



Delegated Decisions by Cabinet Member for Highway Management

Thursday, 26 May 2022 at 10.00 am

Council Chamber - County Hall, New Road, Oxford OX1 1ND

Please note that due to guidelines imposed on social distancing by the Government the meeting will be held virtually.

If you wish to view proceedings, please click on this [Live Stream Link \(to be added.\)](#) However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on _____ unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "Stephen Chandler".

Stephen Chandler
Interim Chief Executive

May 2022

Committee Officer: **Cameron MacLean**
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Note: *Date of next meeting: 23 June 2022*

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declaration of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

4. Woodstock Town Centre - Proposed Pay & Display Parking Places, Residents Permit Parking & Waiting Restrictions (Pages 1 - 354)

Report by Corporate Director, Environment and Place

The Cabinet Member for Highway Management is RECOMMENDED to approve the advertised proposals for the introduction of paid parking bays; permit parking areas; limited waiting bays; and "No Waiting at Any Time" amendments in Woodstock, subject to the following changes:

1. The proposed free parking period within the 3 hour paid parking bays is extended from 30-minutes to 1 hour.
2. The proposed max stay duration in the ultra-short stay bays is extended from 20-minutes to 30-minutes.
3. The proposed 2 hour limited waiting bay on New Road is amended to a 3-hour limited waiting bay.
4. A further assessment by officers is undertaken to consider the introduction of permits for visitors to Guest Houses, Hotels and Holiday Lets within the scheme. This will require further public consultation.
5. A further assessment by officers is undertaken to consider the best use of the existing 2-hour bays on Park Lane. This will require further public consultation.
6. To amend the schedule of permit eligibility to include 1-11 Oxford Street.

5. Oxford: Elms Drive - Proposed Amendment to Controlled Parking Zone Restrictions (Pages 355 - 364)

Report by Corporate Director, Environment and Place

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposed amendment to the hours of operation in the Marston North Area Controlled Parking Zone (CPZ) in respect of **Elms Drive**, which will allow parking only for permit holders only between 9am & 5pm Monday to Fridays (thereby replacing the current restriction allowing for permit holder parking only at all times / days of week).

6. Oxford: First Turn and Godstow Road, Wolvercote - Proposed Amendment to Waiting Restrictions and Zebra Crossing Clearway (Pages 365 - 380)

Report by Corporate Director, Environment and Place

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:

- a) A Zebra crossing at First Turn south of its junction with Mere Road
- b) The no waiting at any time restrictions on First Turn and Mere Road north of the proposed zebra crossing
- c) The no waiting at any time restrictions on First Turn south of the proposed zebra crossing, but with their implementation to be deferred to allow an assessment of the operation of the crossing following construction, with these being omitted if found not to be required, in order to reduce the impact of the proposals on the adjacent parish church premises.
- d) A new pedestrian refuge at Godstow Road approximately 50 metres south west of its junction with the A40 Wolvercote roundabout, and an improved pedestrian refuge north east of its junction with Wolvercote Green.

7. Oxford: Various Locations - Proposed New and Deleted Disabled Persons Parking Places (Pages 381 - 404)

Report by Corporate Director, Environment and Place

The Cabinet Member for the Environment is RECOMMENDED to approve:

- (a) The proposed removal of Disabled Persons Parking Places (DPPP) at: Oxford – Bracegirdle Road, Elmthorpe Road, Sandy Lane, Slade Close, Winchester Road, and Wood Farm Road.
- (b) The proposed provision of DPPP at: Barns Hay, Barns Road, Beaumont Buildings Bonar Road, Boults Close, Boundary Brook Road, Brampton Road, Charles Street, Comfrey Road, Dashwood Road, Farmer Place, Field Avenue, Heather Place, Kestrel Crescent (2 bays), Knights Road, Napier Road, Northfield Close, Peel Place, Pegasus Road and Warren Crescent.
- (c) The proposed relocation of DPPP at: Alma Place, Bayswater Road and Observatory Street.
- (d) The proposed relocation of DPPP at: Spindleberry Close following a local consultation to extend the bay subject to the result.

- (e) The proposed reduction in the hours of Operation from at all times to Monday -Friday 8am – 6.30pm within the DPPP in Junction Road.
- (f) But to defer approval of the proposals at the following locations pending further investigations: Oxford – Birchfield Close, Giles Road, Malford Road, Southfield Road.

8. Oxford: Gosford & Yarnton A44 - Proposed 40mph Speed Limit and Bus Lane (Pages 405 - 420)

Report by Corporate Director, Environment and Place

The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposed 40mph speed limit on the A44 Woodstock Road and the introduction of a bus lane.

9. Oxford: Various Locations - Proposed Exclusion & Amendments to Eligibility for Parking Permits (Pages 421 - 424)

Report by Corporate Director, Environment and Place

The Cabinet Member for the Environment is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits:

- a) **Divinity Road** - exclude Nos. 2A, 2B & 2C Bartlemas Road from eligibility to apply for residents & visitor permits;
- b) **East Oxford** - exclude No. 163 Cowley Road, and Flats 1-4 at 55 Rectory Road from eligibility to apply for residents & visitor permits;
- c) **Girdlestone Road** - exclude No. 2 Everard Close from eligibility to apply for residents & visitor permits;
- d) **Lye Valley** - exclude No. 3 Bulan Road and No. 4 Cinnaminta Road from eligibility to apply for residents & visitor permits; and
- e) **North Summertown** – exclude:
 - i) Nos. 26 & 26A Davenant Road from eligibility to apply for residents & visitor permits
 - ii) No. 43A Davenant Road from eligibility to apply for residents permits only, and
 - iii) No. 327 Woodstock Road from eligibility to apply for residents & visitor permits.

10. Thame: Wellington Street - Proposed Zebra Crossing (Pages 425 - 434)

Report by Corporate Director, Environment and Place

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed zebra crossing at Wellington Street, Thame.

11. Charlbury: B4437 Forest Road - Proposed Extension of 30mph Speed Limit (Pages 435 - 440)

Report by Corporate Director, Environment and Place

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed extension of the 30mph speed limit on the B4437 Forest Road.

12. Woodcote: Reading Road Proposed Extension of 30mph Speed Limit & Bus Stop Clearways (Pages 441 - 448)

Report by Corporate Director, Environment and Place

The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed extension of the 30mph speed limit and bus stop clearways on Reading Road as advertised.

13. Wantage: A417 at Eastern Access to Crab Hill Development - Bus Lane Access (Pages 449 - 476)

Report by Corporate Director, Environment and Place

The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposed 'Bus Gate' restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons and associated turning prohibitions for vehicles travelling on the A417 Reading Road to prevent them from entering Elder Way, and then on Elder Way to prevent them accessing the A417.

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Divisions affected: *Woodstock*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 MAY 2022

WOODSTOCK - PROPOSED PAY AND DISPLAY, RESIDENTS PARKING AND CYCLE PARKING PLACES AND NO WAITING AT ANY TIME RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to:
 - a) Approve the advertised proposals for the introduction of paid parking bays, permit parking areas, limited waiting bays and no waiting at anytime amendments in Woodstock, subject to the following changes:
 - The proposed free parking period within the 3 hour paid parking bays is extended from 30-minutes to 1 hour.
 - The proposed max stay duration in the ultra-short stay bays is extended from 20-minutes to 30-minutes.
 - The proposed 2 hour limited waiting bay on New Road is amended to a 3-hour limited waiting bay.
 - A further assessment by officers is undertaken to consider the introduction of permits for visitors to Guest Houses, Hotels and Holiday Lets within the scheme. This will require further public consultation.
 - A further assessment by officers is undertaken to consider the best use of the existing 2-hour bays on Park Lane. This will require further public consultation.
 - To amend the schedule of permit eligibility to include 1-11 Oxford Street.

Executive summary

2. In November 2019, West Oxfordshire District Council in coordination with Woodstock Town Council carried out a consultation with residents and businesses regarding parking usage and demands within the centre of Woodstock.
3. Following on from this consultation, the County Council has worked with the town council and local councillors to develop proposals (as shown in **Annex 1**), which aim to better manage the demand for retail and residential parking in the centre of Woodstock, whilst also generating revenue to fund the scheme and provide effective enforcement.

4. This report presents responses received to a statutory consultation on the proposals to introduce changes to how parking is managed in the centre of Woodstock, which include the provision for:
 - Paid Parking Bays with exemptions for permit holders.
 - Ultra-short stay parking areas (max stay 20 minutes)
 - Permit holder only parking areas
 - New sections of 2 hour bays
 - New cycle parking areas in the Centre of Woodstock

Financial Implications

5. Funding for consultation and all setup costs of the proposals will be paid back in-year from revenues generated from paid parking income. The Council will also request a contribution from the Town Council towards the design and consultation costs from funds committed by West Oxfordshire District Council to undertake a review of parking. There are no additional pressures on existing budgets from the proposals.

Equality and Inclusion Implications

6. A full equality and climate impact assessment has been undertaken and can be viewed in **Annex 5**. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

7. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Formal Consultation

8. Formal consultation was carried out between 17 March and 15 April 2022. A notice was published in the Oxford Times newspaper and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, West Oxfordshire District Council, Woodstock Town Council, and the local County Councillor. Letters were sent to approximately 2,040 premises and street notices were also placed on site.
9. In addition to letters sent directly to residents and businesses informing them of the proposals, two public exhibitions were publicised and held on Saturday 19th March and Monday 21st March. Those attending the exhibitions had the opportunity to view the plans on display and ask questions of the officers in attendance. Forms were also provided and the feedback submitted has been included in the consultation responses.

