

**Minutes of the Portfolio Holder (Transport and Planning) Decision Session  
held on 21<sup>st</sup> November 2014**

**Present:**

Councillor Peter Butlin (Portfolio Holder, Transport and Planning)

**Contributors:**

Sheeny Bartha  
Hannah Beahan  
Hussein Goksen  
Ozmen Goksen  
Beverley King  
Margaret North  
Mustafa Seyfi  
Headley Stone  
Pauline Stone  
Jayne Tudhope  
Andrew Walster

**Officers:**

Phil Mitton, Engineer (WCC)  
Graham Stanley, Senior Engineer (WCC)  
Paul Williams, Democratic Services Team Leader (WCC)

**1. Member's Disclosure of Pecuniary and Non-Pecuniary Interests**

There were no declarations of interest.

- 2. (1) Proposed Prohibition of Driving and Revocation of One Way - Wood Street**  
**(2) Proposed Waiting Restrictions – Market Hill, Park Lane, High Street, Coventry Street, Meadow Road, and Wood Street.**

**Proposed Disabled Parking – Market Hill**

Councillor Peter Butlin, Portfolio Holder for Transport and Planning, welcomed everyone and explained the purpose of the meeting. He informed the people present that he had undertaken a site visit and assured objectors that he would take account of their views expressed in their written submissions and at the meeting.

Graham Stanley, Principal Engineer, set out the background to the proposal and explained the process that had been followed in terms of consultation and the publication of legal notices. The meeting was informed that of the responses to the consultation that were received 84% were in favour of the scheme as advertised.

Mustafa Seyfi explained his concerns over the proposals as they relate to Market Hill, Southam. Noting that Southam had grown significantly since the 1980's he stressed the role of the town as a hub for surrounding villages. People choose to visit Southam for their essential shopping seeking convenience in terms of parking. The construction of the Southam Bypass had led to a reduction in custom for many of the

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businesses in the town but it remains the only service centre between Birmingham and Banbury. Town centre car parking had already been reduced in Market Hill and the latest proposals would see it reduced further. Mr Seyfi suggested that the loss of parking spaces could lead to a significant reduction in spending in town centre shops as customers seek alternative destinations. In addition he noted that whilst the current parking arrangements appear chaotic they work and are safe. In his view the parking arrangements proposed will be dangerous firstly as they will require more reversing manoeuvres and secondly because of the proximity to the proposed bus stop. He agreed that a pedestrian crossing is required. Finally Mr Seyfi called for compensation for businesses affected by the proposed changes.

Jayne Tudhope agreed that Southam town centre would benefit from streetscape improvements but stated that it was not clear what the proposed changes were seeking to achieve. She suggested that the bus stop should be moved further north with an opportunity to get buses off the main carriageway when they stop. The bus stop as proposed will be hazardous as it is located away from the main footway on an island. This will be of limited capacity and will present problems to coach passengers waiting to embark with luggage. People visiting the stationery shop for computer repairs need to be able to park directly outside the shops if they are to carry their machines in. Tesco's on the edge of Southam has already impacted on town centre business and any change that makes parking less convenient will have a further detrimental effect. It was suggested that parking in Market Hill could be reduced from 1 hour thus ensuring a more rapid turnover of cars and visitors.

Margaret North spoke regarding the changes proposed at Wood Street. Her objections were founded on concerns regarding potential damage to properties around High Street and Daventry Street. She suggested that air pollution could increase through congestion and narrow pavements with increased traffic flows in two directions could be dangerous. The meeting was informed of a pedestrian collision that had been reported previously noting that this had occurred in exceptional circumstances during the Christmas light switch on. As such it should not be used as a reason for the changes proposed. Finally it was suggested that closing off the end of Wood Street would encourage crowds from the neighbouring pubs to hang around thus presenting a public nuisance.

Hedley Stone read out a statement setting out his concerns over the proposed changes for Wood Street/Daventry Street. These concerns focused on the challenge of meeting the needs of pedestrians and motorists. It was suggested that instead of closing Wood Street to traffic any problems could be relieved through a widening of the footway and corresponding narrowing of the carriageway in Wood Street. Further safety improvements could be made by removing the option of a right turn into Wood Street at its junction with High Street. Mr Stone observed that Wood Street contains no residential or business premises for almost the whole of its length. He suggested that it filters traffic heading from Coventry Street towards Banbury and Daventry. The closure of Wood Street would oblige more cars to use Daventry Street, a road that has a number of houses and businesses along its length. Mr Stone noted that Daventry Street has a number of parking restrictions along its length but observed that motorists often have legitimate reasons to park on it. Mr Stone's final comments related to the potential for damage to buildings along Daventry Street owing to increased traffic levels along with increased levels of noise and exhaust pollution.

Mr Andrew Walster suggested that the changes proposed in the Wood Street/Daventry Street area would present a danger to the properties in the

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conservation area. He expressed concerns that Daventry Street is too narrow to accommodate additional traffic adding that it would be preferable to produce a master plan for Southam linking traffic management to future development.

Hannah Beahan spoke in objection to the proposed changes to parking in Market Hill. She explained that clients of Bea's Bridal Boutique need to be able to park easily outside the shop. This is so they can pay a rapid visit to arrange an appointment or to collect clothing and accessories. In addition vehicles making deliveries need to be able to park immediately outside.

Councillor Peter Butlin informed the meeting that considerable resources had been committed to the consultation exercise with much effort put into encouraging people to engage in it. He noted that people often don't give matters such as this the consideration they should adding that the proposal for Market Hill only involves a reduction in parking spaces. Objectors responded that for the businesses in Market Hill to remain viable parking needs to be as easy as possible.

The meeting closed at 13.30.