

FARINGDON PARKING STUDY

FARINGDON PARKING STUDY

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

MAIN REPORT

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

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0.0 EXECUTIVE SUMMARY

- 0.1 Chapter 1 – Summary outlines the completed methodology for undertaking the parking study.
- 0.2 Chapter 2 – Introduction outlines Faringdon as a Market Town in Oxfordshire.
- 0.3 Chapter 3 – Sustainable Transport outlines the transport links to Faringdon and offers proposals to improve the Town’s sustainable transport.
- 0.4 Chapter 4 – Schools outlines the impacts of the current and proposed schools in Faringdon.
- 0.5 Chapter 5 – Developments outlines the impact of the current and proposed developments in Faringdon.
- 0.6 Chapter 6 – Parking Study outlines the results of the public consultation in detail.
- 0.7 Chapter 7 – Parking Surveys outlines the results of the parking surveys in detail.
- 0.8 Chapter 8 – Signs and Lines outlines the review of the existing restrictions and offers proposals to improve the Town’s parking restrictions.
- 0.9 Chapter 9 – On Street Parking outlines the review of the existing on street parking arrangements and offers proposals to improve the Town’s on street parking.
- 0.10 Chapter 10 – Off Street Parking outlines the review of the existing off street parking arrangements and offers proposals to improve the Town’s off street parking.
- 0.11 Chapter 11 – Private Car Parks outlines the review of the existing private car parks and offers proposals to improve the Town’s private car parks.
- 0.12 Chapter 12 – Recommendations summarises all of the proposals made throughout the report into a shopping list of proposals.

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0.13 Chapter 13 – Priorities and Budget Estimates summarises all of proposals prioritised for the short, medium and long term, together with appropriate budget estimates.

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1.0 SUMMARY

- 1.1 Gary Kay Smith Ltd were commissioned by the Vale of White Horse District Council and worked closely with the Faringdon Town Council to undertake a parking study of Faringdon. The parking study brief is included in Appendix A. Our initial proposal which was presented to the Town Council on 3 June 2014 is included in Appendix B.
- 1.2 We attended a meeting with the Town Council on 15 July 2014 and agreed to raise the profile of the parking study and to collect any parking related issues. We placed a local advert in the Faringdon Folly August and September edition's, we then set up a dedicated email address and phone number available for residents and businesses to raise any parking related issues. All relevant Town Council meeting notes are included in Appendix C.
- 1.3 Throughout August and September we collected parking related issues, these broken down into the following categories: Bus Stops & Routes; Car Parks (Off Street – Pay & Display); Pedestrian Access; Restrictions; Schools; & Town Centre. The initial parking related issues collected are included in Appendix D.
- 1.4 We attended a meeting with the Town Council on 26 August 2014 and presented the above identified parking related issues. At the meeting we agreed the extent of the public consultation, the public consultation material, public consultation promotion and the public consultation dates.
- 1.5 The extent of the public consultation was agreed to be a leaflet drop using Faringdon What's On October Edition to every residential property (3,500 leaflets were provided to the distributor). Businesses and Emergency Services (250 packs were hand delivered), all received a pack including a leaflet and questionnaire.
- 1.6 The public consultation material was a two-fold double sided A4 colour leaflet and a four page black & white questionnaire (both printed on paper sourced sustainably, with recycled inks). Both the leaflet and questionnaire are included in Appendix E.

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- 1.7 The public consultation promotion was local posters in shops, articles on the Faringdon Community website, articles on the Faringdon Town Council website, articles in the Faringdon Folly, local adverts in the Faringdon Folly October edition and Faringdon What's On October edition.
- 1.8 The public consultation dates were agreed to be on Saturday 4 October 2014 and Tuesday 7 October 2014. The format of the consultation was to hold a Market Stall under the cover of the Old Town Hall from 9am to 5pm and in the Pump House from 6pm to 8pm. The results of the parking study detailed in Chapter 6 and they are included in Appendix F.
- 1.9 The Pump House allowed a presentation of the Digital Photographic Survey of Faringdon (which had been undertaken during the last week of September 2014). This is included on the attached USB in Appendix J.
- 1.10 We attended a meeting with the Town Council on 7 October 2014, we gave a verbal report on the success of the public consultation and agreed to undertake parking surveys from 31 October 2014 to 4 November 2014 between 8am and 6pm. The results of the parking surveys are detailed in Chapter 7 and they are included in Appendix G.
- 1.11 We attended a meeting with the Town Council on 18 November 2014 and presented the following: Project Plan Update; Proposed Report Headings; Draft results of the parking study; & Draft results of the parking surveys.
- 1.12 The project plan and report headings were agreed, and the Town Council agreed that the draft results could be made available on the Faringdon Community website to allow residents and businesses to be able to view the initial results.
- 1.13 It was agreed that this, the First Draft reports Executive Summary & Recommendations would be presented at the Town Council meeting on 9 December 2014. The Town Council would consider the First Draft report and it would be discussed at the Town Council meeting on 6 January 2015.

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- 1.14 It was also agreed that the Final Draft report would be presented to the residents and businesses of Faringdon on 26 January 2015 at the Faringdon Corn Exchange. The Town Council would consider the Final Draft report and it would be discussed at the Town Council meeting on 17 February 2015.
- 1.15 The Final Report is due to be presented to the Town Council at its meeting on 10 March 2015.

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2.0 INTRODUCTION

- 2.1 Faringdon (meaning Fern – covered Hill) is the Market Town for the Western Vale Sub - Area of the Vale of White Horse District in Oxfordshire, England. It is situated approximately 18 miles (29km) south west of Oxford and about 10miles (16km) north-west of Wantage and 13 miles (21km) north east of Swindon. It sits between the River Thames to the north and the higher ground of the Ridgeway to the south. The Town was part of Berkshire until the boundary changes of 1974.
- 2.2 King John gave the town a Royal Charter in 1216 to hold a weekly market. In 1218, during the reign of Henry III, the Shire of Berkshire is ordered to hold a market in “Ferendun” on Mondays so long as this does not cause nuisance to surrounding markets. On 18th Feb 1313, during the reign of Edward II, the Market changes from Monday to Tuesday. A weekly market is still held on Tuesdays and a monthly Farmers’ market, held on the first Tuesday of the month, started in April 2001.
- 2.3 The Tower of 12th century All Saints church was destroyed by Royalists to prevent undermining by Parliamentarian sappers during the Civil War 1645. The Old Town Hall (formerly the Market Hall) dates from the late 17th or early 18th century and is a Grade II listed building. The Brick Folly, on Folly Hill, was designed by Gerald Wellesley, for Lord Berners and built, in 1935, by the estate workers from Lord Berners estate. Folly Hill has been the site of several battles.
- 2.4 Faringdon is at the junction of five main roads and was once an important stopping point for coaches during the 16th and 17th centuries, with 19 inns still remaining around 1900. It is at the gateway to the Cotswolds and Cirencester was the main town for wool production during the middle ages. The **A417** is the main West East route from Gloucester via, Cirencester, Lechlade-on-Thames, Faringdon and Wantage to Streatley. The **A4095** Radcot Road takes a route North out of Faringdon, over the Thames to Witney, which sits just North of the current A40 and on to Bicester, north east of Oxford. London Street was the main London coach road to the East via Abingdon (today the route uses part of the **A420**).

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- 2.5 Marlborough Street, as its name suggests, was the main road to Marlborough in Wiltshire. Southampton Street is the original route to Southampton. The **B4019** Highworth Road is the route to Highworth. The **A420** Faringdon Bypass opened in July 1979, taking much of the through traffic away from the centre of Faringdon. Prior to this date all traffic between Swindon and Faringdon had to drive through the town. However, congestion, made worse by illegal on – street parking, is still an issue in the centre of Faringdon.
- 2.6 At the 2001 Census, the town had a population of 6,187. By the 2011 census it had grown by over 15% to 7,121. Since then the population has already exceeded 8,000. Planned housing developments, already approved or under construction, will take the population to almost 10,000 and the additional sites located in the Vale’s emerging Local Plan will see the population of Faringdon reach around 11,000.
- 2.7 Faringdon provides a good selection on shops, ranging from everyday convenience shops, supporting local needs to specialist shops which attract visitors from further afield. On the 1st February 2004, Faringdon was granted Fairtrade Town status, becoming the first Fairtrade Town in the South East of England.
- 2.8 There is also an industrial estate and a new Tesco store situated along Park Road, providing local employment. New developments will increase the number of potential customers supporting these businesses. It is hoped that the town will thus become more self-sustaining. However, local people are anxious that growth should not be allowed to change the friendly, local character of the town.
- 2.9 There are still several Public Houses and Coaching Inns, some remaining from the 16th century and these provide a focus for the local community as well as supporting tourism in the town. Their importance has been acknowledged in the Faringdon Neighbourhood Plan and there is a policy to retain them, wherever possible. The market place is expected to remain the focus for the town centre, with community activities supporting the market and surrounding shops and businesses.

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3.0 SUSTAINABLE TRANSPORT

3.1 Sustainable Transport within Faringdon are covered by National, County, District and Town Policies. A commentary of relevant policies relating to parking in Faringdon will appear in this Chapter. Relevant extracts of the above are included in Appendix I.

3.2 Railways

3.2.1 The 3.5 mile Faringdon to Uffington Branch Line was built by the Faringdon Railway Company and opened on 1st June 1864. It was bought outright by the Great Western Railway (GWR) in 1886. Passenger Numbers Peaked circa 1913 but Passenger services were withdrawn in December 1951 and Freight services in December 1964, when the line was closed as part of the Beeching cuts. Faringdon Town Council proposed in 2005 to reopen the line but it remains closed. The Station building remains in Park Road and is currently occupied by the old station nursery school.