10. In response to the formal consultation period, a total of 361 responses have been received via an online survey and forms submitted at public exhibitions held in Woodstock. A further 55 responses were received via email. The responses are shown in **Annex 6** (separate document), and copies of the original responses are available for inspection by County Councillors.

Analysis of Feedback

11. The summary tables in **Annex 2**, set out the overall expressions for support, objection or whether concerns were raised for each element of the proposals.

12. Based on online questionnaires and feedback forms received at the public exhibitions, the largest proportion of respondents was based in Woodstock: a total of 76%, with respondents from those visiting from other areas making up the remaining 24%.

13. There was a clear split in support for the proposals from respondents based in Woodstock compared to the overall responses. The tables in **Annex 2**, show that 5 of the 6 elements of the proposals had majority support from respondents based in Woodstock. Whereas when responses from respondents from outside of Woodstock are included, only the proposed cycling parking was supported.

14. In response to the public consultation 55 email responses were also received to the proposals. The comments from these have been included in the summary comments in **Annexes 3 & 4**. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally fore against the proposals these have been documented, 8 were in favour (14.5%), 24 raised concerns (44%), and 21 wholly objected (38%) to the proposals.

Proposed introduction of 3-hour paid parking bays in central Woodstock

15. Overall, over 50% of responses objected to the introduction of paid parking bays in the central area of Woodstock. The most common reasons cited were that parking charges would be bad for local businesses and the local economy in general.

16. A high number of respondents objected to the introduction of parking charges on the basis that parking should remain free in West Oxfordshire. Some made a point that the proposals in Woodstock were setting the scene for parking charges to be introduced in other towns within the district.

17. The third and fourth most popular reason for objecting to this element of the proposals was concerns of displacement into other areas of Woodstock, as users and local employees tried to avoid paying the parking charges. This theme linked in with the perception that all-day parking for some businesses, including hotels and holiday lets had not been catered for with the proposals.

18. The 3 hour paid parking bays were supported by 29% of respondents, with a further 18% raising some concerns that some changes were needed.
19. The main reason given for supporting the proposal was that it would allow for turnover of parking spaces and make it easier for visitors to find a parking space. A small number of respondents mentioned the impact on users of Blenheim Palace and felt that the introduction of charges would have a positive impact on forcing these visitors to use parking provided on the estate.

Officer response

20. When considering options to manage on-street parking, there is often concern about the impact that this can have on the economy of town centres and that any increase in the types of control may discourage visitors to the town centre and reduce trade for businesses. However, there is no direct evidence that this is the case and careful kerbside management has proven to support parking for local retail centres in Oxfordshire including Abingdon, Wallingford and Henley-on-Thames.
21. Woodstock currently is served by short-stay, free limited waiting bays. These have advantages that they are cheap to install and maintain, however they require more resources to enforce with return visits required to check whether a vehicle has overstayed the time limit. The consequence is without resource-intensive enforcement, the time limits are regularly abused.
22. A reoccurring theme through the feedback has been restrictions need to be properly enforced to be effective, and the introduction of paid parking would bring efficiencies in enforcement as each vehicle only need to be checked once. The revenue would also support additional deployment to achieve better compliance and consequently turnover of spaces.
23. The potential displacement of any new parking control is a legitimate concern, and the proposals have included restrictions over a wider area to mitigate this. If the proposals are introduced, further consideration for additional restrictions could be considered if problems occur.
24. In general parking around retail/town centres favours shorter stays in the areas closest and therefore most convenient for stopping near to shops. It should be noted that the proposed 3-hour limit is already in place in many of the bays around the centre of Woodstock and does not apply in the evening and overnight. Future amendments to the proposals could consider the introduction of a limited number of guest house/ hotel permits which are in operation in other permit zones around Oxfordshire.
25. There is an existing provision for longer stay parking at the Hensington Road car park which provides 115 spaces of a mixture of standard, disabled and electric vehicle charging bays (up to a maximum of 12 hours).

Proposed introduction of permit holder parking

26. The feedback on the proposed introduction of resident and business permits was variable depending on where respondents were based. Overall, the responses received from the online survey and forms submitted at public exhibitions were not supportive, with 41% in objection. However, the majority of respondents based in Woodstock were supportive of the proposals, with 45% in support
27. The most popular reason for objecting to the proposal was the potentially high number of permits which could be issued under the proposed policies for the scheme. Respondents raised concerns that parking demand would become over-subscribed which would undermine available parking for other users.
28. A high proportion of respondents (37) made the point that town centre residents purchased/ let their properties with the knowledge that on-street parking was time-limited, and therefore concessions shouldn't be made for residential parking. Some business owners also raised that businesses shouldn't be treated differently or disadvantaged by the proposals.
29. The objection of having to pay for parking permits was raised by 30 respondents, and another 14 comments made highlighted that the rules of such a scheme wouldn't work for their situation, including owners who let their properties for short periods, multi-car households and owners who were not included within the scope of permit eligibility.
30. A total of 127 comments received from the online surveys, public exhibitions and emails received, were supportive of the introduction of parking permits. Many respondents suggested it was right that there were concessions for residents, that it would give clarity and certainty on where they could park.

Officer response

31. The standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by our cabinet annually to cover the costs to run the schemes.
32. It should be noted that in the 2019 West Oxfordshire District Council parking survey for Woodstock, 51% of respondents stated they have access to off-street parking and these properties would be less likely to require to park on-street. In addition, it is expected that in paid parking bays, a proportion of residents' vehicles would vacate during the working day and at other periods, allowing overlap with visitors and users of Woodstock.
33. Any businesses who are listed as eligible to apply for permits within the traffic regulation orders would need to demonstrate that there is an operational need for their vehicles (e.g. florists, or antique dealers), therefore the actual number

of business permits which would be issued would be far less than theoretical numbers.

34. Options to prevent overdemand could include limiting the permits in the central roads to 1 per property or applying higher charges for a second permit to encourage a reduction in car ownership. This approach would require further public consultation and implications of where properties with multiple vehicles may park their cars would need to be considered as it may reduce available long-stay parking nearby.

Proposed introduction of 20-minute, ultra-short parking bays

35. The feedback on the proposed introduction of 20-minute ultra-short parking bays was again variable depending on where respondents were based. Overall, the responses received from the online survey and forms submitted at public exhibitions were not supportive, with 39% in objection. However, the majority of respondents based in Woodstock were supportive of the proposals, with 37% in support.
36. For this particular part of the proposal, there noticeable trend (105 comments) from respondents who had raised concerns that although there is some merit to providing parking for short periods near the co-op and post office, many felt that 20 minutes wasn't long enough to be useful. The alternative often proposed was that 30 minutes at a minimum would be more beneficial.

Officer response

37. The proposals have been developed to find a balance between accommodating short trips to 1-2 businesses without the need to walk to a parking metre to get a parking ticket. Allowing for a longer duration would mean the reduced capacity for turnover of parking spaces and enforcement officers patrolling for longer periods.
38. A compromise could be to extend the use of the bays up to 30 minutes to reduce the anxiety of users overstaying, but the usage of these bays would need to be monitored to ensure that the bays did not become oversubscribed.

Proposed introduction of new cycle parking

39. The proposals include the introduction of on-carriageway cycle parking stands which will encourage more users to visit the centre of Woodstock by cycle. These stands are proposed to be located at key locations outside the Co-op on High Street and Park Street outside the museum.
40. The overall responses from the online survey and feedback forms received at the public exhibitions showed a majority of 35% of respondents supported the proposal, with 21% in objection and 14% raising concerns.

41. There were a total of 121 comments supportive of their introduction, with points made that they would reduce car use and be convenient for local use. In comparison, 49 comments were made that did not support their introduction, citing issues such as lack of demand, the safety of putting cycling parking in the carriageway and removal of parking.

Officer response

42. The sites for the cycle parking have been chosen to allow users to make quick visits to local amenities and before any introduction, a safety audit would be undertaken to ensure they could be safely accommodated. By siting them on the carriageway it removes potential obstruction to pedestrians using the footways, and the impact on car parking would be minimal.

Introduction of 2-hour free bays

43. Under the proposals, existing 2-hour bays in Park Lane were proposed to be retained to allow for visits to the doctor's surgery without charge. In addition, to facilitate short visits in the New Road permit parking area, 2-hour parking was included directly outside the Community Centre.
44. The overall responses from the online survey and feedback forms received at the public exhibitions showed a majority of 35% did not support the proposals, but many respondents cited an overall objection to the scheme as a whole, which the proposal for additional 2-hour parking bays was a part.
45. Some specific concerns were raised by a small number of respondents that allowing free parking on Park Lane would cause traffic problems with increased users trying to get into the spaces. Others suggested that Park Lane should be residents only parking similar to other roads in the proposals so avoid this issue.
46. The proposed new parking bay on New Road was viewed by 5 respondents as not being sufficient for the user's needs. Feedback was the bay should allow parking for longer periods with a minimum of 3 hours.

