 – 5.44

Park and Ride

5.45 – 5.50

Chap 6 - Road Safety

Objective 3 – Reduce Casualties and the dangers associated with travel

Chap 7 – Improving Accessibility

Objective 4 – Improve accessibility to work, education and services

Accessibility Strategy

7.1 Our Strategy for improving accessibility includes:

*Improving the County’s network of bus services

*Improving the County’s walking and cycling networks

*Ensuring that services people need such as healthcare are accessible to all, including people with disabilities.

Bus Services

7.2 Emphasis on minimising social exclusion due to lack of transport opportunities

7.3 Culture of bus use in Oxfordshire

Community Transport and Dial a ride

7.9 We will continue to work with our district partners and local communities to support community transport and dial-a-ride services.

FARINGDON PARKING STUDY

Walking and cycling

7.23 working to improve connectivity of networks

Disability

7.24

7.25 OCC has wide ranging responsibilities for improving access for people with disabilities

7.26

Inclusive Transport

7.27 Transport for an aging population

7.28 The provision and management of Parking

7.29 Parking Policy – with particular reference to disabled road users

Scheme Development

7.32 Prioritisation of features to help disabled move around built environment

Eg Tactile Paving

Raised Kerbs at bus stops

Parking facilities

Real Time info

Inclusive Bus stop Infrastructure

Chap 8 - Supporting Development

Objective 5 – Enabling development through securing infrastructure and services

Policy SD1 i) location and layout of new developments minimise need for travel

ii) developers promote sustainable travel for all journeys associated with new development.

iii) the traffic from new development can be accommodated safely and efficiently on the transport network.

FARINGDON PARKING STUDY

Policy SD2 Securing contributions from developers for all modes of transport.

Transport Infrastructure and Services

8.1, 8.2, 8.3

8.4 To ensure that new developments meet our requirements we will normally expect the following documents to accompany a planning application:

- A Transport Assessment
- A Travel Plan
- For smaller developments a simpler Transport Statement and Travel Plan Statement.

Where required, also

- Environmental Statement
- Formal Lorry Routeing agreement

8.5 OCC additional transport policies and guidance for new developments

Guidance on Transport Assessments and Travel Plans

The Residential Roads Design Guide (Including Car Parking Requirements)

The Oxfordshire Bus Stop Infrastructure Design Guide

A Lorry Route Map to guide hauliers as to the best routes to use.

8.8 Developer Contributions to Public Transport

8.9 Location of development close to high quality bus services

Carbon Reduction

Objective 6 – Reduce carbon emissions from transport – links to Chap 5 Congestion

And Chapters 11-12 Promoting Public Transport, Walking and cycling

FARINGDON PARKING STUDY

Policy CBR1
 CBR2
 CBR3

Carbon Reduction Strategy	9.1-9.2
Encouraging Alternative Modes	9.3-9.8
Travel Planning	9.9-9.10
School Travel Planning	9.11-9.14
Workplace Travel Planning	9.15-9.19
Residential Travel Planning	9.20-9.22
Personal Travel Planning	9.23
Providing for low and zero Carbon vehicles	9.24-9.30

Objective 7 – Improve air quality, reduce other environmental impacts and enhance the street environment.

Policy RE1 – OCC to reduce the environmental impact of its operation of the transport network. Reference to Conservation Areas.

Policy RE3 Design of Public Realm
Policy RE4 Vulnerable and disabled people in design of Public
 Realm improvement schemes.

10.1 Strategy for meeting objectives

10.35 Potential for creating good quality street environments by removing parking controversial with Traders and Residents.

10.36 Local Input required when deciding how to remodel the street scene.

See “OCC Communities Street Audit”, “Manual for Streets” and “Manual for Streets2”

Objective 8 – To develop and increase the use of high quality, welcoming public transport (see whole text)

Policy PT1 – 3 tier hierarchy of services

FARINGDON PARKING STUDY

Policy PT2 – OCC to help create the following conditions for welcoming, effective and successful commercial bus services. See ref to Low Floor buses (last bullet point).

Policy PT3 – High quality public transport interchanges and infrastructure.

Policy PT7 – Development of Quality Bus Partnerships

Strategy

11.1 Our strategy for increasing Public Transport Use Includes:

11.2 The main challenges for Public Transport in Oxfordshire are:

Buses

11.3 OCC to help ensure the commercial viability of bus services.
Measures such as

Tackling congestion and delay points along major bus routes, to improve reliability and journey time.