3.2.2 There are proposals to re-open a Station at Challow (Formerly known as Faringdon Road Station) or at Grove on the Great Western Main Line. The Neighbourhood Plan supports these proposals, with the provision of good bus and cycle links between Faringdon and the new station.

3.3 Buses

3.3.1 Faringdon is currently served by the following main regional and local bus services:

61 Faringdon Community Bus (contract No V70)

66 Stagecoach

Swindon/Shrivenham /Faringdon/Southmoor/Besselsleigh/Oxford

Every 30 mins Mon – Sat and hourly service on Sundays with wi-fi

67 Thames Travel (Contract No V79)

Faringdon/Stanford/Uffington/Kingston Lisle/Childrey/

The Letcombes/Wantage

Mon – Sat 1 journey

67A Thames Travel (Contract No V79)

Faringdon/Stanford/East Challow/Wantage

Mon – Sat 5/6 journeys

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- 67B Thames Travel
Wantage/The Letcombes/Childrey/Stanford in the Vale/Faringdon
Mon – Sat 1-2 journeys
- 83 / 84 Stanford Community Minibus (Contract No V65)
Faringdon/Stanford in the Vale/East Challow/Wantage
Tues / Weds / Fri / Sat 2-3 journeys
- 3.3.2 Oxfordshire County Council is, at the time of writing this report, reviewing contracts for subsidised bus routes, which operate in the Vale of White Horse and South Oxfordshire Districts. New contracts are due to commence in June 2015.
- 3.3.3 There is an identified need for direct bus services from Faringdon to Abingdon, where district and health services are located and to Witney, the nearest A & E Hospital and the location for mental health services.
- 3.4 Transport Initiatives – Faringdon Community Bus No. 61
- 3.4.1 Launched in November 2001, the Faringdon Community Bus (FCB) is run by volunteers and provides local transport for groups and individuals in and around Faringdon. The bus operates a timetabled service in and around Faringdon every weekday morning except bank holidays.
- 3.4.1 In addition, a programme of trips to other towns and places of interest is provided. The bus has 16 passenger seats but is not fully accessible to wheelchair users. Passenger numbers are increasing year on year.
- 3.5 Transport Initiatives – Farcycles (Faringdon Cyclists)
- 3.5.1 Farcycles describe themselves as a “loosely connected bunch of a couple of hundred cyclists of all ages and abilities who just love cycling together in the stunning countryside around Faringdon”
- 3.5.2 P32 Fig 5 of the Neighbourhood Plan shows the cycle routes proposed by Farcycles, including routes within the town and longer distance routes to surrounding settlements.

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3.6 Developer Contributions

- 3.6.1 Strategic Development sites for new housing in Faringdon have been identified In the emerging Vale of White Horse Local Plan 2031. The plan refers to the need for developer contributions to improve bus stops, frequency and infrastructure along the strategic 66 Bus Route.
- 3.6.2 The template for the South West of Faringdon site (for around 200 homes) makes reference to developer contributions for relocating the existing bus stops on Coxwell Road nearer to the Highworth Road junction to reduce walking distances (currently at least 500 metres) and redesign these stops to deter parking.
- 3.6.3 Cycle parking provision in the Town centre is limited
- 3.6.4 Opportunities for safe on – road cycle route provision in the centre of Faringdon are limited by the Town’s historic core and network of narrow streets which are not well suited or adaptable to mixed traffic use.
- 3.6.5 Opportunities for dedicated off – road cycle route provision linking the developments with the Town Centre need to be fully explored.
- 3.6.6 The development template for the South of Park Road strategic site refers to the need to ensure that footpaths and cycleways connect to Faringdon centre and other areas where infrastructure and services are located, including to the secondary school.

3.7 Proposals

- 3.7.1 Relocate bus stops on Coxwell Road nearer to Highworth Road.
- 3.7.2 Relocate bus stop in the Market Place.
- 3.7.3 Enhance bus stops on 61 bus route.
- 3.7.4 Enhance bus stops on strategic 66 bus route.
- 3.7.5 Provide coach stop for visitor coaches.
- 3.7.6 Provide cycle stands in the town centre.

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- 3.7.7 Investigate potential for cycle Hub at South End of Southampton Street.
- 3.7.8 Investigate potential for cycle Hub at Faringdon College.
- 3.7.9 Explore potential for cycle links from developments to the town.
- 3.7.10 Better signage and wayfinding.
- 3.7.11 Car club (See Chapter 5 Developments).

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4.0 SCHOOLS

4.1 Faringdon Academy of schools – Education Strategy 2013

- 4.1.1 The rapid expansion of housing in and around Faringdon is putting pressure on the provision of school places for all age groups. The aspiration is for the town to be family friendly. As such, the aim is for there to be a school place in the town for every local child that needs one. This is a key objective of the Faringdon Academy of schools.
- 4.1.2 The proposed strategy is to double primary provision and increase secondary places by a third through a phased development over the next 10 – 15 years.
- 4.1.3 The strategy is based on converting the current Junior School into a Two Form Entry Primary School and transferring the Infant School to a new site on the South of Park Road development and expanding it into a second Two Form Entry Primary School. Secondary Provision is also to be significantly increased with the aim of achieving an Eight Form Entry capacity through a phased build programme.

4.2 The Neighbourhood Plan's objective

- 4.2.1 Is for “A parish where every child can go to school in the town and benefit from a high quality education”.
- 4.2.2 The recent growth in potential housing developments in the area has led to an extension beyond even the assumptions in the Faringdon Education Strategy 2013. As of early 2014 the picture has moved to the point where there is likely to be a need for a Two Form Entry plus a Three Form Entry Primary School and a Nine Form Entry Secondary School to take account of housing developments not only in Faringdon but also in other surrounding places, including Shrivenham and Kingston Bagpuize.
- 4.2.3 In November 2013 the Faringdon Academy of Schools expanded to become an eight school multi-academy trust, including the current three schools in Faringdon.

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4.3 Faringdon Infant School

4.3.1 Faringdon Infants school is a mixed gender Infants school located on a site on the corner of Lechlade Road and Canada Lane, Faringdon. Age Range 3-7 years Pupils on roll 276 (Ofsted Feb 2013).

4.3.2 Under the Faringdon Academy of Schools Education Strategy, the plan is for the current school site in Canada Lane to close and for the Infant school to move to a new Primary school site, as part of the South of Park Road development.

4.4 Faringdon Junior School

4.4.1 Faringdon Junior school is a mixed gender Junior school located on the site of the Faringdon Girls' Grammar school, Gloucester Street, which dates back to the 1920's. Age Range 7-11 years Pupils on roll 261 (Ofsted Jan 2014) Staff 30

4.4.2 Under the Faringdon Academy of schools Education Strategy, the plan is for the current Junior School site, off Gloucester Street, to be expanded to provide a full Two Form Entry Primary school.

4.4.3 Planning Applications **P14/V0948/FUL** Registered 29 April 2014
Faringdon Junior School, Gloucester Street, Faringdon. Construction of a new single storey 3 classroom Foundation Stage Building and 2 small extensions plus 3 parking spaces and a new hard play area.

4.4.4 An Oxfordshire County Council Property & Facilities Stage 1 Feasibility Report was produced in January 2014 to address the need for the school to expand to 2FE. This report recommended the developments that are included in this application. This will fulfil Oxfordshire County Council's commitment to providing the school with sufficient facilities to accommodate "Basic Need" school places up to 2FE and allow the school to operate within the scope of current legislation. *Planning Supporting Statement-CS 067489*
Permission Granted 25 June 2014 subject to conditions.

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- 4.4.5 Condition 5. Prior to the use of the development hereby permitted a Green Travel Plan shall be drawn up, and submitted to and approved in writing by the Local Planning Authority; such plans to include proposals for all travel modes other than the private car for journeys to and from site. Reason: To promote the use of non-car modes of transport in accordance with Policy DC5 2011
- 4.4.6 There is currently no parking provision on the school site. Staff use the parking area at the end of Woodview Drive. Parents park on – street or use the Gloucester Street Car Park. *Planning Supporting Statement-CS 067489*
- 4.4.7 Currently there are no car parking spaces on the site. The proposed number of new car parking spaces is 2 No standard and 1 No disabled located adjacent to the existing vehicular gate at the end of Woodview Drive. This parking provision was agreed with OCC Highways and the consultant (Hannah Reed) who provided the Transport Statement submitted with this application.
- 4.4.8 The existing cycle and child scooter parking (a shed for 24 cycles) will be retained in its current location on site. A new cycle shelter with 20 new cycle hoops will be installed adjacent to the existing cycle shed. *Planning Supporting Statement-CS 067489*
- 4.4.9 The Evidence Base Review – Consultation Summary, which supports the Faringdon Neighbourhood Plan, includes a wish list for Faringdon. Wish No 16 is for a Walking Bus Strategy for the Infant School. Clearly, if the infant school is to be closed this should be considered for the new Primary school.
- 4.4.10 Scooter to School Initiative. In November 2006, The Oxford Times reported that the Better Ways to School Programme was to fund and additional 200 scooter parking places in Oxfordshire schools. Faringdon Junior School was reported as having 40 scooter cycle places and Headteacher Paul Turner said “Coming to school on a scooter gets children into good habits about travelling short distances without relying on polluting cars.”