Officer response

47. The proposal to retain the 2-hour bays on Park Lane was in part due to the challenges with accommodating paid parking bays at this location within the proposal and also to provide an option for users of the doctor's surgery for short visits.
48. The option of amending the bays on Park Lane to 3 hour paid parking bays, would make them consistent with the wider proposals and would deter oversubscription from users trying to avoid paid bays in other areas. Further assessment and public consultation would be required before this amendment could be introduced.

49. The proposed 2 hour bay on New Road has been sited to facilitate activities that take place at the community centre and to provide options for residents with visitors who are stopping for short periods. Under these proposals, the option to extend the waiting period to 3 hours could be considered to give further flexibility for local events.

Proposed introduction of No waiting at any time restrictions

50. The proposals included some minor amendments to no waiting restrictions (double yellow lines) to protect accesses on Oxford Street and Park Lane and to ensure safety and free passage of traffic on Oxford Street by extending existing lines to the pedestrian crossing on the causeway.

51. In response to the proposal, many respondents from the online survey and forms submitted at public exhibitions took the opportunity to comment on the scheme as a whole (both for and against) or had no opinion.

52. The specific feedback on the proposed extension of yellow lines on Oxford Street to the causeway was positive but 5 respondents felt that they needed to carry on along Manor Road to Old Woodstock.

53. A few respondents raised concerns where they felt further parking restrictions would be required to deal with existing problems or to mitigate potential problems caused by displacement. These included Oxford Road (service road) opposite Hensington Gate, where commuters park and Oxford Road, adjacent to No.7 where parking hinders access.

Officer Response

54. The amendments to no waiting restrictions are minor and have been included to ensure safety and access are maintained in areas that may be impacted by displaced parking under the proposals.

55. If the proposals are introduced, further consideration for additional restrictions could be considered as part of any future amendments to the traffic regulation order.

Statutory consultee responses

56. Thames Valley Police expressed no objections.

57. Woodstock Town Council has not formally responded to the consultation but has confirmed that they will be holding an extraordinary meeting to discuss the outcome of the consultation and feedback will be presented verbally at the public meeting.

58. The local member has not formally responded to the consultation but has confirmed that he wishes to present his views verbally at the public meeting.

Bill Cotton
Corporate Director, Environment and Place

Annexes

- Annex 1: Consultation Plan
- Annex 2: Summary of online & paper responses
- Annex 3: Summary of objections/concerns received
- Annex 4: Summary of supportive comments received
- Annex 5: Equality & climate impact assessment
- Annex 6 (*additional document*): Consultation responses

Contact Officers: Tim Shickle 07920 591545
Jim Whiting 07584 581187

May 2022

ANNEX 2

a. Summary of total online & paper questionnaires received.

Proposal	Object	% object	Concerns	% concerns	Support	% support	No opinion	% no opinion	Total
Amendments to waiting restrictions (Double Yellow Lines)	105	29.1	83	23.0	102	28.3	71	19.7	361
Paid parking bays (Max Stay 3 hours)	181	50.1	64	17.7	104	28.8	12	3.3	361
ultra-short stay' bays (Max stay 20 minutes)	142	39.3	76	21.1	117	32.4	26	7.2	361
Residents Permit Holder only parking areas	149	41.3	54	15.0	138	38.2	20	5.5	361
Time limited bays (Max stay 2 hours)	126	34.9	65	18.0	117	32.4	53	14.7	361
New in-carriageway cycle parking	76	21.1	51	14.1	128	35.5	106	29.4	361

b. Summary of all online & paper questionnaires received for Woodstock based respondents.

Proposal	Object	% object	Concerns	% concerns	Support	% support	No opinion	% no opinion	Total
Amendments to waiting restrictions (Double Yellow Lines)	63	22.9	68	24.7	92	33.5	52	18.9	275
Paid parking bays (Max Stay 3 hours)	108	39.3	58	21.1	99	36.0	10	3.6	275
ultra-short stay' bays (Max stay 20 minutes)	88	32.0	65	23.6	101	36.7	21	7.6	275
Residents Permit Holder only parking areas	98	35.6	40	14.5	124	45.1	13	4.7	275
Time limited bays (Max stay 2 hours)	81	29.5	53	19.3	102	37.1	39	14.2	275
New in-carriageway cycle parking	55	20.0	36	13.1	115	41.8	69	25.1	275

ANNEX 3 - Summary of comments received – concerns/ objections raised.

Summary	Number of Comments
Ultra-short stay bays - 20 mins is not long enough	105
New cycle parking is not needed or unsuitable on the road	56
Paid parking bad for businesses / local economy	53
Parking should remain free in Woodstock and West Oxfordshire	49
There are too many residents parking permits allowed in the proposals	48
Changes are not needed/ existing restrictions need to be enforced	47
More long stay parking options are required for visitors and workers	42
Proposals will deter visitors to Woodstock	39
Proposals will cause displacement of parking elsewhere	39
Town Centre residents knew there was limited parking before living there	37
Residents shouldn't have to pay to park on the road	30
3-hour max stay is not long enough for visitors	26
Proposals don't accommodate needs of hotels or their visitors	25
The 30-minute free parking should be at least an hour	22
Parking meters are not in keeping with the area	20
The permit rules won't work for my situation	14
Proposals are too confusing and will catch people out	13
The proposed parking charges are too high	12
Businesses and residents shouldn't be treated differently for permits	10
The proposed cost for a resident's permit is too cheap	7
The proposed 2-hour parking bay in New Road should allow a longer time	5
Retaining free parking on Park Lane will cause traffic issues	3
Park Lane should be residents parking only	2
Should spend money on improving public transport instead	1

ANNEX 4 - Summary of comments received – in support.

Summary	Number of Comments
Introduction of residents parking is needed	127
Introduction of more cycle parking is good idea	121
Ultra-short stay bays will help for short visits	90
Paid parking will improve the turnover of spaces	79
The proposed 2-hour bays are a good idea	78
Paid parking will deter Blenheim users parking for free in Woodstock	11



Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE



**OXFORDSHIRE
COUNTY COUNCIL**

Cherwell District Council and Oxfordshire County Council Equality and Climate Impact Assessment

Woodstock Parking Project

February 2022

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Section 1: Summary details

Directorate and Service Area	Communities – Network Management
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Woodstock Parking Project
Is this a new or existing function or policy?	No – the parking team already operate paid parking and permit zones elsewhere in Oxfordshire
<p>Summary of assessment</p> <p>Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).</p>	<p>The County Council is currently proposing introduce changes to on-street parking in Woodstock, which is set out with 1 and 3 hour parking bays in the town centre.</p> <p>Under the proposals paid parking bays would be introduced with exemptions for residents. Residents parking areas are also proposed in surrounding roads to deal with displacement. Existing disabled bays will remain and new cycle parking will be introduced.</p> <p>The charges, along with better enforcement will ensure the turnover of parking spaces, improving availability for customers of local businesses. Concessions are being made for residents and blue badge holders can continue to park in parking bays without time limits or charges.</p> <p>The proposals will see regulation and enforcement extended to 7 days a week (including Sundays) will mean visitors to Sunday services at the local churches will be required to pay the on-street charges unless a blue badge holder. There is still free parking available nearby in district council car parks.</p>

Completed By	Jim Whiting – Parking Manager
Authorised By	Keith Stenning - Head of Service – Network Management
Date of Assessment	8 th February 2022

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>The Town of Woodstock has suffered with parking problems its central area for a number of years. This is in part due to the mix of residential, business and visitor parking competing for the same space, but also due to its proximity to Blenheim Palace with its users parking off-site for events.</p> <p>The enforcement of the current restrictions is undertaken by West Oxfordshire District Council under an agency agreement with the County Council and includes all on-street restrictions in Woodstock. Local resident groups are regularly complained that enforcement is not effective, and informal rules have evolved over time that 3-hour bays are not enforced. This has let to confusion and all-day parking undermining the reasons for the bays and limiting options for residents to park within the area.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Officers at the County Council have worked with the District Council, resident groups, the Town Council and local County Councillor to develop proposals which will address the current issues and bring fairness and vibrancy to the local economy by ensuring the restrictions can be actively enforced and users are moving on from spaces to allow other to park.</p> <p>The proposals have been developed and agreed with the town council and simplify the current arrangements to allow 3-hour parking in all but a few ultra-short stay bays. Residents are exempt from the time limit and a charge has been introduced to park. This has a number of benefits, but mainly it will bring efficiencies in enforcement, it will ensure users only park for as long as they need and encourage the turnover of spaces freeing up space for visitors to the town to find somewhere to park.</p>

<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The Town Council in Woodstock has worked with the District Council to develop and undertake a parking survey with local residents and businesses about their parking habits, needs and views on what improvements could be made.</p> <p>The survey information was used by officers at the County Council to develop proposals that would meet the needs of the local community and has taken into account other factors such as events at Blenheim Palace and best practice in scheme design.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Alternatives considered included retaining the existing restrictions with a different arrangement, but problems with carrying out effective enforcement of the 3-hour bays was still an issue and revenue from on-street charges is needed to ensure resources can be provided to enhance enforcement.</p> <p>Within the design a concession has been made to allow for free parking in the first 30 minutes which does not penalise visitors and residents making very short trips to local retailers.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 3: Impact Assessment - Climate Change Impacts