Bus Service Hierarchy

11.6 Expectations on developers for providing new or improved bus services.

11.8 Final Tier in hierarchy comprises local services.

Bus Infrastructure

11.9 Importance of high – quality infrastructure

11.10 Improving access and connectivity to bus stops from other modes.

11.19 Bus interchanges in central retail areas

11.25 1,400 stops in Oxfordshire expected to be equipped to Premium Route Standards.

2,400 other bus stops in County. Low cost, whole route improvements to be introduced when opportunities arise.

FARINGDON PARKING STUDY

11.26 OCC will seek developer funding for bus stop infrastructure and eventual inclusion in Premium Route bus network.

11.27 Transport Information Strategy

11.28 Real Time Information

11.29 Oxontime Website and electronic information

Ticketing

11.32 Smartcards for Park & Ride

11.39 School Bus Services

Objective 9 – Develop and increase cycling and walking for local journeys, recreation and health

POLICIES CW1 – CW5

12.1 Our Strategy for promoting more walking and cycling includes:-

Providing for Pedestrians

12.4 De-clutter policy for signs

12.6 Connectivity of walking routes

12.7 Impact of Traffic on pedestrians

12.8 New Developments to provide new routes and improve current facilities

12.9 Improving walking access to public transport including bus stops

12.10 Better signage to key destinations

12.11 Community involvement in route selection / design

12.12 Partnerships with local Health Authorities as part of school and workplace travel planning

12.13 Physical Measures to encourage more walking

Cycling

12.14 Benefits of cycling

FARINGDON PARKING STUDY

Current situation

12.15 Trend in Oxfordshire has been for higher than average cycling uptake

12.16 Cycle Training Programmes

Image and Marketing

12.17 – 12.19

Cycle Infrastructure

12.20 Where infrastructure is provided it can be obstructed by parked vehicles, causing increased conflict and affecting safety, especially where the road width is restricted.

12.23 Cycle Infrastructure

12.24 Secure Cycle Parking

12.27 Measures to encourage cycling incl linking new residential or commercial development and existing businesses, employment, retail, leisure and health centres with signed cycle routes.

Improving access at some existing main employment sites such as business and retail parks, and encouraging businesses to install cycle parking, changing and shower facilities etc.

12.29 Parking policies and related activities (Car Clubs) can encourage cycling for shorter trips.

12.40 Residential and commercial developments to protect and integrate with existing rights of way / countryside access.

FARINGDON PARKING STUDY

OCC TRANSPORT FOR NEW DEVELOPMENTS (PARKING STANDARDS) 2011

Reference Table C1: Car Parking Provision in New Developments

Ref: Table

C1: Car Parking provision in New Developments

Number of Bedrooms Per Dwelling	Maximum Number of Allocated Spaces	Maximum Number of Spaces When Two Allocated Space Per Dwelling is Provided		Maximum Number of Spaces When One Allocated Space Per Dwelling is Provided	
		Allocated Spaces	Unallocated Spaces	Allocated Spaces	Unallocated Spaces
1	1	N/A	N/A	1	0.4
2	2	2	0.3	1	0.6
2/3	2	2	0.3	1	0.8
3	2	2	0.4	1	0.9
3/4	2	2	0.5	1	1.1
4+	2	2	0.6	1	1.5

FARINGDON PARKING STUDY

VOWH Adopted Local Plan >2011 (Adopted 2006)

POLICY	DESCRIPTION	CONSISTENCY WITH	REMAINS IN FORCE
		NPPF	UNTIL PART 2
GS1	Developments in existing Settlements	part	no
GS2	Development in the Countryside	part	no
GS2	Application		
DC8	The provision of infrastructure And services	yes	no
DC9	The impact of development On neighbouring uses	yes	yes
DC10	The effect of neighbouring or previous Use on development	yes	yes
TR5	The National cycle Network	yes	yes
TR6	Public car parking in the main settlements	yes	yes
H4	Housing sites in Faringdon	yes	no
H10	Development in the five main settlements	yes	no
H15	Housing densities	yes	no
CF1	Protection of existing services and facilities	yes	yes
CF3	Cemetery provision in Faringdon	yes	yes
L10	Safeguarding and improving public rights Of way	yes	yes
L13	Proposed park at Folly Hill, Faringdon	yes	yes
E3	Faringdon	part	yes
E10	Key business sites	part	yes
S5	Non-retail uses in Faringdon Town Centre	yes	no
S11	Park Road Faringdon	yes	no
S12	Policies for Local Shopping Centres	yes	no