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4.5 Faringdon Community College

- 4.5.1 Faringdon Community College occupies a site off Fernham Road close to the Southern boundary of Faringdon. The college is a mixed gender comprehensive school with Specialist status in Engineering. Age Range 11-18 Pupils on roll 1,111 Staff 230
- 4.5.2 Under the Faringdon Academy of schools Education Strategy, the plan is to expand the community college from a Six form Entry into an Eight or Nine form Entry under a phased build programme over the next 10-15 years.
- 4.5.3 Planning Applications **P14/V2297/FUL** Registered 13 October 2014
Faringdon Community College Fernham Road Faringdon SN7 7LB
Erection of a three storey classroom block with associated landscape and car parking. Plans are currently being consulted on. A Transport Statement and Travel Plan have been commissioned to support the Planning Application.
- 4.5.4 According to Peter Brett's Transport Statement for Faringdon Community College, produced on behalf of Carillion. The school currently has 69 car parking spaces and a large cycle shed with a capacity for 60 bicycles. Staff Parking is oversubscribed and this leads to college staff parking along Fernham Road and Carter Crescent. Coach companies have complained about the parking along Fernham Road.
- 4.5.5 It is proposed to introduce Double Yellow Lines on Fernham Road 15 metres north and south of the southern access road, to facilitate coaches turning. The school will fund the expense of the TRO.
- 4.5.6 An additional 10 on-site car parking spaces are proposed south of the new 3 storey building which would bring the total number of car parking spaces to 79.
- 4.5.7 A school Travel Plan will be produced and implemented. The Business and Finance Director will take overall responsibility for the Plan. The School is to draw up a Staff Car Parking Policy that clearly states who is allowed to park and where.

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4.6 Developer Contributions

- 4.6.1 As part of the Bloor Homes Development South of Park Road, a second Primary school is proposed to be built. It is, however, unlikely that this school will be open before September 2016. Both Primary schools are proposed as being run by the Faringdon Academy of schools under a single educational vision.
- 4.6.2 The Development Templates for the Strategic sites in Faringdon as set out in the Vale of White Horse emerging Local Plan 2031, all require developer contributions towards increasing primary school capacity and increasing secondary school capacity at Faringdon Community College.

4.7 Proposals

- 4.7.1 All schools should be encouraged to have up to date and relevant travel plans, to promote travel to school by sustainable modes by wherever possible.
- 4.7.2 Promotion of better ways to School, including: Car Sharing; Cycle Train; Scooter to School; & Walking Bus.
- 4.7.3 Catchment area restrictions for the use of parking permits to use car parks.
- 4.7.4 School Keep Clears, should be backed up with signage, traffic order and enforcement
- 4.7.5 Safer journeys to school style improvement's, can be utilised to improve pedestrian safety and deter parking by use of controlled crossings and appropriate guard railing.

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5.0 DEVELOPMENTS

5.1 Developments within Faringdon are covered by National, County, District and Town Policies. Planning in Faringdon is steered and influenced by the following:

- National Planning Policy Framework March 2012
- The adopted Vale of White Horse Local Plan 2011 (Adopted 2006)
- The emerging Vale of White Horse Local Plan 2031
- The Strategic Housing Market Assessment for Oxfordshire
- The emerging Faringdon Neighbourhood Plan

A commentary of relevant policies relating to parking in Faringdon will appear in this Chapter. Relevant extracts of the above are included in Appendix I.

5.2 Faringdon has four strategic housing sites, these are: Land South of Park Road; Land East of Coxwell Road; The Steeds; & South West of Faringdon. Land North of Highworth Road is not a strategic site and is currently under appeal.

5.2.1 Land South of Park Road, Faringdon (27.85ha) (Sandhill)

Development Template P55 Appendix A: Vale of White Horse Local Plan 2031

Use: Around 350 homes and up to 3 ha of business development compatible with neighbouring uses, subject to masterplanning

Application No P13/V0709/O

Registered 7 May 2013 (Date of Agent’s Application 28th March 2013)

Current Status Under Consideration

Applicant Bloor Homes Ltd (Western)

Outline application for residential development (up to 380 units including up to 64 extra care units), employment development, primary school, allotments, public open space and associated infrastructure with new access from Park Road.

Transport Assessment – PFA Consulting March 2013

Framework Travel Plan – PFA Consulting March 2013

Predicted Trip Generation	am Peak (07:00 – 10:00)	pm Peak (16:00 – 19:00)
Vehicles	1,035	1,015

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Primary Access

This will be from Park Road (A417) to the north of the development via a new roundabout junction.

Proposed Sustainable Transport Measures include:

The proposed emergency access to the development will also function as a pedestrian and cyclist access.

Proposed Park and Stride associated with the primary school

Sheltered parking close to the entrance of the site.

Sands Hill to be retained as a pedestrian / cyclist route providing safe access to all parts of the development

Framework Travel Plan Co-ordinator to be funded by the developer
Pedestrian route improvements along Park Road from the development to the Town Centre. (\$106 agreement)

New Pedestrian and cycle route infrastructure to be provided along the site's Park Road frontage.

Stagecoach tickets / vouchers or similar for new residents as an incentive to use sustainable travel modes.

For full details of all proposed measures see Section 7 Measures of the Travel Plan.

Parking

See section 2.8 of the Travel Plan

The proposed development will incorporate car parking for all residential properties in accordance with the relevant parking standards, which are currently set out in Appendix C of OCC's Transport for New Developments: Parking Standards for New Residential Developments, published in December 2011.

5.2.2 Land East of Coxwell Road, Faringdon Great Coxwell Parish (8 ha) (Fernham Fields)

Development Template P53 Appendix A: Vale of White Horse Local Plan 2031

Use: Around 200 homes, subject to masterplanning

Application No P13/V0139/O

Registered 21 January 2013 (Date of Agent's Application)

Current Status Under Consideration

Applicant SGR (Faringdon) Ltd

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Outline planning application for residential development of up to 200 houses, public open space, associated infrastructure and new access.

Transport Assessment – Peter Brett Associates LLP Jan 2013
Design & Access Statement – BHP Harwood

Predicted Trip Generation	am Peak (08:00 – 09:00)	pm Peak (17:00 – 18:00)
Vehicles (Arriving)	43	121
Vehicles (Departing)	119	45

Primary Access

The development site will be accessed via a single ghost island junction from Coxwell Road. (See dwg 26340-001-SK001) Transport Assessment.

Proposed Sustainable Transport Measures

The proposed emergency access to the site via Fernham Road at the south-eastern boundary of the site will also be used as a pedestrian and cycle link.

(see Section 4.2 Transport Assessment)

- New bus stops in both the northbound and southbound directions to be provided on Coxwell Road.
- The proposed development will help support the 66 Bus service.
- Faringdon Community Bus – developer willing to support the purchase of a new bus, with increased capacity and wheelchair access.

(See Section 5 Transport Assessment and Framework Residential Travel Plan)

- Pedestrian and cycle routes to be provided across the site.
- Welcome packs to be provided to all new residents, providing information on local public transport and walk & cycle facilities, as well as incentives for travelling by sustainable modes, including travel vouchers.
- A Travel Plan Coordinator will be appointed by the developer to oversee the implementation of the travel plan.
- A Bicycle User Group (BUG) will be set up.
- Promotion of Car Share Schemes
(ie oxfordshirecarshare.com, Blablacar.com)

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Parking (See Transport Assessment Section 4.5)

The exact schedule of the future development is not currently known (number of bedrooms per dwelling, proportion of allocated and unallocated parking).

However, the layout has been designed so that the future parking provision will accord with the OCC parking standards.

See Design and Access Statement – Final Schedule of Accommodation.

5.2.3 South West of Faringdon (10.47 ha) South of Highworth Road (Drivewalk)

Development Template P51 Appendix A: Vale of White Horse Local Plan 2031

Use: Around 200 homes, subject to masterplanning

Application No P13/V1653/O

Registered 23 July 2013 (Date of Agent's Application)

Current Status Under Consideration

Applicant Drivewalk Ltd

Outline planning application for residential development comprising 70 dwellings and associated parking, access roads, footpaths, public open space and structural landscaping (As amended by Masterplan Drawing No: 56618-SK6, Landscape and Visual Impact Assessment and Schedule of Accommodation accompanying agent's letter dated 14 August 2014)

Transport Assessment – Glanville Consultants 19 June 2013 (based on 126 units) as per original Planning application.

Design & Access Statement – McBains Cooper

Primary Access

It is proposed that vehicular access will be achieved by upgrading the existing field access off Highworth Road. The width of the access road would be 5.2m, flanked either side by a 1.5m wide footway and a verge for tree planting with a width of 2m. in accordance with OCC's Residential Road Design Guide.

Proposed Sustainable Transport Measures

A new footway would be provided along the south side of Highworth Road, between the proposed site access and Westland Road, which would link the residential development with the wider pedestrian network and youth centre.

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The nearest bus stops are located on Highworth Road approximately 350m to the east of the proposed site access. There are also bus stops on Coxwell Road approximately 430m from the proposed site access. These provide direct connection to Faringdon Town Centre as well as to Swindon and Oxford. Swindon Railway Station can then be accessed.

A Travel Plan has not been located for the proposed development. Therefore, apart from the new section of footway that is mentioned above, there would appear to be no other sustainable transport contributions from this developer.

Parking (See Transport Assessment Section 2.12 – 2.16)
Parking Standards for New Residential Developments (OCC 2011) to be applied.

5.2.4 South Faringdon, (Great Coxwell Parish) (18.35 ha) (The Steeds)

Development Template P49 Appendix A: Vale of White Horse Local Plan 2031

Use: Around 200 homes, subject to masterplanning.