OCC and CDC aim to be carbon neutral by 2030. How will your proposal affect our ability to reduce carbon emissions related to

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Energy use in our buildings or highways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Our fleet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Staff travel	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Purchased services and products (including construction)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
Maintained schools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

We are also committed to enable Cherwell to become carbon neutral by 2030 and Oxfordshire by 2050. How will your proposal affect our ability to:

Climate change impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Enable carbon emissions reduction at district/county level?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	8th February 2022
Person Responsible for Review	Jim Whiting – Parking Enforcement Manager
Authorised By	Keith Stenning – Head of Service, Network Management

A. Online Responses

<p>1005541 Member of the public, (Bladon, Park End)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object This addresses no meaningful public issue, and creates new ones - not least the increased traffic at sites such as Bladon and Stonesfield for those wishing to walk in Blenheim. It damages the local economy of Woodstock. And it sets a dangerous precedent for the other local hubs in west oxfordshire. This is transparently a money raising exercise but does not improve communities</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object For all the reasons outlined above</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object They are solution looking for a problem</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Potentially some benefit to Woodstock residents but entirely contingent on how they are implemented</p> <p>Proposed time limited bays (Max stay 2 hours) - Object As above</p> <p>Proposed new in-carriageway cycle parking – Object Form bug? Have tried filling this 3 times</p>
<p>1005601 Member of the public, (Bladon, Park Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The businesses in Woodstock pay a high level of rent and rates and need as much custom as possible. If these rules change it would seem the only benefit is to residents who purchased property knowing it was without parking and paid a market value according to this lack of parking. Most businesses in Woodstock are small independants who all had to close during covid and need as much support as possible. The</p>

	<p>parking fees will stop people quickly popping into Woodstock and it will kill the trade by a dramatic amount. Which could result in empty commercial properties ending the charm of visiting Woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object The businesses in Woodstock pay a high level of rent and rates and need as much custom as possible. If these rules change it would seem the only benefit is to residents who purchased property knowing it was without parking and paid a market value according to this lack of parking. Most businesses in Woodstock are small independants who all had to close during covid and need as much support as possible. The parking fees will stop people quickly popping into Woodstock and it will kill the trade by a dramatic amount. Which could result in empty commercial properties ending the charm of visiting Woodstockove</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Concerned over the % of parking taken for this. The 20 minute bays would seem to only be a benefit to takeaway coffee shops and would harm all other business in Woodstock</p> <p>Proposed Residents Permit Holder only parking areas - Object The owners of the residential properties in Woodstock purchased their property knowing this and would have paid market value according to having no parking. It now seems unfair the businesses suffer when they pay the rent/rates in an area with parking to ensure they have custom.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns As all of my comments above</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1005674 Member of the public, (Bladon, Park Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Parking payments will be a big inconvenience to locals popping into shops for quick items, and will push tourists and walkers visiting the park into surrounding cramped villages, which already suffer from parking problems.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Support Good for residents</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Good for local shops</p> <p>Proposed new in-carriageway cycle parking – Object The positioning would have to be very carefully considered for all road users, and not sure that it's really necessary.</p>
<p>1005758 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support I would hope this would reduce commuters/visitors to blenheim parking in precious spaces for locals using the shops/ businesses. However it would have to be at a reasonable rate.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Again, this would need to be affordable.</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents should be able to park at a reasonable distance to their homes.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support As above</p> <p>Proposed new in-carriageway cycle parking – Support Cyclists need more facilities/safety measures as a whole, throughout Oxfordshire. More people would cycle if it was a much safer option that it is currently.</p>

<p>1005806 Member of the public, (Woodstock)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I believe there should be amendments, but object to the ones proposed.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Charging doesn't create any more spaces. Adds to cost of living.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Should have been done first to test the effect in the town.</p> <p>Proposed Residents Permit Holder only parking areas - Object Favours only one set of people (town centre residents). Assumes nobody wants to stay more than 3 hours (where are hotel guests supposed to park), no free passes for over 70 woodstock residents living outside town centre, will adversely affect businesses. Nothing else has been tried (eg better enforcement, changing time limits etc)</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Free parking for 2 hours with enforcement is good.</p> <p>Proposed new in-carriageway cycle parking – Support Encourages green travel.</p>
<p>1005830 Member of the public, (Bladon, Heath Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Too many cars just parking wherever they want</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object</p>

	<p>I think free up to 3 hours is a better option to encourage people to still come into the town. this is enough time for people to do thier shopping/ go to the doctors or go for lunch etc therefore still bringing money into the local businesses. Any longer than 3 hours i think most people would be ok to pay for.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns 20 mins is too short to do anything really - 30 mins would be better.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Agree in the more residential areas but not in town centre as this will cause 'right to park here' argument taking up spaces for visitors and people using the facilities in the town - this is what we need to change really</p> <p>Proposed time limited bays (Max stay 2 hours) - Support 100% need this to make sure people are not hogging parking bays all day. But i think up to 3 hours is probably better to allow people time to browse/ do shopping and possibly go for lunch etc - all of which brings money to the businesses in the town.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1005993 Member of the public, (Bladon, Grove Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It will just create further traffic around bladon as people will try to avoid parking charges</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object It will affect local shops as 20 minutes is not long enough to visit a store or coffee place etc</p> <p>Proposed Residents Permit Holder only parking areas - Object Same reasons as above</p> <p>Proposed time limited bays (Max stay 2 hours) - Object</p>

	<p>Again, people wanting to visit blenheim will try to find longer time bays thus fuelling traffic into bladon</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1006683 Member of the public, (Bladon, Heath Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object It's difficult to park in Woodstock anyway and it's the nearest town to me, we have no shops or facilities in Bladon. I also have some mobility issues and need to drive. I think this will also be very damaging to local small businesses who have struggled so much in the last few years.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It's difficult to park in Woodstock anyway and it's the nearest town to me, we have no shops or facilities in Bladon. I also have some mobility issues and need to drive. I think this will also be very damaging to local small businesses who have struggled so much in the last few years.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object It's difficult to park in Woodstock anyway and it's the nearest town to me, we have no shops or facilities in Bladon. I also have some mobility issues and need to drive. I think this will also be very damaging to local small businesses who have struggled so much in the last few years.</p> <p>Proposed Residents Permit Holder only parking areas - Object It's difficult to park in Woodstock anyway and it's the nearest town to me, we have no shops or facilities in Bladon. I also have some mobility issues and need to drive. I think this will also be very damaging to local small businesses who have struggled so much in the last few years.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support I think it would be a good idea, to stop people from taking up parking spaces for a whole day and so prevent others from visiting Woodstock</p> <p>Proposed new in-carriageway cycle parking – Support will encourage more people to cycle and leave their bikes securely and so reduce traffic flow and parking needs</p>

<p>1006737 Member of the public, (Bladon, Park Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object No change needed</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This will only damage local people and local businesses. Paying for parking is unnecessary- if the traffic warden was more present and ticketed those breaking rules this would be a solution!</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns As above- although it could work to have parking with different AND STILL FREE wait times therefore allowing local people to pop in/out of Woodstock as they do.</p> <p>Proposed Residents Permit Holder only parking areas - Support I don't live in the centre of Woodstock but this would protect parking for those who do. This should be free or minimal charge to cover the costs</p> <p>Proposed time limited bays (Max stay 2 hours) - Support I do agree with time restrictions that allow people to shop, use pubs and cafes but not to park to go for long walks/use Blenheim Palace</p> <p>Proposed new in-carriageway cycle parking – Support Only a good thing to improve cycle parking and promote cycling</p>
<p>1006730 Member of the public, (Woodstock, Union Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns No comment</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns No comment</p> <p>Proposed Residents Permit Holder only parking areas - Support As I have no where to park this will be a problem as we are are both OAPs</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns May not be long enough for visitors</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1007705 Member of the public, (Bladon, Park End Cottages)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Current lines are adequate</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Will impact businesses and push people to park in outlying villages to access Blenheim. It does not serve the local community.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This is useful if just popping into the coop. Sometimes it is impossible to park.</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

<p>1009728 Member of the public, (Combe, Akeman Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object There isn't a problem with parking in Woodstock. It is only perceived as a problem and a busy high street is a good sign rather than actively trying to kill off an already struggling high street</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Parking doesn't need to be charged. Just the restrictions enforced</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This will result in dwell time significantly falling thereby affecting trade</p> <p>Proposed Residents Permit Holder only parking areas - Object The households bought properties knowing what the position was</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Ok provided they are free and patrolled to enforce</p> <p>Proposed new in-carriageway cycle parking – Concerns There are plenty of spaces to park cycles around the town</p>
<p>1009697 Member of the public, (Woodstock, Randolph Avenue)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This proposal will cause many more problems for the town than the ones that it is trying to solve. In keeping with most woodstock residents, we would usually walk or cycle into town rather than drive. Most people coming into the centre of Woodstock are coming from further afield where walking would not be possible-so encouraging "shorter trips to the centre to be made on foot" does not make sense and will not work. However, the paid bays will dramatically reduce the footfall through the town which the restaurants, cafes etc depend upon. The charging scheme is also non-sensical-three hours costs more than double two hours. It appears designed to ensure people only spend 1-2 hours in town. This doesn't make sense for a town where people come to enjoy leisure facilities, restaurants etc as it is not long</p>

