

1.1 Parking has been seen to be a problem for a long time, and a lot of effort has gone into analysing the circumstances and trying to find solutions.

1.2 In 2000 there was a very active working group including Maureen Cox and Charles Newey. This came up with many suggestions, and carried out the first survey but very few of the proposals proved practicable.

1.3 The first detailed survey was on Wednesday 5th April 2001, and the results from that were compared with a further survey on Wednesday 13th October 2004.

- the surveys were to show the percentage of available and legal parking areas used hour by hour during the day. The graphs and schedules are available.
- They show that parking levels had risen by about 15% and the peak hours were between 9am and 12am when the utilisation in 2004 was over 70% and at 11am was 80%.
- The percentage up to 9am was about 40% which suggested that there was not a lot of 'Park and Riders' for Oxford or anywhere else. An attempt was made to identify any people parking and travelling onward in one car, but none were found.

2.0 Business parking

2.1 The duration of parking was charted.

- For any period of 2 hours, parking was taken up overwhelmingly by visitors to the village, ie not business or residents.
- For 2 to 4 hour duration the visitors were still very much in the majority. Over 4 hours business parking was as high as visitors.

2.2 All the businesses in the village were asked to identify their cars so that a detailed survey could be made. This showed overwhelmingly that the business parkers were from what was then Paul Allan Updates (28 cars). Other businesses amounted for small numbers.

3.0 There were two Public Meetings 7th September 2004

3.1 Jean Morris, Rob Forsyth, Rick Haslam and Richard Broadbent from the working group with at 5.30pm 11 representatives of village businesses and at 8pm 17 residents.

3.2 notes from the meetings are available. Business people would obviously prefer visitors and clients to park conveniently. Philip Allan said attempts to encourage car sharing had not worked. Residents hope there could be some

improvement, but recognised any arrangement would have to be enforced.

3.3 There was also an experiment to ask PAU people to park away from the Market Place for a specific period. This was deemed quite successful as the Market Place appeared to be clearer. It was only a short term arrangement. Such an arrangement has to be voluntary, it would be easier if there was a free park which people could use. It is quite likely that over time the freed up space would just be used up.

4.0 Possible solutions put forward

4.1 Suggestions have been the field opposite the Leys, the field next to Pound Court past the Health centre, the field beyond the Grove and the amenity land provided as part of the Gaveston Gardens development. Also suggested have been tarmacing over the village greens or even a car park away from the village with a courtesy bus.

4.2 Realistically to work usefully such a car park needs to be close enough to the Market Square for people to want to use it. We cannot enforce businesses to use it.

4.3 If there were any land likely to be available within the village, its potential housing value is probably so high that it would not be economic to purchase it as a car park.

4.4 There would be no financial support from Oxford County Council or Cherwell District Council. In fact government policy is not to increase parking space, in order to dissuade people from using cars. There were very clear reasons why it might not get planning permission. There is a very good detailed report from Jo Eames who talked to Stephen Matthews at Cherwell District Council.

4.5 Other issues to be faced particularly if the site was not within the village, would be security, lighting, Highways approval, overnight parking etc. All would involve expenditure without income. It would have to be a free car park to persuade people to use it.

5.0 Parking restrictions. Jo Eames also spoke to Louise Harrison at the OCC North Area Highways Office.

5.1 Short term parking restrictions. These could be placed on the public highway by a Traffic Regulation Order, which would involve public consultation and might not be proceeded with if there were objections. Any short term parking regime would be subject to police agreement, as without enforceability the highway authority would not consider it practicable.

5.2 Residents parking schemes have been used only in large towns and would not be supported for a village.

5.3 Bay marking (white lining) does not require a TRO but the highway authority would have to be convinced that there was a good reason for doing it. Nobody has any more right to park on the highway than anyone else, regardless of where they live. Access to a drive can be protected.

5.4 Additional yellow lining requires a TRO and would not immediately be supported except for safety reasons, especially as there is no arrangement for enforcement.

5.5 If Deddington is to have a more restricted parking arrangement than it has at the present then it would have to part of a decriminalised parking regime, ie one controlled by wardens and not by the police. This has not been adopted by Cherwell for Banbury, let alone for Deddington. If it was adopted it would apply to the whole of Cherwell, and would have to be promulgated by the County Council.

6.0 Summary

6.1 Unless someone comes up with some land it is unlikely that Deddington will find a suitable village centre car park.

6.2 Any parking management scheme would have to part of a comprehensive plan.

6.3 If parking spaces were laid out in the village, it would actually reduce the number of parking spaces. Cars are parked for short periods, for instance to go to the Post Office on the B4031, in places which are not dangerous, but such places would not be marked out as a defined parking space. Some indiscriminate parking acts as a speed deterrent.

6.4 Householders do not have more right than anyone else to park on the highway in front of their house.

6.5 Any comprehensive scheme would involve some version of payment to park, and this would require enforcement. There would need to be parking wardens to provide cover from (say) 9am to 6pm. and at weekends. This cost would have to be covered by car parking fees.

6.6 As car parking has not been decriminalised any enforcement is the police responsibility. Jo Powell at CDC has said that the police employ one or two 'floating' wardens who go to Woodstock and Bicester and perhaps Kidlington on an arbitrary basis to enforce respect for double yellow lines and other markings. The police are attempting to get PCSO's involved.

7.0 Conclusions

7.1 Car parking during the day is probably, effectively, full at present. It is possible still to find parking spaces because so much of the parking is by short stay visitors.

7.2 If effectively all the available spaces are being used, then we have probably already reached saturation. If, for instance we tarmac'd over the village greens, we might have a short term benefit, but likely very soon we would be back where we were, without a long term benefit.

7.3 We are not likely to find a free village centre car park.

7.4. Any attempt to introduce residents parking is unlikely to be possible, and if some spaces were reserved would effectively reduce the amount of parking available to everybody else in the village.

7.5 Any system of restriction whether parking meters or disc or anything else, would have to be enforced. The police will not do it. The alternative is decriminalised parking enforced by wardens. This would mean parking charges for defined spaces, and fines for use of undefined spaces. Many people live in the village because it is not such a regulated environment.

7.6 We might just have to accept that the medieval village was laid out before motor cars were invented, that many more people have cars than before, and if we want to live in an unregulated village, it is difficult to come up with positive actions.