Application No P13/V1102/O

Registered 17th May 2013 (Date of Agent's Application)

Current Status Under Consideration

Applicant Welbeck Strategic Land LLP

Outline application for erection of up to 200 dwellings; about 6,000sqm of Class B1 employment; a Class A1 retail shop (about 420sqm), a public house (Class A4); Green Infrastructure including sports pitches; allotments; sustainable drainage system and other related infrastructure; internal roads, footways and cycleways; 2 accesses from Coxwell Road and at the junction of Coxwell Road / A420 (Amended Description)

Site Wide Travel Plan - Stuart Michael Associates Ltd - May 2013
Design & Access Statement – FPCR Environment and Design Ltd

Predicted Trip Generation

Total Vehicles daily 1817

See Table 4.3 of Travel Plan for breakdown

FARINGDON PARKING STUDY

Primary Access

This will be from Coxwell Road by way of two Priority T – Junctions. The northern most access will provide access to the residential development; the southern access will provide access to the commercial development and family pub.

Proposed Sustainable Transport Measures include:

Framework Travel Plan Co-ordinator to be appointed by the developer, with sub co-ordinators envisaged for each commercial business operating on the site.

For full details of all proposed measures see Travel Plan Section 8.0 Proposed Measures.

High Quality Walking and Cycling routes to be built into the design of the development. These will help the development to merge with the surrounding area by allowing a high degree of permeability throughout the site.

Special Events to encourage walking etc to be held

Cycle parking to be provided

5.2.5 Highworth Road ((Land North of Highworth Road) (aka 'Humpty Hill))

Application No P13/V1366/O
 Registered 2 July 2013 (Date of Agent's Application)
 Current Status Refusal of Planning Permission 1st October 2013
 Appeal Lodged 19th December 2013
 Applicant Gladman Developments Ltd
 Outline planning application for residential development of up to 94 dwellings with landscaping, open space, highway improvements and associated works.
 Transport Assessment - Croft Transport Solutions May 2013
 Travel Plan Framework - Croft Transport Solutions May 2013
 Design & Access Statement – TPM Landscape Ltd June 2013

Predicted Trip Generation	am Peak (08:00 – 09:00)	pm Peak (16:30-17:30)
Vehicles (Arriving)	15	35
Vehicles (Departing)	39	21
Peak Hour cycle trip generation total prediction of	3	

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Primary Access

The development site is located to the west of Faringdon. It is bounded by open land to the north and west, by properties aligning Orchard Hill to the east and by the B4019 Highworth Road to the south.

Access to the site would be gained via a new priority junction located along Highworth Road. Approximately 300m to the east of the site, Highworth Road meets Coxwell Road. Highworth Road is subject to a 30mph limit at this point but it changes to derestricted approximately 130m to the west of the proposed development access.

Proposed Sustainable Transport Measures include:

A path would be provided around the perimeter of the site linking to all adjacent public footpaths. A public right of way exists from the north eastern boundary of the site linking into Canada Lane, which provides a direct route from the site to the town centre.

Bus stops are located along Coxwell Road, around 370m from the site, which are served by service numbers 65 and 66.

A residents' travel pack would be provided to the occupants of each new residential unit. This would provide information about sustainable modes of transport in the area. Also information about home delivery for shopping and working from home would be included. A copy of the Travel Plan would be made available to residents on purchasing a property. Prospective buyers will be made aware of the travel plan when viewing properties.

The Travel Plan Co-ordinator would investigate the potential to provide discounted season tickets for new residents.

The Travel Plan Co-ordinator will also investigate the viability of establishing a car sharing club, however, the lift share scheme will more likely be beneficial to local residents.

A bus turn around facility would be provided within the site to allow the development to be served by the Community Bus Service 61.

The WalkBUDi / BikeBUDi schemes are part of the National Lift Share Network and aim to pair people up who are walking and cycling the same way. Residents will be provided with information about these schemes.

The Travel Plan Co-ordinator will investigate the provision of walking / cycling signage.

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Parking

No obvious mention of Parking Standards to be applied.

5.3 Faringdon has future employment land has been identified at: Rogers Concrete Site (this forms part of the Land South of Park Road Development); 4 & 20 Business Park (adjacent to Folly Park View); Land Behind Pioneer Road; & Land North West of Gloucester Street Car Park.

5.3.1 4 & 20 Business Park (A420 and to the North of Park Road A417)

Application No P08/V1657O (08/01657/OUT)
 Registered 15th July 2008 (Date of Agent's application)
 Current Status Under Consideration
 Applicant 4 & 20 Business Park
 Outline application for proposed development of business park for B1 and B2 uses, including access roads, car parking and landscaping.
 Transport Assessment – Cole Easdon Consultants July 2007
 Design & Access Statement – Development Planning & Design Services Group Ltd
 Environmental Statement – Multi-disciplinary Team

Predicted Trip Generation	am Peak (08:00 – 09:00)	pm Peak (17:00 – 18:00)
Office use		
Vehicles arriving	172	22
Vehicles departing	34	150
Industrial Use		
Vehicles arriving	13	3
Vehicles departing	5	11

See Transport Assessment Table 5.5 Total Predicted Vehicular Flows (Proposed Business Park).

Primary Access

The development site will be accessed via a ghost island priority junction. This will be achieved by localised widening along Park Road. CEC Dwg 2232/20. An additional westbound bus stop would be provided on Park Road. A central pedestrian refuge island would be constructed just east of the bus stop.

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Proposed Sustainable Transport Measures

See Transport Assessment Section 4.0 SUSTAINABILITY AND ACCESSIBILITY. Key Points include: Walking and Cycling

Contributions towards a new footbridge, over the ditch, to the north-west of the site, linking the Business Park with the Bloor Homes' residential development and beyond.

A new length of footway between the proposed vehicular access on Park Road and the adjacent petrol filling station.

It is considered that the majority of Faringdon residents could potentially walk to the Business Park should they be employed there. Park Road has on road cycle lanes from the town centre (Coxwell Street mini roundabout) to immediately west of Volunteer Way. Cycle Priority measures are provided at the Coxwell Street mini roundabout. There are also on road cycle lanes on Lechlade Road between the Gloucester Street mini- roundabout and Canada Lane.

On-Street cycle lanes will be provided on the access road from Park Road into the Business Park. There will also be direct footway / cycleway links across the site connecting with the adjacent Bloor Homes' development. Cycling will also be supported by the provision of covered cycle storage facilities, shower facilities and the formation of a Bicycle User Group (BUG) for employees via the Travel Plan. Target Modal Split for cycling 3%

Bus / Rail

Walking distance to Bus Stops from the North of the Proposed development will exceed the recommended maximum of 400m (up to 520m).

To offset this, the developer will make substantial contributions towards improvements to the 65 / 66 bus service which connects Faringdon to Swindon and Oxford and the community bus service 61, which serves Faringdon.

Stagecoach estimated at the time the Transport Assessment was prepared (2007) that a sum of £295,000 would be required in order to "pump prime" the half hourly service. Bloor Homes agreed to pay an element of the above funding in return for one free annual bus pass per residential dwelling. A similar arrangement will be required

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for the office element of Bloor Homes and for the 4 & 20 business park. The bus passes would provide free travel on all Stagecoach 65/66 services. Target Modal Split for Bus Travel 3%

The Travel Plan for the site will target local vehicle trips made from within Faringdon. It is these employees who will have the greatest opportunity to use more sustainable forms of transport such as walking, cycling or buses.

Parking

No mention seems to have been made about parking provision in the 4 & 20 Business Park Transport Assessment. It would seem that this could be an ideal site for electric vehicle charging points. Also, a Car Club / Car Share scheme should be considered for this development.

5.4 Master Planning for Faringdon

In addition to developments that have recently been completed, several substantial Planning Applications have been submitted for Faringdon since January 2013. If built, the new housing would increase the population to around 11,000, which will be a 55% increase on the 2011 population of just over 7,000.

The Neighbourhood Plan seeks to “set out how the town should respond to this change and to provide guidance on the ways in which change can contribute to the identity of Faringdon”.

It seems that Planning Applications are being submitted by individual developers in isolation, with no real scope for joined up thinking or master planning principles to be applied.

Although, for the Strategic sites, identified in the emerging Vale of White Horse Local Plan 2031, each is provided with a development template, outlining the constraints that should be placed upon any application for these sites, together with contributions for local infrastructure and social and community facilities. It also considers Landscaping, Biodiversity and green infrastructure and Historic environment and Cultural Heritage requirements.

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To achieve a desirable and sustainable outcome, each development proposal needs to be considered not only in relation to the existing town and infrastructure but also in relation to other neighbouring development proposals. For instance, connectivity between developments needs to be properly assessed, for all modes of transport. The potential for conflict between access roads to neighbouring developments needs to be assessed.

Each development needs to be assessed against the same standards. For example, the requirements for Transport Assessments and Travel Plans for developments in Faringdon need to be standardised to ensure that the same level and standard of information is provided by each developer and that the traffic volumes and peak hour times used to assess the impact of each development are consistent with one another.

Current standards are set out in Oxfordshire County Council's Transport for New Developments Transport Assessments and Travel Plans March 2014. Parking standards are currently expected to be applied in accordance with OCCs Transport for New Developments Parking Standards for New Residential Developments December 2011. Whilst this determines the parking standards to be applied within the development site, there needs to be a standard for assessing the impact of parking, generated by each development, on the wider town, particularly the Town Centre. The same assessment should be applied to each development proposal.

Expectations for developer contributions via Section 106 agreements and Community Infrastructure Levy (CIL) also need to be agreed and standardised schedules applied to ensure that developer contributions are appropriate.