	<p>enough to actually do any of these activities. This is particularly true with the recent loss of bus services making transport even more difficult. The cafes and restaurants are key to the economy and joy of living in Woodstock and this scheme will destroy this.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Concerns As above, I think the overall impact on the town will be worse than the current residents parking problem.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Concerns As a cyclist, I support increasing cycling provision. However, this is such a small change that it will have no significant impact and does nothing to actually address the reasons why people won't cycle in the area. Cycle park in front of the museum is a</p>
<p>1010286 Member of the public, (Bladon, Manor Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Depends on where they are</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object 3 hours isn't long enough for people who want to come to Woodstock for the day</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Outside key shops it would be very useful to have these</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents should be able to park for free (or for a minimal admin charge) near their homes</p> <p>Proposed time limited bays (Max stay 2 hours) - Object It's not long enough and is impossible to enforce anyway</p>

	<p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1010476 Member of the public, (Woodstock, Green Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This is trying to fix a non-existent problem. It will however cause other problems - damage to businesses and pushing parking out into residential areas. This doesn't feel like consultation - this feels like you've made your minds up and are going to impose a solution that most people don't want.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Just part of your stupid plan</p> <p>Proposed Residents Permit Holder only parking areas - Object As above. Why should I have to pay to park where I live.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object As above</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1010536 Member of the public, (Woodstock, Green Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns This isn't explained in the letter sent to residents so don't know where you plan to do this.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object We don't want this in Woodstock. Paid parking and permits will push people to park on adjacent roads. I don't see what is wrong with leaving things the way they are rather than creating a new problem on surrounding streets.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object I object because this is part of an overall plan that I oppose.</p> <p>Proposed Residents Permit Holder only parking areas - Object This will force people in the central zone to pay £65 per year that they currently don't have to, and it will push cars to park on surrounding streets that aren't under permits. We don't want this being forced on us in Woodstock - just leave things alone.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object This is part of your plans and so I oppose it as part of the overall scheme.</p> <p>Proposed new in-carriageway cycle parking – Support A space for bikes may be useful to some.</p>
<p>1010597 Member of the public, (Woodstock, Parkside)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support It is often impossible to find a parking space in Woodstock because the current parking time limits are not enforced and people park all day with impunity. Local residents often want to park in the town centre for a short period to collect heavy shopping or drop items off at one of the charity shops - at busy periods this can be impossible.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support See above</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support See above</p> <p>Proposed Residents Permit Holder only parking areas - Support For the benefit of those who live in the town centre</p> <p>Proposed time limited bays (Max stay 2 hours) - Support See 6 above</p>

	<p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1010660 Member of the public, (Bladon, Heath Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I think businesses in towns like Woodstock & Witney will suffer. I would often pop to the shops in both towns but would be less likely to go if have to pay for parking</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object There are already effective maximum stay times in place. The same issue applies as in my answer above</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Can't see any point in this & just adds extra confusion to where you can & can't park. Quite possible you would park with intention of being less than 20 mins but then need to go to another shop or take longer than you thought...another potential negative for business</p> <p>Proposed Residents Permit Holder only parking areas - Object Green m my experience these cause more issues than they solve</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I'm not clear whether this question is referring to paid for parking bays or free. If the latter these already exist but if the former my previous issue still applies</p> <p>Proposed new in-carriageway cycle parking – Object I cannot understand why you would want to take up carriageway space for bicycle parking - there are generally other areas available that would be better for this purpose</p>
<p>1010852 A business,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Rather than restrictions that cause people from visiting Woodstock, we should encourage visitors by building a multi storey car park were the old police station is.</p>

<p>(Woodstock, Oxford Street)</p>	<p>Proposed paid parking bays (Max Stay 3 hours) - Object Rather than restrictions that cause people from visiting Woodstock, we should encourage visitors by building a multi storey car park were the old police station is.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Rather than restrictions that cause people from visiting Woodstock, we should encourage visitors by building a multi storey car park were the old police station is.</p> <p>Proposed Residents Permit Holder only parking areas - Object Rather than restrictions that cause people from visiting Woodstock, we should encourage visitors by building a multi storey car park were the old police station is.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Rather than restrictions that cause people from visiting Woodstock, we should encourage visitors by building a multi storey car park were the old police station is.</p> <p>Proposed new in-carriageway cycle parking – Object Not enough cyclists</p>
<p>1011124 Member of the public, (Woodstock, Churchill Gate)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Good idea</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns Absolutely support the concept but please make sure tickets can be purchased by app (e.g. RingGo) as well as just at machines. With babies or young children in tow, or when the weather's really bad, or because it can feel unsafe getting out your wallet/purse at a machine when it's dark (or in front of random people) - it's so much better sorting payment on your phone from the privacy, security and comfort of your parked car.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support</p>

	<p>The majority of my parking stays in Woodstock are very brief for shopping or cafe purchase purposes</p> <p>Proposed Residents Permit Holder only parking areas - Support This has to be a good idea so that residents don't unintentionally block up other parking spaces</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Great</p> <p>Proposed new in-carriageway cycle parking – Concerns Please don't cause these to remove parking spaces - if you remove too many spaces you are impacting local businesses who need people to be able to park as conveniently as possible. I also don't see that this measure would encourage users to visit the town</p>
<p>1011506 Member of the public, (Leaffield, Fairspear Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Enough restrictions already.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Free parking means public will stay longer and help the local economy.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object What can you do in 20 minutes? Not enough time to walk to a shop, browse, queue to pay and then walk back.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns They should be free.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Is that enough time to go to the museum? Is that enough time for a meal?</p> <p>Proposed new in-carriageway cycle parking – Object Don't take up parking places for cycles. There are already very strangely located racks around Witney.</p>

<p>1011759 Member of the public, (Woodstock, Green Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object D</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object D</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object D</p> <p>Proposed Residents Permit Holder only parking areas - Object F</p> <p>Proposed time limited bays (Max stay 2 hours) - Object D</p> <p>Proposed new in-carriageway cycle parking – Object D</p>
<p>1011988 Member of the public, (Woodstock, Parsons Drive)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support The town gets too crowded with cars, so restricting parking outside of proper spaces is vital.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Given that the major tourist attraction (Blenheim) has its own parking, there is no need for people to be parking in the town centre for longer than this normal.y</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support</p>

	<p>Perfect for popping into the town centre to use the shops as a resident.</p> <p>Proposed Residents Permit Holder only parking areas - Support Obviously those who live in the centre will need protected parking.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns I think it is confusing to have different maximum durations. Ultra-short bays are one thing, but having longer stay bays with different durations will confuse people</p> <p>Proposed new in-carriageway cycle parking – Object Not sure exactly what this means... but if it means having bike stands in the road I think this is a bad idea. The roads in Woodstock are narrow and busy, so making space between cars and other road users is essential for safety. I would suggest increasin</p>
<p>1012062 Member of the public, (Combe, Church Walk)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I believe that the single most effective means of reducing congestion and parking problems in Woodstock would be to improve public transport and provide safe and accessible cycling routes from neighbouring villages</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I believe that in order to reduce traffic you shouldn't penalise behaviour you don't want you should encourage behaviour you do want. Woodstock is a thriving hub where most people pop in for half an hour or so to pick up what they need and then move on - if they were able to do this easily by bus or bike they would.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object See comments above</p> <p>Proposed Residents Permit Holder only parking areas - Object Woodstock meets the needs of people living in stonessfield, Combe, Wootton, and Bladon too who all need access to the shops and services.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object See comment above</p> <p>Proposed new in-carriageway cycle parking – Support Anything that promotes cycling would be excellent. However a safe cycle route through Blenheim would mean that residents of Stonesfield, Combe, Hanborough, and Bladon could access Woodstock without the use of a car.</p>
<p>1012106 Member of the public, (Woodstock, Hensington Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Traffic in Woodstock is often chaotic. There needs to be some enforcement of the rules/regulations. I hope that this might achieve that.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support It seems self-explanatory to me</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support A good idea to enable quick arranged visits</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - Support There has to be somewhere to park</p> <p>Proposed new in-carriageway cycle parking – Concerns Cyclists do not seem to be good at following road rules. Will this be enforced?</p>
<p>1012245 Member of the public,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Safer for other road users</p>

<p>(Woodstock, Market Street)</p>	<p>Proposed paid parking bays (Max Stay 3 hours) - Support Better management of available spaces</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Helpful for anyone needing to park near an essential service, quick turnaround of key parking bays.</p> <p>Proposed Residents Permit Holder only parking areas - Support To tackle the problem with displacement and all day parkers.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Helpful to have a few 2 hours, for doctor's visit for example.</p> <p>Proposed new in-carriageway cycle parking – Support Woodstock attracts a fair number of cyclists but has limited number of bays for bikes, so they are often left outside private residents.</p>
<p>1012232 Member of the public, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Woodstock is in desperate need of parking reforms, the town has been under total gridlock with no churn in most parking spaces, these proposals are well thought out and long overdue!</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support This is an equitable and efficient way to ensure churn and provide enough time to use the shops and restaurant in Woodstock</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This is a practical addition particularly for the Post office, Coop and take away cafes. However enforcement required to prevent abuse</p> <p>Proposed Residents Permit Holder only parking areas - Support Woodstock has a vibrant and mixed residential community in its center, the use of a car is essential to ensure this is not artificially changed, the current policy for parking has discriminated against the</p>