FARINGDON PARKING STUDY

VOWH Emerging Local Plan >2031

The Vale of White Horse Local Plan 2031 provides a policy framework for the delivery of sustainable development across the district. It will replace the Local Plan 2011 and is made up of separate parts as follows:

Local Plan 2031 Part 1: Strategic Sites and Policies

Local Plan 2031 Part 2: Detailed Policies and Local Sites

Adopted Policies Map

Science Vale Area Action Plan

The following sections put the plan into context

Page 7 Executive Summary

Chapter 1: Introduction

Local Plan prepared in compliance with National Planning Policy Framework with significant weight being attached to ensuring that the plan delivers sustainable development.

Core Policy 1: Presumption in Favour of Sustainable Development

The Strategic Housing Market Assessment for Oxfordshire (SHMA) sets out how many new homes are required across Oxfordshire and for each District up to 2031.

Chapter 2: Key Challenges and Opportunities

The Key Challenges and Opportunities faced in the District have been focused around four themes which are carried throughout the local plan

Building healthy and sustainable communities

Supporting economic prosperity

Supporting sustainable transport and accessibility and

Protecting the environment and responding to climate change.

FARINGDON PARKING STUDY

Page 8

Chapter 4 : Spatial Strategy

The Spatial Strategy has three main strands. These are:

Focus sustainable growth within the science vale area.

Reinforce the service centre roles of the main settlements across the district.

Promote thriving villages and rural communities whilst safeguarding the countryside and village character.

Core Policy 3: Settlement Hierarchy

Core Policy 4: Meeting Our Housing Needs

Page 9 Map showing the strategic growth planned across the Vale of White Horse District

Faringdon one of three Market Towns

Strategic Site Allocations

17	Land South of Park Road	350 units
18	East of Coxwell Road	200 units
19	South Faringdon	200 units
20	South West Faringdon	200 units

Core Policy 6: Meeting Business and Employment Needs

Core Policy 7: Providing Supporting Infrastructure and Services

Chapter 5: Sub-Area Strategies

Page 10 Western Vale Sub-Area

Core Policy 20: Spatial Strategy for the Western Vale Sub-Area

FARINGDON PARKING STUDY

Core Policy 21: Safeguarding of Land for the Strategic Highway Improvements

Chapter 6: District Wide Policies Page 11

Strategic Policies to be applied district wide to ensure a balance is met between addressing local housing needs, supporting economic growth and protecting the natural and built environment and the quality of life in existing settlements.

Building Healthy and sustainable communities

Core Policy 22: Housing Mix

Core Policy 23: Housing Density

Core Policy 26: Accommodating Current and Future Needs of the Ageing population

Supporting Economic Prosperity

Core policy 28: New Employment Development on Unallocated Sites

Core policy 31: Development to support the Visitor Economy

Core Policy 32: Retail Development and other Main Town Centre uses

Supporting sustainable transport and accessibility

Core policy 33: Promoting Sustainable Transport and Accessibility

Core Policy 35: Promoting Public Transport, cycling and walking

Core Policy 36: Electronic Communications

Protecting the environment and responding to climate change

Core Policy 37: Design and Local Distinctiveness

Core Policy 38: Design Strategies for Strategic and Major Development Sites

Core Policy 45: Green Infrastructure

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Chapter 1 – Introduction p.15

Paras 1.13 and 1.14 on sustainable development

Core Policy 1: Presumption in Favour of Sustainable Development

Chapter 2 – Key Challenges and Opportunities p.22 -

Building healthy and sustainable communities

Providing for our housing need - Sets out housing need for whole district

Supporting Economic Prosperity

Supporting the role of our main settlements for retailing - maintaining viability

Supporting sustainable transport and improving accessibility

Supporting sustainable travel and improving public transport

Helping to make our rural areas more accessible – access to market towns

Protecting the environment and responding to climate change

Responding to climate change

Chapter 3 – Spatial Vision and Strategic Objectives

P29 Spatial Vision – Copy the Spatial Vision

Strategic Objectives P30 –

Building healthy and sustainable communities

SO1 , SO2, SO3, SO4 Supporting economic prosperity

SO5, SO6, SO7 Sustainable transport and accessibility

SO8, SO9 Protecting the environment and responding to climate change

FARINGDON PARKING STUDY

Chapter 4 – Spatial Strategy

Core Policy 3 : Settlement hierarchy p37

4 Tier Hierarchy defined as follows

Market Towns

Local Service Centres

Larger villages and

Smaller Villages

Faringdon is classified as the Market Town for the Western Vale Sub-Area

Core Policy 4: Meeting Our Housing Needs

Western Vale Sub-Area Housing Allocations

See paragraph on right hand side of P39 concerning locations of developments in relation to the existing built up area.