Faringdon is being allowed to develop in an asymmetric pattern, resulting in new developments being proposed for sites some distance from the Town Centre. Residents in these developments will live beyond the Chartered Institution for Highways and Transportation's (CIHT) guideline maximum walking distances. Therefore, the provision of excellent public transport and other sustainable modes is essential for these sites if they are to be sustainable developments, as required by Chapter 4 of the National Planning Policy Framework.

FARINGDON PARKING STUDY

5.4 Proposals

- 5.4.1 Given the scale and pace of the developments proposed for Faringdon, it is considered that there needs to be an Overarching Framework in place to ensure that the development proposals are assessed as a whole rather than just as individual proposals.
- 5.4.2 Sympathetic integration of new developments with the existing town and with one another is critical to the Town's future. An appropriate way-finding system would assist with this.
- 5.4.3 Consideration into the Introduce a car club using electric vehicles with the provision of charging points should be explored, provision calculator for new developments should be developed say 1 vehicle per 100 new dwellings etc

FARINGDON PARKING STUDY

6.0 PARKING STUDY

6.1 Throughout August and September we collected parking related issues, these broken down into the following categories: Bus Stops & Routes; Car Parks (Off Street – Pay & Display); Pedestrian Access; Restrictions; Schools; & Town Centre. The initial parking related issues collected are included in Appendix D.

6.2 The initial parking related issues collected were as follows:

Bus Stops & Routes, Car Parks (Off Street – Pay & Display), Pedestrian Access, Restrictions, Schools, & Town Centre.

6.2.1 Bus Stops & Routes:

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

6.2.2 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.

6.2.3 Pedestrian Access:

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

6.2.4 Restrictions:

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

FARINGDON PARKING STUDY

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.

6.2.5 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.

6.2.6 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.

6.3 The public consultation was held on Saturday 4 October 2014 and Tuesday 7 October 2014. The format of the consultation was to hold a Market Stall under the cover of the Old Town Hall from 9am to 5pm and in the Pump House from 6pm to 8pm. The questionnaire was available to complete on-line during the whole of October 2014, 405 questionnaires were completed. The results of the public consultation are summarised in this chapter and they are included in Appendix F.

FARINGDON PARKING STUDY

6.4 The results of Question 1 are summarised below:

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

6.5 The results of Question 2 are summarised below:

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

6.6 The results of Question 3 are summarised below:

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

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6.7 The results of Question 4 are summarised below:

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

6.8 The results of Question 5 are summarised below:

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

6.9 The results of Question 6 are summarised below:

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

6.10 The results of Question 7 are summarised below:

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
	answered question	397
	skipped question	8

6.11 Specific issues raised in relation to Question 7 are summarised below: Bus Stops; Car Parks; Disabled Bays; Insufficient Parking; Limited Parking Bays; School Keep Clears; & Waiting Restrictions.

6.11.1 Bus Stops

Bus Route 61 & 66 Bus Stops identified by 4 respondents

6.11.2 Car Parks

Gloucester Street & Southampton Street identified by 18 respondents

6.11.3 Cycle Parking

Market Square Cycle Parking identified by 6 respondents.

6.11.4 Disabled Bays

Market Square & Marlborough Street identified by 6 respondents

6.11.5 Insufficient Parking

Town Centre Insufficient Parking identified by 40 respondents

6.11.6 Limited Parking Bays

Market Square & Marlborough Street identified by 53 respondents

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6.11.7 School Keep Clears

Gloucester Street School Keep Clears identified by 6 respondents

6.11.8 Waiting Restrictions

Waiting Restrictions identified by a total of 136 respondents

At Bennett Road; Canada Lane; Coxwell Road; Coxwell Street; Gloucester Street; London Road; London Street; Marlborough Street; Pulling Close; Stanford Road; Swan Lane; & Westbrook

6.12 The results of Question 8 are summarised below:

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

6.13 Specific locations raised in relation to Question 8 are summarised below: Archway Court (1); Bromsgrove (8); Canada Lane (12); Church Street (3); Coach Lane (2); Coxwell Road (30); Coxwell Street (25); Eagle (1); Ferndale Street (1); Fernham Road (10); Folly Park View (5); Gilligans Way (2); Gloucester Street (17); Goodlake Avenue (1); Gravel Walk (2); Highworth Road (6); Landsown Road (1); London Road (2); London Street (9); Marines Drive (4); Marlborough Street (7); Palmer Road (2); Park Road (4); Portway (4); Pulling Close (1); Pye Street (1); Southampton Street (1); Stanford Road (2); Swan Lane (4); The Pines (1); Tuckers Road (6); Volunteer Way (1); Walker Drive (1); Walnut Court (1); Westbrook (2); Westland Road (1); & Wiles Close (1).

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6.14 The results of Question 9 are summarised below:

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

6.15 Specific locations raised in relation to Question 9 are summarised below: Bromsgrove (3); Canada Lane (15); Church Street (3); Coach Lane (2); Coxwell Road (65); Coxwell Street (34); Ferndale Street (3); Fernham Road (4); Folly Park View (2); Gloucester Street (5); Gravel Walk (7); Highworth Road (2); London Road (6); London Street (31); Marines Drive (1); Market Square (3); Marlborough Street (2); Palmer Road (3); Pulling Close (2); & Stanford Road (2).

6.16 The results of Question 10 are summarised below:

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

6.17 Proposals are explored in Chapters, 8, 9, & 10.

FARINGDON PARKING STUDY

7.0 PARKING SURVEYS

7.1 The parking surveys were undertaken from 31 October 2014 to 4 November 2014 between 8am and 6pm, every hour the last three digits of each vehicle parked was collected for each of the locations identified for the parking survey.

7.2 The parking surveys consisted of the following:

Car Park Occupancy Surveys in Gloucester Street Car Park, and Southampton Street Car Park;

Compliance Surveys along Coxwell Street, Gloucester Street, and London Street;

Parking Bay Occupancy Surveys along Coach Lane, Market Street, and Marlborough Street;

7.3 The results of the car park occupancy surveys are summarised below:

Gloucester Street Car Park:

Capacity	48 vehicles
Occupancy (Average)	35%
Occupancy (Peak)	55%
Peak Hour	9-10am & 3-4pm
Peak Day	Saturday

Southampton Street Car Park:

Capacity	55 vehicles
Occupancy (Average)	47%
Occupancy (Peak)	83%
Peak Hour	10-11am
Peak Day	Friday

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7.4 The results of the compliance surveys are summarised below:

Coxwell Street:

Illegally Parked Vehicles (Average)	4
Illegally Parked Vehicles (Peak)	7
Peak Hour	6-7pm
Peak Day	Sunday

Gloucester Street:

Illegally Parked Vehicles (Average)	6
Illegally Parked Vehicles (Peak)	9
Peak Hour	5-6pm & 6-7pm
Peak Day	Saturday

London Street:

Illegally Parked Vehicles (Average)	9
Illegally Parked Vehicles (Peak)	12
Peak Hour	6-7pm
Peak Day	Saturday & Sunday

7.5 The results of the parking bay occupancy surveys are summarised below:

Coach Lane:

Capacity	4 vehicles
Occupancy (Average)	17%
Occupancy (Peak)	40%
Peak Hour	1-2pm
Peak Day	Saturday

Market Square (East Side):

Capacity	22 vehicles
Occupancy (Average)	78%
Occupancy (Peak)	90%
Peak Hour	10-11am
Peak Day	Friday

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Market Square (West Side):

Capacity	8 vehicles
Occupancy (Average)	76%
Occupancy (Peak)	90%
Peak Hour	10-11am
Peak Day	Friday

Marlborough Street:

Capacity	19 vehicles
Occupancy (Average)	80%
Occupancy (Peak)	89%
Peak Hour	6-7pm
Peak Day	Saturday

The results of the parking surveys are detailed in Chapter 7 and they are included in Appendix G.

7.6 Proposals are explored in Chapters, 8, 9, & 10.

FARINGDON PARKING STUDY

8.0 RESTRICTIONS

8.1 We have undertaken a complete review of the current condition and relevance of the restricted parking related signs and lines in Faringdon. We have not undertaken a positional check of the start and finish of the restrictions, as this would be beyond the scope of this report. Restricted parking is where parking is not allowed during the hours of operation. The current traffic order schedules are included in Appendix H and the complete Digital Photographic Survey of Faringdon is included in Appendix J.