	<p>residents despite the comprehensive research completed by HOW, passed by the Town Council, that proved that a residents parking scheme can be accommodated and ample parking provide if there is churn.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support This proposal will allow greater churn for those who have shorter term requirements in the Town, IE Doctors appointment</p> <p>Proposed new in-carriageway cycle parking – Support Cycling is being encouraged, providing proper spaces to leave bicycles India a good idea, and leave no reason simply leaving cycles proper against people's houses and businesses as currently happens.</p>
<p>1013000 Member of the public, (Bladon, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Need to park in Woodstock for all services and shops.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Likely to make parking more available.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Buying essentials, collect chemists stuff, visit post office - no shop in Bladon.</p> <p>Proposed Residents Permit Holder only parking areas - Object Cars left out on the public streets blocking parking and causing dangerous obstruction.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Useful for visits to surgery, professional visits - lawyer, optician, bank etc.</p> <p>Proposed new in-carriageway cycle parking – Support I will cycle to Woodstock using the. new VTN across the park.</p>

<p>1013269 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object An infringement of my - and everyone else's - liberty to park. Yet another example of "How can we raise more money? I KNOW! Screw the motorist! AGAIN!"</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object An infringement of my - and everyone else's - liberty to park. Yet another example of "How can we raise more money? I KNOW! Screw the motorist! AGAIN!"</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object An infringement of my - and everyone else's - liberty to park. Yet another example of "How can we raise more money? I KNOW! Screw the motorist! AGAIN!"</p> <p>Proposed Residents Permit Holder only parking areas - Object An infringement of my - and everyone else's - liberty to park. Yet another example of "How can we raise more money? I KNOW! Screw the motorist! AGAIN!"</p> <p>Proposed time limited bays (Max stay 2 hours) - Object An infringement of my - and everyone else's - liberty to park. Yet another example of "How can we raise more money? I KNOW! Screw the motorist! AGAIN!"</p> <p>Proposed new in-carriageway cycle parking – Object More street furniture clogging up what are already busy roads.</p>
<p>1013846 A business, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object We are concerned that the introduction of paid parking in Woodstock will have an adverse effect on our ability to trade. The proposals make Woodstock a significantly less attractive destination than others in West Oxfordshire (such as Burford, Witney, Chipping Norton) where there is no charge for parking. Free parking encourages visitors and shoppers to our town.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Our business fronts onto the proposed ultra-short stay bays at 27-29 Oxford Street and it is not reasonable to restrict parking for our customers outside our shop to only 20 minutes. In our opinion, this will cause serious damage to our ability to trade, and we strongly object to this proposal.</p> <p>Proposed Residents Permit Holder only parking areas - Object We are concerned about the reduction in parking opportunities for visitors and shoppers, and the impact this will have on our ability to trade.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support We support encouraging those who can to use alternative methods of movement including walking and cycling.</p>
1014002 Member of the public, (Blacon)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Unable to find details of proposed changes to double yellow lines</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This is a blatant attempt to tax both locals and visitors that does nothing to alleviate the stated issues. There is no mention of how often and by how much the suggested charges can be increased. As in other areas of Oxford, it is a clear statement that only the wealthy are welcome.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns A reasonable idea, but perhaps needs to be longer in case of queues within the Co-op etc</p> <p>Proposed Residents Permit Holder only parking areas - Object As I object to all of the parking charges as they stand and to residents having to pay for permits (& being limited to 2) then I must object to this</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object I believe that if you made all the currently time-limited bays into two-hours free, pay to stay longer (with res/bus permits) you would solve the churn problem, not destroy business for pubs etc and stop the “Blenheim” problem. However, I think you need t</p> <p>Proposed new in-carriageway cycle parking – Concerns If by in carriageway you mean reducing parking spaces, I do not support this. I do, however, support more secure cycle bays to encourage those who have the time/ability to use their bicycles instead of their cars. However, you need to remember that in the</p>
<p>1014372 Member of the public, (Charlbury, Hundley Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Sensible</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns 30 minutes is too short to allow people to park for free and visit the shops in Woodstock. 60 minutes would be more proportionate and not compromise the overall objectives.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Impossible to police unless the incompetent enforcement regime of WODC is replaced</p> <p>Proposed Residents Permit Holder only parking areas - Support Clearly necessary</p> <p>Proposed time limited bays (Max stay 2 hours) - Support '-</p> <p>Proposed new in-carriageway cycle parking – Support Nowhere at present to park a bike in Woodstock</p>

<p>1014430 Member of the public, (Charlbury, Shilson Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support</p> <p>.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Parking is free throughout WODC. We go to Woodstock weekly for certain shops and often have lunch there. Charging for parking will not benefit Woodstock, only the coffers of OCC.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object If you drive around we always find somewhere to park, eventually.</p> <p>Proposed Residents Permit Holder only parking areas - Object If OCC consider Resident Parking is necessary, the cost should be nominal to cover administration costs, not profiteers as £65 per year clearly is.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object See previous answers.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1014443 Member of the public, (Bladon, Manor Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Will be a deterrent to visiting small independent shops due to having to pay for parking, as supermarkets provide free parking.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object No use to my family as having a disabled family member, 20 minutes would only allow us to get out of the car and straight back in.</p> <p>Proposed Residents Permit Holder only parking areas - Object</p>

	<p>Could potentially push parking to other less suitable areas in the town.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Concerns Recent cycle lane creation has resulted in narrowing of roads to squish the cycle lane into already busy roads, effectively not producing a result of separating motor vehicles and bikes. Instead this creates a false sense of security for all and does not</p>
<p>1014772 Member of the public, (Woodstock, Manor Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I live in a terraced listed house on manor road with no parking area and I rely on being able to park in Woodstock in designated parking. With the proposed changes I will not be entitled to park or a parking permit Only option is park on A44 outside my house</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I live in a terraced listed house on manor road with no parking area and I rely on being able to park in Woodstock in designated parking. With the proposed changes I will not be entitled to park or a parking permit Only option is park on A44 outside my house</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object I live in a terraced listed house on manor road with no parking area and I rely on being able to park in Woodstock in designated parking. With the proposed changes I will not be entitled to park or a parking permit Only option is park on A44 outside my house</p> <p>Proposed Residents Permit Holder only parking areas - Object I live in a terraced listed house on manor road with no parking area and I rely on being able to park in Woodstock in designated parking. With the proposed changes I will not be entitled to park or a parking permit</p>

	<p>Only option is park on A44 outside my house</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I live in a terraced listed house on manor road with no parking area and I rely on being able to park in Woodstock in designated parking. With the proposed changes I will not be entitled to park or a parking permit Only option is park on A44 outside my h</p> <p>Proposed new in-carriageway cycle parking – Object I live in a terraced listed house on manor road with no parking area and I rely on being able to park in Woodstock in designated parking. With the proposed changes I will not be entitled to park or a parking permit Only option is park on A44 outside my h</p>
<p>1015125 Member of the public, (Kidlington, Belgrove Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I think this will only make it harder for people to park in woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This will completely put me & many others I know from going into woodstock, an area I have spent most of my life in. Paying for parking is a further penalty on those on low incomes & those who have no choice but to travel into woodstock by car, be it due to disability, for work, caring responsibilities etc.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object This simply isn't long enough if you need to visit the post office or co-op for example, especially say if there is a long queue in the post office & if you are elderly or disabled & can't walk quickly - & not every elderly or disabled person has a blue badge. 20 minute restrictions would just create added stress for people trying to go about their day.</p> <p>Proposed Residents Permit Holder only parking areas - Object</p>

	<p>This just comes across as a money making scheme by the council which won't actually improve anything for the majority of people. When the cost of living is going up so much charging residents £65 per vehicle is outrageous.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object This doesn't give people enough time to say go for a walk then have a meal in woodstock, or have your hair cut then do a bit of shopping for example - this just hurts businesses in my opinion rather than helping them, & again would turn what should be a p</p> <p>Proposed new in-carriageway cycle parking – Concerns It would depend on how it was done. If this meant cutting existing parking spaces to create room for this that would be daft!</p>
<p>1015632 Member of the public, (unknown)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object leave as is.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object all parking should be free.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object all parking should be free.</p> <p>Proposed Residents Permit Holder only parking areas - Object all parking should be free, especially near your own property.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Not long enough time to park</p> <p>Proposed new in-carriageway cycle parking – Object will cause congestion</p>

<p>1016058 Member of the public, (Bladon, The Homestead)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object No need for it.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This would mean I am less likely to shop in Woodstock, which is detrimental to local businesses. People would be charged for doctors visits.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object This would discourage people from spending more time in shops therefore not supporting our local businesses.</p> <p>Proposed Residents Permit Holder only parking areas - Object More admin for local residents and costs to pay. Visitor permits are too much faff and costly.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object See above.</p> <p>Proposed new in-carriageway cycle parking – Support Useful to have.</p>
<p>1016520 Local Cllr, Hanborough & Minster Lovell (Long Hanborough, Reliance Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support A sensible solution to detecting parking in built up locations like near to the co-op and in town centre locations.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object The county council should not be charging for parking in West Oxfordshire. We have a free parking policy in place and this change will no doubt result in more on-street parking charges being brought forward.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Sensible solution.</p>