Core Policy 6: Meeting Business and Employment Needs

P43 see table of employment land allocations

South of Park Road Faringdon New mixed use strategic allocation (4 & 20 Business Park)

3 hectares available. See also Appendix A – Strategic Site Development Templates

Core Policy 7: Providing Supporting Infrastructure and Services P.46

See also text on P44-45

O10, SO11, SO12

FARINGDON PARKING STUDY

The following chapter mostly relates to development with some transport issues.

Western Vale – sub area description on front cover of Chapter 5

Western Vale Sub-Area Strategy

Introduction P82

How the Western Vale Sub-Area will change by 2031

See Blue Box P.84 which describes a vision for changes in Faringdon

Strategic Policies and other planning considerations for the Western Vale Sub-Area

Building healthy and sustainable communities

Paragraphs 5.114 and 5.115 relate to Faringdon

Core Policy 20: Spatial Strategy for Western Vale Sub – Area

Sets out housing allocations

Supporting economic prosperity

Paras 5.120 – 5.123 describe employment types and employment allocations for Faringdon

Supporting sustainable transport and accessibility

Safeguarding of land for strategic highway improvements within the Western Vale sub-area.

Makes reference to “The Evaluation of Transport Impacts (ETI) study” that has been prepared to inform the Vale Local Plan 2031.

Identified some capacity issues on the A420. OCC and partners developing a Route Strategy for the A420 between A419 and A34

Land safeguarded for junction improvements on A420 at Faringdon and Shrivenham.

FARINGDON PARKING STUDY

See Core Policy 21 - Safeguarding of land for strategic highway improvements within the Western Vale sub-area.

Of particular interest are the Strategic Development Site templates, four of which relate to Faringdon. This is where you will find the suggestion for the bus stops on Coxwell Road to be relocated nearer to the junction with Highworth Road. See page 51.

P91 Building Healthy and sustainable communities

P92 Core Policy 22: Housing Mix

P93 Core Policy 23: Housing Density

Minimum density 30 dwellings per hectare (net)

P98 Core Policy 26: Accommodating Current and Future Needs of the Ageing population

(iii) where possible, residential dwellings designed for older people should be located within close proximity to public transport routes, retail and other local facilities, including for healthcare.

P100 Supporting Economic Prosperity

P101 Core policy 28: New Employment Development on Unallocated Sites

(ii) Safe site access

P103 Core Policy 29: Change of use of Existing Employment Land and Premises

(ii) refers to highway safety issues

P104 Core Policy 30: Further and Higher Education

(iii) Refers to pedestrian and cycle access and public transport connections.

P105 Core policy 31: Development to support the Visitor Economy

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P107 Core Policy 32: Retail Development and other Main Town Centre uses

P108 Supporting sustainable transport and accessibility

P109 Core policy 33: Promoting Sustainable Transport and Accessibility
Whole Policy but (i) and (ii) particularly relate to developments

P111 Core Policy 35: Promoting Public Transport, cycling and walking
Whole Policy particularly relevant to our report

P112 Core Policy 36: Electronic Communications
Reduce the need to travel

Protecting the environment and responding to climate change

P115 Core Policy 37: Design and Local Distinctiveness
(iv) Ease of movement, prevent dominance of vehicles
(vii) good access to public transport
(xi) well integrated car and bicycle parking

P116 Core Policy 38: Design Strategies for Strategic and Major Development Sites

Requirements for

1) A Masterplan

Integrate with the surrounding built, historic and natural environments, in particular maximising existing potential movement connections and accessibility to encourage walking, cycling and use of public transport.

FARINGDON PARKING STUDY

2) A Design and Access Statement

The delivery , phasing and implementation strategies to be in place to ensure the timely delivery of infrastructure and services to the development when they are needed by new residents and that new developments are built out in a logical manner.