8.2 No waiting at any time

8.2.1 Bromsgrove

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junctions
Proposals:	None

8.2.2 Butts Road

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junctions
Proposals:	None

8.2.3 Canada Lane

Condition:	Good
Compliance:	Average, evidence of vehicles parked during the day and during the peak school drop off and pick up times

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	Relevance:	Required to protect residential access and the school
	Proposals:	This restriction needs to be enforced consistently
8.2.4	Church Street	
	Condition:	Good
	Compliance:	Good
	Relevance:	Required to protect junctions
	Proposals:	None
8.2.5	Coach Lane	
	Condition:	Good
	Compliance:	Average, evidence of vehicles parked during the day
	Relevance:	Required to protect residential access
	Proposals:	This restriction needs to be enforced consistently
8.2.6	Cornmarket	
	Condition:	Average, could do with a refresh
	Compliance:	Average, evidence of vehicles parked during the day
	Relevance:	Required to protect access through the Town
	Proposals:	This restriction needs to be enforced consistently The road markings should be refreshed
8.2.7	Coxwell Road	
	Condition:	Average, could do with a refresh

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Compliance:	Poor, evidence of vehicles parked all day, during the day. Inappropriate parking of camper van's, causing congestion and safety issues to residents and buses.
Relevance:	Required to protect junction, residential access, main access to/from the Town
Proposals:	This restriction needs to be enforced consistently and extended to reduce congestion and improve safety. Compliance survey required, see Chapter 7 and Appendix G

8.2.8 Coxwell Street

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junctions
Proposals:	None; See 8.3.3 for proposals

8.2.9 Eagles

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junctions
Proposals:	None

8.2.10 Ferndale Street

Condition:	Good
Compliance:	Good
Relevance:	Required to protect residential access
Proposals:	None

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8.2.11 Gloucester Street

Condition:	Good
Compliance:	Poor, evidence of vehicles parked all day, during the day and during the peak school drop off and pick up times
Relevance:	Required to protect residential access and the school
Proposals:	This restriction needs to be enforced consistently Compliance survey required, see Chapter 7 and Appendix G

8.2.12 Goodlake Avenue

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junction
Proposals:	None

8.2.13 Gravel Walk

Condition:	Average, could do with a refresh
Compliance:	Average, evidence of vehicles parking on the footway all day
Relevance:	Required to protect junction
Proposals:	This restriction needs to be enforced consistently The road markings should be refreshed

8.2.14 Highworth Road

Condition:	Average, could do with a refresh
Compliance:	Average, evidence of vehicles parking all day

FARINGDON PARKING STUDY

Relevance:	Required to protect junction
Proposals:	This restriction needs to be enforced consistently The road markings should be refreshed

8.2.15 Lansdowne Road

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junction
Proposals:	None

8.2.16 Lechlade Road

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junction, main access to/from the Town
Proposals:	None

8.2.17 London Street

Condition:	Good
Compliance:	Poor, evidence of vehicles parked all day, during the day
Relevance:	Required to protect junction, residential access, main access to/from the Town
Proposals:	This restriction needs to be enforced consistently Compliance survey required, see Chapter 7 and Appendix G

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8.2.18 Market Place

Condition:	Average, could do with a refresh
Compliance:	Average, evidence of vehicles parked during the day
Relevance:	Required to protect access through the Town
Proposals:	This restriction needs to be enforced consistently The road markings should be refreshed

8.2.19 Marlborough Close

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junction
Proposals:	None

8.2.20 Marlborough Gardens

Condition:	Good
Compliance:	Average, evidence of vehicles parked during the day
Relevance:	Required to protect junction
Proposals:	This restriction needs to be enforced consistently

8.2.21 Marlborough Street

Condition:	Average, could do with a refresh
Compliance:	Good
Relevance:	Required to protect junction

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Proposals: The road markings should be refreshed and see 8.3.6 for proposals

8.2.22 Park Road

Condition: Average, could do with a refresh

Compliance: Good, however, due to the strategic nature of this road and the high level of proposed development, this road will require protection for its complete length.

Relevance: Required to protect junction, residential access, main access to/from the Town

Proposals: 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. The road markings should be refreshed

8.2.23 Portway

Condition: Good

Compliance: Good

Relevance: Required to protect junction, main access to/from the Town

Proposals: None

8.2.24 Radcot Road

Condition: Average, could do with a refresh

Compliance: Good

Relevance: Required to protect junction, main access to/from the Town

Proposals: The road markings should be refreshed

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8.2.25 Sands Hill

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junction
Proposals:	None

8.2.26 Southampton Street

Condition:	Average, could do with a refresh
Compliance:	Good
Relevance:	Required to protect junction
Proposals:	The road markings should be refreshed

8.2.27 Stanford Road

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junction
Proposals:	None

8.2.28 Station Road

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junction, main access to/from the Town
Proposals:	None

FARINGDON PARKING STUDY

8.2.29 Swan Lane

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junction
Proposals:	None

8.3 No waiting 8:00am to 6:00pm Monday to Saturday inclusive

8.3.1 Bromsgrove

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junctions
Proposals:	None

8.3.2 Church Street

Condition:	Good
Compliance:	Good
Relevance:	Required to protect junctions
Proposals:	None

8.3.3 Coxwell Street

Condition:	Good
Compliance:	Poor, evidence of vehicles parked all day, during the day. Suggest that the restriction is upgraded to no waiting at any time due to the night time congestion and safety issues.

FARINGDON PARKING STUDY

Relevance: Required to protect residential access and the school

Proposals: This restriction needs to be enforced consistently
Compliance survey required, see Chapter 7 and Appendix G. Upgrade to no waiting at any time

8.3.4 Gloucester Street

Condition: Good

Compliance: Poor, evidence of vehicles parked all day, during the day and during the peak school drop off and pick up times. Suggest that the restriction is upgraded to no waiting at any time due to the night time congestion and safety issues.

Relevance: Required to protect residential access and the school

Proposals: This restriction needs to be enforced consistently
Compliance survey required, see Chapter 7 and Appendix G. Upgrade to no waiting at any time

8.3.5 London Street

Condition: Average, replace 1 No time plates

Compliance: Poor, evidence of vehicles parked all day, during the day and on the footway. Suggest that the restriction is upgraded to no waiting at any time due to the night time congestion and safety issues.

Relevance: Required to protect junction, residential access, main access to/from the Town

Proposals: This restriction needs to be enforced consistently
Compliance survey required, see Chapter 7 and Appendix G, Upgrade to no waiting at any time

FARINGDON PARKING STUDY

8.3.6 Marlborough Street

Condition:	Average, replace 3 No time plates
Compliance:	Poor, evidence of vehicles parked during the night causing obstruction and safety issues. Suggest that the restriction is upgraded to no waiting at any time due to the night time congestion and safety issues.
Relevance:	Required to protect business and residential access
Proposals:	This restriction needs to be enforced consistently Compliance survey required, see Chapter 7 and Appendix G. Upgrade to no waiting at anytime

8.3.7 Park Road

Condition:	Average, could do with a refresh
Compliance:	Good, however, due to the strategic nature of this road and the high level of proposed development, this road will require protection for its complete length.
Relevance:	Required to protect junction, residential access, main access to/from the Town
Proposals:	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. The road markings should be refreshed

8.3.8 Portway

Condition:	Good
Compliance:	Good
Relevance:	Required to residential access

FARINGDON PARKING STUDY

Proposals: None

8.3.9 Pulling Close

Condition: Average, could do with a refresh and replace 5 No time plates

Compliance: Good

Relevance: Required to protect junction, and residential access

Proposals: The road markings should be refreshed and the time plates replaced

8.4 No waiting 7:00am to 3:00pm Tuesdays only

8.4.1 Market Place

Condition: Average, could do with a refresh

Compliance: Poor, evidence of vehicles parked during the day. The Market is normally packed up and gone between 1pm and 1:30pm, the restriction should be reduced to 1pm as the area will become sterilised when it is enforced consistently.

Relevance: Required to protect the market

Proposals: This restriction needs to be enforced consistently
The road markings should be refreshed
The restriction should be reduced to 1pm

8.5 Prohibition of loading and unloading at any time

8.5.1 Cornmarket

Condition: Average, could do with a refresh

Compliance: Average, evidence of vehicles loading during the day

FARINGDON PARKING STUDY

Relevance:	Required to protect access through the Town
Proposals:	This restriction needs to be enforced consistently The road markings should be refreshed

8.6 Loading only

8.6.1 Gloucester Street

Condition:	Good
Compliance:	Good
Relevance:	Required to serve businesses

General proposal:

The Town Centre has insufficient loading facilities to serve the businesses, this causes loading in inappropriate locations which causes congestion and delay to the highway network.

Specific proposal:

Introduce a loading bay outside Budgen, Marlborough Street

Remove the unused bus stop outside the Bell Inn, London Street and replace it with a loading bay.

Remove the unused bus stop outside the Coaching Inn, Market Place and replace it with a loading bay.

8.7 Proposals

No waiting at any time

Canada Lane	This restriction needs to be enforced consistently
Coach Lane	This restriction needs to be enforced consistently
Cornmarket	This restriction needs to be enforced consistently The road markings should be refreshed

FARINGDON PARKING STUDY

Coxwell Road This restriction needs to be enforced consistently
Extend restriction at the junction with Highworth Road

Gloucester Street This restriction needs to be enforced consistently

Gravel Walk This restriction needs to be enforced consistently

Highworth Road This restriction needs to be enforced consistently

London Street This restriction needs to be enforced consistently

Market Place This restriction needs to be enforced consistently
The road markings should be refreshed

Marlborough Gdn This restriction needs to be enforced consistently

Marlborough St The road markings should be refreshed

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

Radcot Road The road markings should be refreshed

Southampton St The road markings should be refreshed

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

Coxwell Street This restriction needs to be enforced consistently
Upgrade to no waiting at any time

Gloucester Street This restriction needs to be enforced consistently
Upgrade to no waiting at any time

London Street This restriction needs to be enforced consistently
Upgrade to no waiting at any time

FARINGDON PARKING STUDY

Marlborough St This restriction needs to be enforced consistently
Upgrade to no waiting at anytime

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

Pulling Close The road markings should be refreshed and the time plates replaced

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

Market Place This restriction needs to be enforced consistently
The road markings should be refreshed
The restriction should be reduced to 1pm

Prohibition of loading and unloading at any time

Cornmarket This restriction needs to be enforced consistently
The road markings should be refreshed

Loading only

Marlborough St Introduce a loading bay outside Budgen

London Street Remove the unused bus stop outside the Bell Inn, and replace it with a loading bay

Market Place Remove the unused bus stop outside the Coaching Inn, and replace it with a loading bay.