	<p>Proposed Residents Permit Holder only parking areas - Object If people own a car they should buy a house with parking available.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Object There are plenty of areas off the carriageway where this can be located.</p>
<p>1016536 Member of the public, (Woodstock, Rectory Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Existing lines are fine</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It will lead to people parking elsewhere, such as the new Park View development, which is already suffering from non resident parking problems</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support That will be sufficient for some and free up spaces more quickly</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - Support 2 hours is sufficient but don't agree with charging</p> <p>Proposed new in-carriageway cycle parking – Object In carriageway cycle parking doesn't make sense.</p>
<p>1016556 Member of the public,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object No need</p>

<p>(Long hanborough, Main Road)</p>	<p>Proposed paid parking bays (Max Stay 3 hours) - Object No need</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object No need</p> <p>Proposed Residents Permit Holder only parking areas - Object No need</p> <p>Proposed time limited bays (Max stay 2 hours) - Object No need</p> <p>Proposed new in-carriageway cycle parking – Object No need</p>
<p>1016565 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Most important is protecting residents in town centre</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Most important is protecting residents in town centre</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Most important is protecting residents in town centre</p> <p>Proposed Residents Permit Holder only parking areas - Support Most important is protecting residents in town centre</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Object</p>

	<p>Most important is protecting residents in town centre and their parking. No need to protect cyclists in town centre - elsewhere yes but not in centre.</p>
<p>1016570 Member of the public, (Stonesfield, Laughton Hill)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Woodstock is a market town and shops rely on customers being able to 'pop in' from the surrounding towns and villages.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It's not just the expense of having to pay for parking, it's the inconvenience of having to find your card / cash. We are all time poor and Woodstock is excellent if you want to park quickly and use the services there.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Many customers arriving from outside Woodstock by car do only park for 20 minutes - to 'pop in' to the Coop or the Post Office etc. No need for it to be enforced - it happens anyway.</p> <p>Proposed Residents Permit Holder only parking areas - Object This would be a slippery slope to taking away spaces from customers to the businesses.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I would support this if the parking was free but it doesn't state whether it is so I'm presuming not. Having free two hour parking would help business owners by stopping car drivers parking in Woodstock all day. Although many of those are just 'trying to</p> <p>Proposed new in-carriageway cycle parking – Object Taking away parking from a town which already is lacking in it is ridiculous. It's clearly a way of reducing cars rather than offering parking to cyclists. Plenty of room on the market square for a decent cycle park. In years to come I imagine some kind o</p>

<p>1016662 Member of the public, (Bladon, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I understand that parking in Woodstock is an issue but i have concerns that if this scheme is not implemented properly (too few free bays/insufficient time) people will choose to go to where there is free parking, ie, Kidlington and Witney, negatively impacting Woodstock businesses.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - No opinion</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object too short</p> <p>Proposed Residents Permit Holder only parking areas - Concerns depends on the volume</p> <p>Proposed time limited bays (Max stay 2 hours) - Support long enough for people to use most services</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1016702 Member of the public, (Freeland, Woodlands)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I regularly visit Woodstock, our nearest town, and have never had significant problems parking without even needing to use the car park, although see that as a useful overflow. I don't therefore see the justification as anything other than a 'we want to control your behaviour' attitude from the council. The effect for me will be to cause me to go elsewhere or to focus more of my shopping to online and larger out of town supermarkets and less on local shops, despite my preference for supporting them.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I regularly visit Woodstock, our nearest town, and have never had significant problems parking without even needing to use the car park, although see that as a useful overflow. I don't therefore see the justification as anything other than a 'we want to control your behaviour' attitude from the council. The</p>

	<p>effect for me will be to cause me to go elsewhere or to focus more of my shopping to online and larger out of town supermarkets and less on local shops, despite my preference for supporting them.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Choose not. Surely it's my democratic right to support or oppose without having to justify my view if I wish.</p> <p>Proposed Residents Permit Holder only parking areas - Object This would penalise local people who live in one of the many many surrounding villages and favour the use of cars by those who live in Woodstock itself. The net effect may be almost the opposite of that intended.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Choose not. Surely it's my democratic right to support or oppose without having to justify my view if I wish.</p> <p>Proposed new in-carriageway cycle parking – Support Choose not. Surely it's my democratic right to support or oppose without having to justify my view if I wish.</p>
<p>1016753 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Not long time enough</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Will work if just popping into post office or coop and will give quick turn around</p> <p>Proposed Residents Permit Holder only parking areas - Support The only way one can leave one's car all day</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Concerns Why two hours?</p> <p>Proposed new in-carriageway cycle parking – Support Hopefully more people will use bike from for stance Nladon or new Blenheim developments instead of a car</p>
<p>1016785 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns The area for parking outside 1 Oxford Street is not within the scheme and hence will be used for those who don't wish to pay for parking. At the same time the residents will not have resident permits so will be negatively impact by the proposals. We will need to be able to apply for resident permits.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns The area for parking outside 1 Oxford Street is not within the scheme and hence will be used for those who don't wish to pay for parking. At the same time the residents will not have resident permits so will be negatively impact by the proposals. We will need to be able to apply for resident permits.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns The area for parking outside 1 Oxford Street is not within the scheme and hence will be used for those who don't wish to pay for parking. At the same time the residents will not have resident permits so will be negatively impact by the proposals. We will need to be able to apply for resident permits.</p> <p>Proposed Residents Permit Holder only parking areas - Support The area for parking outside 1 Oxford Street is not within the scheme and hence will be used for those who don't wish to pay for parking. At the same time the residents will not have resident permits so will be negatively impact by the proposals. We will need to be able to apply for resident permits.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns The area for parking outside 1 Oxford Street is not within the scheme and hence will be used for those who don't wish to pay for parking. At the same time the residents will not have resident permits so will be negatively impact by the proposals. We will</p>

	<p>Proposed new in-carriageway cycle parking – Support Support sustainable options for travel.</p>
<p>1016758 Member of the public, (Woodstock, Hill Rise)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Seems sensible. In particular Oxford / Manor Road on the hill down out of Woodstock has had lots of backed up traffic due to vehicles parked regularly on the right hand side as you go out of Woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Increasing churn would be helpful. Currently Woodstock is in limbo between 'light touch' i.e. unenforced parking and enforced. This is tedious, unpredictable and does not encourage churn - from surveys I have been part of it is clear that business staff regularly use the majority of the slots in the town centre - ironically reducing churn for their customers. Residents of central Woodstock objectively and clearly use less than half the slots (I do not live in the town centre so have no vested interest in pointing this out other than I'm sick of people yibbling on about parking in a fact-free and ill-informed way - which leads them to opinion-based solutions rather than fact-based solutions.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I support the principle but suggest these are 30 mins for practical purposes. Other than those not able to / with heavy shopping most people can walk between shops e.g. Co-op and Post Office. It is difficult to go to even those two shops in 20 minutes for anything other than the smallest shop with minimal queuing. 20 mins would either not be useful for many or would encourage moving one's car between shops - adding to traffic, pollution and needless irritation. Unless the purpose is literally for those popping into the Coop or Post Office ONLY in which case these make sense</p> <p>Proposed Residents Permit Holder only parking areas - Support Whilst churn is to be encouraged residents of the centre should be able to park within reasonable distance of their houses. Relatively few dwellings have off-street parking and residents do not use the majority of parking spaces. 1 permit per household would also increase central Woodstock car parking spaces by encouraging those with 2 cars to move one out e.g. to the car park</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Support Encourages churn - but see 16 below for a caveat.</p> <p>Proposed new in-carriageway cycle parking – Support 'Cycling should be encouraged - both by Woodstock residents out of the town centre and by visitors. There is very limited bike parking at present. On a separate but clearly related note (no other space to add general comments) I'd like to note: - My tha</p>
<p>1016846 Member of the public, (Stonesfield, Pond Hill)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Agree that double yellow lines will be needed on Oxford Street down the hill if parking restrictions come in as people will try and park elsewhere. However these would NEED to cover the entire length of Manor Road too from the black prince pub up to Old Woodstock. People currently are parking in this area causing backlogs of traffic on this extremely busy route (impossible for lorries and buses also) and this would only get much worse with new restrictions on parking.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object As above, would cause knock on effect with people only parking elsewhere to avoid fees. Free car park currently works well with limited street parking. There is no need to change this. We would definitely stop coming to Woodstock as often from nearby Stonesfield. As a small village with currently no pub, Woodstock is our closest area with pubs/shops to go to. Parking charges would definitely make us avoid coming as often, and we would are not able to walk or cycle there due to lack of pavements alongside the A44.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object No need to change from 30 minute short stay bays already in place. Cafes and food outlets in Woodstock are very busy and you would potentially wait more than 20 minutes. Would put us off coming to businesses in Woodstock from nearby Stonesfield</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p>

