

FARINGDON PARKING STUDY

FARINGDON PARKING STUDY

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

EXECUTIVE SUMMARY &
FIRST DRAFT RECOMMENDATIONS

THIS IS A FIRST DRAFT, IT HAS NOT BEEN APPROVED BY EITHER THE TOWN
COUNCIL OR THE DISTRICT COUNCIL.

FIRST DRAFT

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

FARINGDON PARKING STUDY

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.

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.

FARINGDON PARKING STUDY

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

Marlborough Street The road markings should be refreshed

FARINGDON PARKING STUDY

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 Street	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 Street	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

FARINGDON PARKING STUDY

Loading only

Marlborough Street 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 Street 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

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

FARINGDON PARKING STUDY

12.8 Off Street Parking Proposals

None currently available, we have requested details of season ticket holders and permit holders details to enable us to cross check against our parking surveys detailed in Chapter 7.

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. |