Core Policy 45: Green Infrastructure

This relates more to the provision of green open spaces within the development so probably isn't that relevant to our report.

FARINGDON PARKING STUDY

Faringdon Town Council Emerging Neighbourhood Plan 2014

P27 Refers to the need for a comprehensive study of roads and traffic volumes / flows, leading to an Integrated Transport Policy, that meets the needs of all who live, work and use Faringdon. It also refers to the 2004 Parking Survey and our 2014 Parking Survey.

P28 describes how the town has developed in an asymmetrical pattern which is a departure from conventional town planning.

Objectives are listed as drawn from local input and define the aspirations for the town's connections.

P29 Policy 4.3A Connections

Desire for new direct bus service to Witney to access community services

P.30 Policy 4.3B Streets and Spaces

For journeys around Faringdon, walking and cycling should become the preferred means of transport, particularly for the school run. (Gary I need to try and find out about walking bus arrangements at the schools).

Aspirations for a link from the A420 into the car park at Folly Park Sports and Leisure centre to avoid traffic going through the town to get to it.

P31 Living Street shared space aspirations for the Town Centre

Illegal town centre parking a contributing factor in causing traffic congestion and delays and inconvenience to buses.

Parking

Should continue to be free parking in the town centre with differential time limits according to location to attract both visitors and shoppers. Evaluation required of how parking can be best managed. Opportunities to deliver additional car parking should be explored alongside future retail development. Any parking additions to avoid major bus routes.

There is a need for a dedicated coach park outside the town centre. This could possibly be located in the Park Road industrial estate.

FARINGDON PARKING STUDY

Policy 4.3D: Parking

P32Map of cycle proposals as per Farcycles Group 2009 report (See Neighbourhood Plan Evidence Base Review pages 61 – 62 at faringdonplan.webs.com. There is strong local support for these proposals.

P33 Policy 4.3E Footpaths and cycleways

Supportive actions

Parking – Businesses should work together to consider how staff could be encouraged to park outside the core town centre to leave more space available for shoppers and visitors.

Walking and Cycling – Greater promotion of new and existing routes

4.2 A WELL - PROPORTIONED TOWN

Page 21 acknowledges that, whilst some growth could be beneficial to the town, bringing better services, infrastructure and more customers, it needs to be kept in check to avoid losing the character and friendliness of the town. The population could grow from 8,100 to 11,000 people over the next ten years.

Fig 4 Faringdon's development boundary as defined in the Vale Local Plan 2011. You can see straight away that current plans exceed this.

P22 Neighbourhood Plan Policy is to keep to this boundary except for the proposed strategic site allocations set out in the emerging Vale Local Plan 2031: Part 1 (South West Faringdon) or where changed as a result of the policies in the adopted Neighbourhood Plan.

Policy 4.2A: Residential Development

Policy 4.2B: Residential Development within the Development Boundary

Policy 4.2C: Residential Development beyond the Development Boundary

Policy 4.2D: Planning Gain

FARINGDON PARKING STUDY

Approach roads (other than Park Road) leading into the town, now bordered by trees, fields and hedges should not be developed. These form a pleasant and appropriate setting for the town.

4.4 TOWN CENTRE SHOPPING AND SERVICES

See P35 Para 2 which describes various retail surveys and the footfall survey of 2013 by VOWH which shows a doubling in footfall over the previous year, which they say could be partly explained by the introduction of two hours free parking in 2011, the renovation of Budgens in 2012 and the opening of more retail outlets in the Town centre.

P36

Features of successful small town centres

The future vision for Faringdon is that the town centre will be able to meet the regular weekly needs of most people in the town, providing food shopping and other convenience and durable goods.

Improving existing retail

There is a need for Faringdon to support and extend the existing range of local shops.

The regular weekly market needs to be re-energised, with a stonger emphasis on quality and local produce.

The monthly Faringdon Farmers' market is more successful.

Services and supportive activities

Faringdon residents have to travel to Carterton for HSBC bank and Lechlade or Wantage for Barclays since the closure in October 2013 of their own branch.

P37 Faringdon Town centre to be supported as a hub for shops, services, community and leisure activities with the Market Square at the heart of the town.

FARINGDON PARKING STUDY

P38 Map showing route for improved pedestrian link between Tesco site and the Town Centre. Also potential retail development sites, such as BT Exchange and Police Station site and Land North West of Gloucester Street car park.