FARINGDON PARKING STUDY

9.0 ON STREET PARKING

9.1 We have undertaken a complete review of the current condition and relevance of the on street parking related signs and lines in Faringdon. We have not undertaken a positional check of the start and finish of the parking bays, as this would be beyond the scope of this report. On street parking is where parking is allowed under certain conditions (ie payment of parking, display of a permit, time limit etc) during the hours of operation. The current traffic order schedules are included in Appendix H and the complete Digital Photographic Survey of Faringdon is included in Appendix J.

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

9.2.1 Market Place

Condition:	Average, lines could do with a refresh
Compliance:	Poor, evidence of vehicles parked all day, during the day
Relevance:	Required to provide short term parking for visitors to the Town
Proposals:	This restriction needs to be enforced consistently Compliance survey required, see Chapter 7 and Appendix G. Refresh parking bay markings.

9.3 **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**

9.3.1 Market Place

Condition:	Average, lines could do with a refresh
Compliance:	Poor, evidence of vehicles parked all day, during the day
Relevance:	Required to provide short term parking for visitors to the Town

FARINGDON PARKING STUDY

Proposals: This restriction needs to be enforced consistently
Compliance survey required, see Chapter 7 and
Appendix G. Refresh parking bay markings.

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

9.4.1 Marlborough Street

Condition: Average, lines could do with a refresh

Compliance: Poor, evidence of vehicles parked all day, during
the day

Relevance: Required to provide short term parking for visitors
to the Town, provision for residents is also required
when enforcement is undertaken. Suggest
upgrading to add residents permits

Proposals: This restriction needs to be enforced consistently
Compliance survey required, see Chapter 7 and
Appendix G. Upgrade to add resident permits.
Refresh parking bay markings.

General proposal:

The Town Centre has insufficient on street parking bays to serve the
residents and visitors, this causes parking in inappropriate locations
which causes congestion and delay to the highway network.

Specific proposal:

Introduce along the length of Gloucester Street limited waiting
parking bays 1 hour, no return for 1 hour and resident permits.

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

9.5.1 Coach Lane

Condition: Average, lines could do with a refresh

FARINGDON PARKING STUDY

Compliance:	Good
Relevance:	Required to provide short term parking for visitors to the Town
Proposals:	This restriction needs to be enforced consistently Compliance survey required, see Chapter 7 and Appendix G. Refresh parking bay markings.

9.6 Proposals

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

Market Place	This restriction needs to be enforced consistently Refresh parking bay markings
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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 Refresh parking bay markings
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Waiting limited to 1 hour, no return for 1 hour, 8-00 am to 6-00 pm Monday to Saturday inclusive

Marlborough St	This restriction needs to be enforced consistently Upgrade to add resident's permits
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Gloucester Street	Introduce limited waiting parking bays 1 hour, no return for 1 hour and resident permits
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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 enforced consistently Refresh parking bay markings
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FARINGDON PARKING STUDY

10.0 OFF STREET PARKING

10.1 Gloucester Street

10.1.1 The Gloucester Street car park has a capacity of 48 spaces and is situated south of the Town Centre, it is managed and enforced by the Vale of White Horse District Council. It is operational Monday to Saturday from 8am to 6pm, including Bank Holidays. The first two hours of parking are free, however, a parking ticket with the vehicle registration mark must be collected.

10.1.2 The parking charges for the Gloucester Street car park are as follows:

Up to 2 hours	Free with a parking ticket
Up to 3 hours	£1.00
Up to 4 hours	£2.40
Up to 6 hours	£2.60
Over 6 hours	£2.80

10.1.3 The two hours free parking is sufficient to allow most visitors to attend the Town Centre with free parking. The requirement to obtain a free parking ticket can be confusing to the general public, without this requirement enforcement could become more difficult and less transparent to the car park user.

10.1.4 Together with the requirement to obtain a free parking ticket, the car park user also has to input their vehicle registration mark. This further requirement can be considered to be onerous for short term free parking, especially where the visit is relatively short.

10.1.5 Pay by phone has been introduced into this car park, however, the pre-set for using RingGo is 3 hours, which means that the free 2 hour parking ticket is currently unavailable via pay by phone.

10.1.6 The overall condition of the Gloucester Street car park is considered to be good with no maintenance issues.

10.1.7 The Gloucester Street car park is enforced to a relatively high level by the Vale of White Horse District Council, the compliance is considered to be good.

FARINGDON PARKING STUDY

10.1.8 The Gloucester Street car park serves the Town Centre as a short stay for visitors to the Town, a long stay for businesses, and a short stay for parents dropping off and picking up their children attending the Gloucester Street Junior School.

10.2 Southampton Street

10.2.1 The Southampton Street car park has a capacity of 55 spaces and is situated in the Centre of the Town, it is managed and enforced by the Vale of White Horse District Council. It is operational Monday to Saturday from 8am to 6pm, including Bank Holidays. The first two hours of parking are free, however, a parking ticket with the vehicle registration mark must be collected.

10.2.2 The parking charges for the Southampton Street car park are as follows:

Up to 2 hours	Free with a parking ticket
Up to 3 hours	£1.10

10.2.3 The two hours free parking is sufficient to allow most visitors to attend the Town Centre with free parking. The requirement to obtain a free parking ticket can be confusing to the general public, without this requirement enforcement could become more difficult and less transparent to the car park user.

10.2.4 Together with the requirement to obtain a free parking ticket, the car park user also has to input their vehicle registration mark. This further requirement can be considered to be onerous for short term free parking, especially where the visit is relatively short.

10.2.5 Pay by phone has been introduced into this car park, however, the pre-set for using RingGo is 3 hours, which means that the free 2 hour parking ticket is currently unavailable via pay by phone.

10.2.6 The overall condition of the Southampton Street car park is considered to be good with no maintenance issues.

10.2.7 The Southampton Street car park is enforced to a relatively high level by the Vale of White Horse District Council, the compliance is considered to be good.

FARINGDON PARKING STUDY

10.2.8 The Southampton Street car park serves the Town Centre as a short stay for visitors to the Town.

10.3 Proposals

10.3.1 Amend the RingGo minimum pre-set of 3 hours to 2 hours to allow car park users to book a free virtual parking ticket using their mobile phone or on-line in a quick and simple manner. Vale of Whitehorse have advised that this will attract a transaction charge of 20p per parking ticket. However, it would allow a visitor to extend their stay, which is currently not possible using the pay and display machines.

10.3.2 Allow the use of the proposed residents permits access to the car parks.

10.3.3 Review the use of CCTV for crime prevention.

10.3.4 Consider the use of car club charging bays.

FARINGDON PARKING STUDY

11.0 PRIVATE CAR PARKS

11.1 Opportunities could exist to utilise privately owned car parks and conveniently located land for Town Centre parking. Three potential sites are: Barclay's (off Southampton Street Car Park), Land North of Gloucester Street Car Park, & Tesco's (off Park Road).

11.2 Barclay's

11.2.1 Barclay's closed in October 2013, at the rear of the former bank is a private parking area with approx. 10 parking spaces. This area is currently not being utilised. As this area is adjacent to the Southampton Street Car Park, it could be incorporated into the public car park. A negotiation with the owner of the land and a feasibility study should be undertaken to assess the viability of this proposal.

11.3 Land North of Gloucester Street Car Park

11.3.1 To the north of the Gloucester Street Car Park land is available for a possible extension to the existing car park. This area is currently not being utilised. As this area is adjacent to the Gloucester Street Car Park, it could be incorporated into the public car park. A negotiation with the owner of the land and a feasibility study should be undertaken to assess the viability of this proposal.

11.4 Tesco's

11.4.1 Tesco's has a car park with a capacity of 153 spaces, comprising of 137 standard spaces, 10 disabled spaces, and 6 parent & child spaces. The car park is not fully utilised, however, it is remote from the Town Centre. Space could be used to assist with the school drop off and pick up peaks, e.g. parent parking and walking bus etc. A negotiation with the owner of the land and discussions with the Schools should be undertaken to assess the viability of this proposal.

FARINGDON PARKING STUDY

11.5 Proposals

- | | |
|-------------------|--|
| Barclay's | A negotiation with the owner of the land and a feasibility study should be undertaken to assess the viability of using this area as a car park. |
| Gloucester Street | A negotiation with the owner of the land and a feasibility study should be undertaken to assess the viability of using this area as a car park. |
| Tesco's | A negotiation with the owner of the land and discussions with the Schools should be undertaken to assess the viability of using part the car park in combination with a walking bus. |

FARINGDON PARKING STUDY

12.0 RECOMMENDATIONS

12.1 Sustainable Transport Proposals

- Relocate bus stops on Coxwell Road nearer to Highworth Road
- Relocate bus stop in the Market Place
- Enhance bus stops on 61 bus route
- Enhance bus stops on strategic 66 bus route
- Provide coach stop for visitor coaches
- Provide cycle stands in the town centre
- Investigate potential for cycle Hub at South End of Southampton St
- Investigate potential for cycle Hub at Faringdon College
- Explore potential for cycle links from developments to the town
- Better signage and wayfinding
- Car club (See Development Chapter)

12.2 Schools Proposals

All schools should be encouraged to have up to date and relevant travel plans, to promote travel to school by sustainable modes by wherever possible.

Promotion of better ways to School, including: Car Sharing; Cycle Train; Scooter to School; & Walking Bus.

Catchment area restrictions for the use of parking permits to use car parks.

School Keep Clears, should be backed up with signage, traffic order and enforcement

Safer journeys to school style improvements, can be utilised to improve pedestrian safety and deter parking by use of controlled crossings and appropriate guard railing.

