

Briefing note to Faringdon Town Council: **Parking restrictions review 2024**

This note outlines the County Council's recommended changes to on-street parking restrictions in the town, and at this stage the aim is to promote discussion amongst Town Council members, the local County Councillor Bethia Thomas and indeed the wider local community as deemed appropriate by the Town Council.

Background

In November 2021, the County Council took over on-street parking enforcement from the police, which meant that all parking contraventions became a civil offence, dealt with by the issue of Penalty Charge Notices (PCNs). Subsequently, the County Council received requests from the Town Council to review existing parking restrictions – including the introduction of a residents permit parking scheme for the first time in parts of the town. On-street parking is governed by Traffic Regulation Orders (TROs), which involves a lengthy legal process allowing the opportunity for members of the public to comment before changes are made.

Discussion as to issues arising and options available

1. Church Street – see Plan A attached

- i. There are concerns that the currently unrestricted parking sections are frequently used for all day parking, to the detriment of residents and their visitors. The suggested change to improve this is to introduce 'short-stay' parking bays, for parking up to 1-hour, with no return permitted for 1 hour, throughout the western section of Church Street. The restriction would operate on Mondays to Saturdays, between 8am to 6pm. These spaces would also operate on a 'shared-use' basis with residents able to apply for permits for their own cars and their visitors, who would then be able to park all-day. Another option could be to consider retaining some unrestricted spaces, to allow all-day parking for non-residents, but there would be no control as to who/how those spaces would be used. This is not included on the informal plans.
- ii. Consideration is being given to improving enforcement of the existing double yellow lines and to add 'advisory' hatching west of the Radcot Road junction to reinforce the yellow lines. This does not alter the double yellow line restriction, rather it is merely an attempt to reinforce them - as illegal parking has been reported here on a regular basis.

2. Coxwell Street – see Plan B attached

As traffic enters from the A417 roundabout there is currently a single yellow line, on the south-east side, which only prevents parking during 9am-6pm on Mondays to Saturdays. Parking outside of these hours can delay bus movements. It is recommended that this should be altered to double yellow lines, i.e. no waiting at any time.

3. Gloucester Street – see Plan C attached

- i. The Town Council has requested an amendment to the loading bay, outside the Corn Exchange, to make it time-limited, thus enabling a turnover of available parking for loading to take place. It is suggested that a restriction of 20 minutes for loading only, with no return permitted for 1 hour, operating on Mondays to Saturdays 8am-6pm, is introduced.
- ii. The existing school keep clear zig-zag markings, outside the entrance to Faringdon Junior School, are only advisory. To make them enforceable would require a TRO to be introduced. The times that the restriction would operate needs further discussion with the school management but could, for example, operate on Mondays to Fridays, between 8.30am - 9.15am and 3pm - 4pm.
- iii. It is recommended to add a short section of double yellow lines on the west side (corner) of the junction with the access road to the library, which is private.
- iv. The remaining parking spaces in the street are currently unrestricted. An option which could be considered would be to change this to introduce 'short-stay' parking bays, for parking up to 1-hour, with no return permitted for 1 hour, as suggested for Church Street (see para. 1 above). The restriction would operate on Mondays to Saturdays, between 8am to 6pm, to be consistent with other restrictions in the town. The parking could also operate on a 'shared-use' basis with residents able to apply for permits for their own cars and their visitors, who would be able to park all-day, in common with the above proposals for Church Street. For now, this suggestion has not been added to the informal plans.

4. Marlborough Street - see Plan D attached

- i. Due to the current 1-hour 'short-stay' parking restriction, local residents have to reposition their vehicles on Mondays to Saturdays, between 8am to 6pm. It has been requested to change this to 'shared use' whereby residents of Marlborough Street would be able to apply for permits for their own cars and their visitors, who would be able to park all-day, whilst retaining the 1-hour parking limit for others.
- ii. It is suggested to alter the unrestricted spaces opposite Malvern Tyres to operate on the same shared basis (permits/1-hour parking), and to add two more 'shared' spaces, by changing the current single yellow line, just northeast of the disabled parking bay outside no. 1 (Costa Coffee).
- iii. Also, to ensure free passage for traffic at all times on this busy through route, it is suggested to change the single yellow lines on the north-west side of the road to double and to extend the loading ban (often referred to as 'kerb blips'), next to Caprinos Pizza, to extend around the triangle junction with Gloucester Street, operating at any time, and add double yellow lines too.

5. Market place - see Plan E attached

There are currently single yellow lines, operating on Tuesdays and Saturdays, between 7am – 6pm, to facilitate market stalls. However, enforcement is temporarily suspended (in all the Market Place parking bays) on Tuesdays and Saturdays, to help support the market. On non-market days, i.e. Mondays,

Wednesdays, Thursdays and Fridays, between 8am to 6pm, parking is limited to 30 minutes, with no return permitted for 1 hour. The bays on the west side operate on all days - Mondays to Saturdays. This mixture of restrictions is confusing and it is also understood that the market now only operates on Tuesdays. Following discussions with the previous Town Clerk, earlier in 2024, and in order to clarify restrictions, it is now suggested that all the 1-hour shortstay parking spaces should operate throughout Mondays to Saturdays, except for the 6 spaces towards the south-eastern end. These 6 spaces, would change to operate on Mondays to Saturdays except Tuesdays and the single yellow line would be retained, but operating on Tuesdays, but between 7am-1pm only, to facilitate market stalls. It is hoped that this clarification would help return to normal (but full) enforcement; should circumstances around the market days then change, this would need to be the subject of a further TRO alteration. There is no 'short-cut' to making even a minor change to days or times, under current national TRO procedures.

Timescales and next steps

There are costs involved to implement TROs, including advertisement, physical works costs and of course staff time. The TRO & Parking Team now has Community Infrastructure Levy (CIL) funding for parking schemes, via the VOWH District Council, and are able to cover these costs. Nevertheless, there are a lot of projects being managed by the team, and this is why it has taken time to reach this stage. If these informal proposals are supported locally, further progress is likely to take several months through formal consultation/public advertisement and final approval by OCC Cabinet Member, before installation. *Indicative* dates are...

Nov / Dec	2024 Informal consultation with local community through FTC
Xmas	2024 Deadline for return of FTC final responses to OCC
Jan	2025 Plans re-designed, final agreement with FTC / Cllr Thomas
Early Feb	2025 TRO Advertised, local letter drops and street notices
End Feb	2025 Deadline for responses back to OCC
Mar	2025 Report to Cabinet Member Decision meeting (CMD)
May	2025 Implementation (if approved at CMD)

Other matter not related directly to this project

- Bromsgrove (Marlborough Street junction) – o/s 'Farcycles'
This location has been subject to indiscriminate parking, which hinders access – see photograph below. There may be some confusion as to the extent of the public highway, but the whole access road up to property number 35 ('The Warehouse') is highway maintainable at public expense, as coloured pink in the plan below, and therefore the County Council has a duty to consider road safety. In theory, the existing double yellow lines apply from the carriageway back to the shopfront (edge of highway), but, rather than using powers to enforce parking restrictions here, it is considered that such a very localised

issue may be better served by some reshaping of the section outside 'Farcycles' – perhaps along the lines of a build out to arrange the parking in a more pedestrian-friendly way and perhaps incorporating some bike stands. If the TC agree that some improvement is warranted here, then we would work in tandem with our colleagues in the Traffic and Road Safety Team, who would need to lead on the physical improvement work, albeit the Parking & TRO team would assist by overseeing any changes to parking restrictions.