P39 seems to be suggesting the use of Tesco's car park as a general edge of town car park for other shoppers, with better pedestrian links to the town centre. Whilst this might be a good idea as far as the town centre shops are concerned, I am not sure what view Tesco's might have.

See Policies 4.4A – 4.4D on Pages 40 and 41

4.4D is of particular interest

4.4D: Improving Pedestrian and Cycle Links

Describes future developer contributions required for an improved pedestrian / cycle link between Tesco and the Town Centre. Sounds like they didn't secure enough funding via Tesco's in the first place. Also the need for an improved link between the Gloucester Street site and the Town Centre.

Faringdon is described on P41 as the largest organic producing area in the UK. This needs to be exploited by having more local produce on sale in Faringdon to attract visitors to the town.

The 2013 Employment Land review prepared on behalf of VOWH District Council characterises Faringdon as an important location for B1 (business offices) and B2 (industrial) employment uses and is influenced by Swindon which is an important location for blue chip companies.

The Local Plan recognises the need to accommodate employment in the West of the Vale.

A number of sites have been allocated in Faringdon, notably the 4 & 20 site and employment use within the development mix for the Sandhill site south west of Park Road (formerly Rodgers' Concrete) The draft Local Plan allows for further non-strategic employment sites to be allocated through the Neighbourhood Plan.

See P47 - 51 Policy 4.5A: Existing Employment Sites

Policy 4.5B: Wicklesham Quarry

Policy 4.5C: Land North West of Gloucester Street Car Park

Policy 4.5D: Wicklesham Farm

Policy 4.5E: Land behind Pioneer Road

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P52 Policy 4.5F:Town Centre Employment (incl ref to Traffic & Parking)

Policy 4.5G:Rural Diversification

Policy4.5H:Supporting Additional Employment

P55 4.6 FAMILY HOUSING

P57 Policy 4.6A: Housing Balance

P58 Policy 4.6B: Self-build Housing

P71 4.8 ENSURING APPROPRIATE SUPPORTIVE INFRASTRUCTURE

Policy 4.8A: Improving the Infrastructure

P72 Plan showing existing and potential school sites

P73 4.9 SCHOOL PROVISION

Academy Strategy Consultation 2013. In tandem with the Neighbourhood Plan process the Faringdon Academy of schools carried out a public consultation in 2013 on their long-term strategy, for addressing the issue of expanding school provision to meet the planned growth in and around Faringdon.

P74 Developments since the Strategy consultation

Recent growth in potential housing developments has lead to an increase in the size of the school provision required.

As of early 2014 the predicted needs are for a Two Form Entry plus a Three Form Entry Primary School and a Nine Form Entry Secondary School.

The Current Infant school on Canada lane is set to move to a new site on the Park Road development and be incorporated within a new Two (or Three) form entry Primary school.

The existing Junior School is to be converted into a Two Form Entry Primary.

P74 Policy 4.9A: Infant School Site Redevelopment

There is strong support in the community for a pre-school facility to remain in the town. The Town Council will work with the Academy and other stakeholders to achieve this objective.

P77 4.10 SPORT AND LEISURE

P81 Policy 4,10A: Faringdon Country Park

The Faringdon Country Park will be developed to promote leisure, sport, recreation and wildlife. The strategy (funded by developer contributions) will address a range of issues including

- (i) Access and parking
- (ii) Wayfinding and signage

Policy 4.10B: Sports Facilities

Need for a multi-use all weather pitch ASAP with floodlighting

Existing facilities at the Leisure centre to be updated and extended as the town grows.

P87 4.11 A CARING COMMUNITY

FARINGDON PARKING STUDY

Policy 4.11A: Health and Care Provision

Policy 4.11B: Care for the Elderly

The above policies describe the facilities that will be required which will result in further development / expansion of facilities.

CIHT Providing for Journeys on Foot 2000

Reference Table 3.2: Suggested Acceptable Walking Distance

Ref: Table 3.2: Suggested Acceptable Walking Distance

	Town Centres (m)	Commuting/ School Run/ Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Reference Table 3.3: Acceptable Walking Distances for Car-Bourne Shoppers

Ref: Table 3.3: Acceptable Walking Distances for Car-Bourne Shoppers

Parking Time (hours)	Acceptable Walking Distance (metres)
0.5	100
1	200
2	400
4	800
8	1000

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Appendix J – Digital Photographic Survey (see attached USB)