12.3 Developments Proposals

Given the scale and pace of the developments proposed for Faringdon, it is considered that there needs to be an Overarching Framework in place to ensure that the development proposals are assessed as a whole rather than just as individual proposals.

Sympathetic integration of new developments with the existing town and with one another is critical to the Town's future.

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Consideration into the introduce a car club using electric vehicles with the provision of charging points should be explored, provision calculator for new developments should be developed say 1 vehicle per 100 new dwellings etc

12.4 Parking Study Proposals

See 12.6, 12,7 & 12.8

12.5 Parking Surveys Proposals

See 12.6, 12,7 & 12.8

12.6 Restrictions Proposals

No waiting at any time

Canada Lane This restriction needs to be enforced consistently

Coach Lane This restriction needs to be enforced consistently

Cornmarket This restriction needs to be enforced consistently
The road markings should be refreshed

Coxwell Road This restriction needs to be enforced consistently
Extend restriction at the junction with Highworth Road

Gloucester Street This restriction needs to be enforced consistently

Gravel Walk This restriction needs to be enforced consistently

Highworth Road This restriction needs to be enforced consistently

London Street This restriction needs to be enforced consistently

Market Place This restriction needs to be enforced consistently
The road markings should be refreshed

Marlborough Gardens This restriction needs to be enforced consistently

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Marlborough St	The road markings should be refreshed
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
Radcot Road	The road markings should be refreshed
Southampton St	The road markings should be refreshed
No waiting 8:00am to 6:00pm Monday to Saturday inclusive	
Coxwell Street	This restriction needs to be enforced consistently Upgrade to no waiting at any time
Gloucester Street	This restriction needs to be enforced consistently Upgrade to no waiting at any time
London Street	This restriction needs to be enforced consistently Upgrade to no waiting at any time
Marlborough St	This restriction needs to be enforced consistently Upgrade to no waiting at anytime
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
Pulling Close	The road markings should be refreshed and the time plates replaced
No waiting 7:00am to 3:00pm Tuesdays only	
Market Place	This restriction needs to be enforced consistently The road markings should be refreshed The restriction should be reduced to 1pm

FARINGDON PARKING STUDY

Prohibition of loading and unloading at any time

Cornmarket This restriction needs to be enforced consistently
The road markings should be refreshed

Loading only

Marlborough St Introduce a loading bay outside Budgen

London Street Remove the unused bus stop outside the Bell Inn,
and replace it with a loading bay

Market Place Remove the unused bus stop outside the
Coaching Inn, and replace it with a loading bay.

12.7 On Street Parking Proposals

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

Market Place This restriction needs to be enforced consistently
Refresh parking bay markings

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
Refresh parking bay markings

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

Marlborough St This restriction needs to be enforced consistently
Upgrade to add resident's permits

Gloucester Street Introduce limited waiting parking bays 1 hour, no
return for 1 hour and resident permits

FARINGDON PARKING STUDY

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 enforced consistently
Refresh parking bay markings

12.8 Off Street Parking Proposals

The following off street parking restrictions are proposed:

Amend the RingGo minimum pre-set of 3 hours to 2 hours to allow car park users to book a free virtual parking ticket using their mobile phone or on-line in a quick and simple manner

Allow the use of the proposed residents permits access to the car parks

Review the use of CCTV for crime prevention

Consider the use of car club charging bays

12.9 Private Car Parks Proposals

Barclay's A negotiation with the owner of the land and a feasibility study should be undertaken to assess the viability of using this area as a car park.

Gloucester Street A negotiation with the owner of the land and a feasibility study should be undertaken to assess the viability of using this area as a car park.

Tesco's A negotiation with the owner of the land and discussions with the Schools should be undertaken to assess the viability of using part the car park in combination with a walking bus.

FARINGDON PARKING STUDY

13.0 PRIORITIES AND BUDGET ESTIMATES

13.1 Sustainable Transport Proposals

13.1.1 The sustainable transport proposals should be considered long term objectives, and funding should be sort from S106 negotiations.

13.2 Schools Proposals

13.2.1 The schools proposals should be considered medium term objectives, and funding should be sort from S106 negotiations.

13.3 Developments Proposals

13.3.1 The developments proposals should be considered long term objectives, and funding should be sort from S106 negotiations.

13.4 Parking Enforcement Proposals

13.4.1 The parking enforcement proposals should be considered short term objectives, and funding should be sort from S106 negotiations.

13.4.2 The introduction of Civil Parking Enforcement must have the highest priority, as without enforcement all of the proposals will have little effect and subsequently no improvement or added value to the Town.

13.4.3 Oxfordshire County Council have indicated that it will cost circa £250k to introduce Civil Parking Enforcement for each of the remaining Districts. West Oxfordshire District was the most recent district to have Civil Parking Enforcement introduced and it is currently financially unsustainable. In view of this the viability of the introduction of Civil Parking Enforcement in the remaining Districts is questionable.

13.4.4 We would therefore propose that the West Oxfordshire District operation be reviewed, to check whether economies of scale by adding further Districts to create a viable cost effective solution. We would estimate this review to take no more than two months and cost circa £5k.

FARINGDON PARKING STUDY

13.4.5 We would also propose that the Oxfordshire County Council business case for the introduction of Civil Parking Enforcement be reviewed, whilst undertaking the review outlined above.

13.5 Restrictions Proposals

13.5.1 The parking restrictions proposals should be considered short to medium term objectives', and funding should be sort from S106 negotiations. However, it is not recommended to proceed with the proposals until an appropriate level of consistent enforcement can be provided.

13.5.2 The budget estimate for refreshing the road markings that are worn and replacing the worn signs would be circa £2k.

13.5.3 The budget estimate for the introduction of a consolidation order, covering all of the proposed changes would be circa £12k.

13.5.4 The budget estimate for the signs and lines improvements would be as follows:

Location	Proposal	Budget Estimate
Coxwell Road	Extend no waiting at anytime at the junction with Highworth Road	£1,000
Coxwell Street	Upgrade 8:00am to 6:00pm Monday to Saturday to no waiting at any time	£2,000
Gloucester Street	Upgrade 8:00am to 6:00pm Monday to Saturday to no waiting at any time	£2,000
London Street	Upgrade 8:00am to 6:00pm Monday to Saturday to no waiting at any time	£2,000
London Street	Combine the taxi bay outside the Bell Inn with a loading bay	£500

FARINGDON PARKING STUDY

Market Place	The restriction no waiting 7:00am to 3:00pm Tuesdays only should be reduced to 1pm	£500
Market Place	Combine the bus stop opposite the Coaching Inn (Market Island side) with a loading bay.	£500
Marlborough St	Upgrade 8:00am to 6:00pm Monday to Saturday to no waiting at anytime	£2,000
Marlborough St	Introduce a loading bay outside Budgen	£500
Park Road	Upgrade to a clearway	£10,000
Total		£21,000

13.6 On Street Parking Proposals

13.6.1 The on street parking proposals should be considered short to medium term objectives', and funding should be sort from S106 negotiations. However, it is not recommended to proceed with the proposals until an appropriate level of consistent enforcement can be provided.

13.6.2 The budget estimate for refreshing the road markings that are warn is included in the restrictions proposals.

13.6.3 The budget estimate for the introduction of a consolidation order, covering all of the proposed changes is included in the restrictions proposals.

FARINGDON PARKING STUDY

13.6.4 The budget estimate for the signs and lines improvements would be as follows:

Location	Proposal	Budget Estimate
Gloucester Street	Introduce limited waiting parking bays 1 hour, no return for 1 hour and resident permits	£5,000
Marlborough Street	Upgrade waiting limited to 1 hour, no return for 1 hour, 8-00 am to 6-00 pm Monday to Saturday inclusive to add resident's permits	£5,000
Total		£10,000

13.7 Off Street Parking Proposals

13.7.1 The off street parking proposals should be considered short to medium term objectives', and funding should be sort from S106 negotiations.

13.7.2 Amend the RingGo minimum pre-set of 3 hours to 2 hours, this should only be a configuration change to the software and this should not attract any significant costs.

13.7.3 Allow the use of the proposed residents permits access to the car parks, this should only be a configuration change to the software and changes to the Vale of Whitehorse's permit business rules and this should not attract any significant costs.

13.7.4 Review the use of CCTV for crime prevention, this review will identify any need and projected costs for installation and running costs. We would expect a review would cost circa £2k for both car parks.

13.7.5 Consider the use of car club charging bays, this review will identify any need and projected costs for installation and running costs. We would expect a review would cost circa £3k.

FARINGDON PARKING STUDY

13.8 Private Car Parks Proposals

13.8.1 A negotiation with Barclay's and a feasibility study should be undertaken to assess the viability of using this area as a car park. We would expect the negotiation and feasibility study to cost circa £3k.

13.8.2 A negotiation with the owner of the land adjacent to Gloucester Street car park and a feasibility study should be undertaken to assess the viability of using this area as a car park. We would expect the negotiation and feasibility study to cost circa £5k.

13.8.3 A negotiation with Tesco's and discussions with the Schools should be undertaken to assess the viability of using part of their car park in combination with a walking bus. We would expect the negotiation to cost circa £1k.

Appendix A	- Parking Study Brief
Appendix B	- Parking Study Proposal
Appendix C	- Town Council Meeting Notes
Appendix D	- Initial Parking Related Issues
Appendix E	- Parking Study Leaflet & Questionnaire
Appendix F	- Parking Study Results
Appendix G	- Parking Survey Results
Appendix H	- Current Traffic Order Schedules
Appendix I	- Parking Policies (relevant commentary)
Appendix J	- Digital Photographic Survey (see attached USB)