	<p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Concerns Unsure what in-carriageway entails? Sounds dangerous for cyclists and potentially narrows roads in Woodstock which are already very narrow and struggle for lorries and buses to navigate round parked vehicles</p>
<p>1016905 Member of the public, (Woodstock, Market Place)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I have been a resident in central Woodstock for 7 years. Over the last 6 months, have been unable to park my car locally and have received Parking tickets. When Blenheim started charging visitors to park, they started parking all day in central Woodstock to avoid the charges. During large events (Christmas Lights, Horse Trials etc), Woodstock had a constant traffic jam and took up to 2 hours to get from Summertown to Oxford on busy days while traffic was at a standstill. As The Bear hotel also charges car parking, their visitors also choose to park on the road. Along with the builders renovating a large property nearby - leaves no parking. I also have double yellow lines outside my property - so parking is a huge issue which affects the residents, businesses and tourists.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support We need the time for people to visit local shops, see exhibitions in local art galleries, visit restaurants. It will prevent people leaving their cars all day preventing churn, and freeing up space for other visitors.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Many younger/families, older or disabled people use the post office, or pick-up or drop-off shopping etc, and return quickly to their cars. Also loading.</p> <p>Proposed Residents Permit Holder only parking areas - Support Woodstock residents desperately need designated parking. It avoids parking tickets and the permit will be cheaper than all the parking tickets per year!</p> <p>Proposed time limited bays (Max stay 2 hours) - Support</p>

	<p>A mixture of 2 and 3 hour parking will increase the churn to local businesses - which Woodstock relies upon.</p> <p>Proposed new in-carriageway cycle parking – Support Currently cyclists/cycling groups leave their bikes outside my front door as there is nowhere else for them. It is the same for other people living (or shop fronts) in the centre of town.</p>
<p>1017019 Member of the public, (Witney, Madley Park)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Needs more time to refine proposal</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Parking should be free in Woodstock as it will kill the high street and tourism</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object As above</p> <p>Proposed Residents Permit Holder only parking areas - Object As above</p> <p>Proposed time limited bays (Max stay 2 hours) - Object As above</p> <p>Proposed new in-carriageway cycle parking – Concerns The proposal need to be looked at further as still has issues</p>
<p>1017021 Member of the public, (Long Hanborough, Main Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Free parking encourages me and others to visit, shop and use food and drink venues.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 minutes is too short a time for even a quick shop</p> <p>Proposed Residents Permit Holder only parking areas - Support Good for residents</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Good for shopping or a meal and encourages a turnover of visitors</p> <p>Proposed new in-carriageway cycle parking – Object There are plenty of off road areas to create cycle parks</p>
<p>1017052 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support The double yellow lines on the proposed streets are necessary to keep the roads clear for pedestrians, cyclists and traffic, as they are mostly narrow roads and not suited for parking. Also it is good to discourage a free-for-all parking that would overflow from the pay-and-display areas into adjacent streets. It would be good if double yellow lines were well enforced, with issuance of tickets and towing away vehicles to keep these areas clear at all times.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support This is an excellent proposal for businesses in Woodstock, to encourage churn and a greater number of visitors and shoppers. It is a long standing problem that the problematic parking situation discourages visitors and the lack of footfall is detrimental to all businesses. Parking bays with a max stay of 3 hours will be beneficial to increase the frequency of visitors and footfall, to all shops, restaurants, supermarket, post office etc. This is bound to create a more dynamical business and shopping environment with greater access for visitors (especially from neighbouring villages).</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support The ultra-short stays are conveniently located in front of the supermarket, post office and coffee shops, so they are suitable for very brief visits or picking up people without disrupting traffic. Their location on the map is very well thought out and it is fair that they are free.</p>

	<p>Proposed Residents Permit Holder only parking areas - Support As a resident myself I support this in the strongest terms because I am frequently in the situation that if I take my car out briefly then I struggle for parking when I return. It is long overdue that there should be a dispensation for residents and the view among all residents I have spoken to is unanimous on this. Even though Woodstock is a small place, all cities and towns that suffer congestion sooner or later need to introduce rules and restrictions to bring parking under control. The plan proposed is very fair to all parties and I am happy for it to succeed.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support I am happy about the location of these bays, and I would support it also if they had a 3 hr limit like the other areas.</p> <p>Proposed new in-carriageway cycle parking – Support It is an excellent idea to have an allocated space for bicycles and the specific location is very practical - suitably close to the Blenheim entrance and to the main shops in Woodstock also, so visitors cycling in would find this particular spot very conv</p>
<p>1017106 Member of the public, (Bampton, Church Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object They'll restrict parking in an already difficult location.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This will be a test case for OCC to roll out paid on-street parking in the rest of West Oxon. Also, people don't have a choice - they have to park - so you're simply taking more money from people at a time they can least afford it.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns There might be some scope for these as a way of nipping into the shops for essentials, but they certainly won't encourage visitors to stay or residents to spend longer (and more money) in the shops.</p> <p>Proposed Residents Permit Holder only parking areas - Object</p>

	<p>The council should not be telling people how many already taxed cars they are allowed to own.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns See above.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1017337 Member of the public, (Standlake, A415)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Because our market towns are already under a sustained attack on personal shopping choices. And our personal shopping choices will just send us all online and decimate local businesses. For instance in Witney a huge majority of businesses objected to closing the high St. Yet it was closed anyway.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object As above.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object There is no need if you actually listen to the majority of respondents and just leave our towns alone.</p> <p>Proposed Residents Permit Holder only parking areas - Object If you choose to buy a property without off street parking you should live with that choice and not expect special treatment that will enhance the value of said property to the detriment of shoppers.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Three hours would be more suitable.</p> <p>Proposed new in-carriageway cycle parking – Object The “carriageway” is for cars, as the natural successor to the “carriage).</p>

<p>1017397 Member of the public, (Woodstock, Hensington)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support 20 years of talk & no action</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Abuse of town centre parking by shop / restaurant staff & also commuters Also some residents with 3 or 4 cars</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support No</p> <p>Proposed Residents Permit Holder only parking areas - Support A</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Above answer</p> <p>Proposed new in-carriageway cycle parking – Object Why do you think this is required?</p>
<p>1017439 Member of the public, (Woodstock, Mavor Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I personally won't pay to park - I'll drive to long Hanborough for coop and Witney / chipping Norton for shops rather than pay to park. This was the amazing benefit to west Oxfordshire - free parking. I'd rather pay higher council tax to have traffic wardens to enforce free parking time than paid parking. If parking restrictions were enforced we would always have parking (without charges) Parking charges will discourage people to use local businesses. People who want to avoid Blenheim high prices will also avoid it and will park in side streets, old Woodstock and the main road to park for free and walk in. Charges will just penalise locals and local businesses.</p>

It's also unfair on the elderly or low income / those with small children who need to park close for doctors / chemist - the short stay free are not long enough and charges will disadvantage them. It's pretty unfair really.

There is ample parking for everyone as is - if wardens actually enforced it. The problem now is we have builders on long term work in approx 20 spaces a day (all day) and they are never moved!

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Object**

The ultra short stay is too short. For example a prescription in pharmacy can easily take 40 mins, pop to the doctors (40 mins).

Really short stay of 1 hour allows people to use essential services and local businesses. As a local we don't want to discourage LOCALS from shopping in Woodstock. By having a slightly longer free parking this keeps this happening - woodstocks a big place so not everyone can walk. Therefore short stay free parking is essential and 20 mins is just too short.

I personally won't pay to park - I'll drive to long Hanborough for coop and Witney / chipping Norton for shops rather than pay to park. This was the amazing benefit to west Oxfordshire - free parking. I'd rather pay higher council tax to have traffic wardens to enforce free parking time than paid parking.

If parking restrictions were enforced we would always have parking (without charges)

Proposed Residents Permit Holder only parking areas - **Object**

It's never going to work. People have visitors and MANY Woodstock houses have no parking. That's a lot of permit spaces! Also - what about people with electric cars - how are permit spaces going to work for them?! It's a nightmare in Oxford and we don't want it here. Having experienced it - it's like roulette and would stop me buying a house in a permit area. Unfair on those already living in an area without this.

Proposed time limited bays (Max stay 2 hours) - **Support**

This is a sensible duration. But they need to be free and enforced.

Proposed new in-carriageway cycle parking – **Object**

Not enough space, ridiculous. We have a cycle path that is perfectly adequate and barely anyone uses it if we are really realistic. We might like to think people do and will use it but the reality is they don't!

Let's face it life gets in the way - in a

<p>1017450 Member of the public, (Woodstock, Brook Hill)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object No need to charge the public, you can just enforce with traffic wardens.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Will give easier access to coop for shopping</p> <p>Proposed Residents Permit Holder only parking areas - Support Brook Hill is always full of people accessing number 95 Oxford Street green gate to Blenheim. Having permit holder passes might mean I can park in my road!</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Will stop people parking and catching the bus.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1017456 Member of the public, (Begbroke, Begbroke Crescent)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Present system not perfect but when existing restrictions are enforced, it works acceptably.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object As above</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object By default this question suggests at other time spaces will be charged for.</p> <p>Proposed Residents Permit Holder only parking areas - Object Unfair to others who don't qualify. Will mean residents will block off more parking. Also object to the council differentiating rights to use of public highway</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object As above</p> <p>Proposed new in-carriageway cycle parking – Object Little or no demand for parking of cycles. Spaces likely to remain unused, resulting in valuable car parking spaces being lost. Plenty of other spaces could be used for cycle parking spots which don't encroach on the road.</p>
<p>1017459 Member of the public, (Woodstock, Hensington Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Residents should not be charged for permits at a time of extreme financial hardship with ongoing inflation and a cost of living crisis. Moreover, this parking-permit scheme will deter visitors from Woodstock and damage the local economy after the COVID-19 pandemic. The Council have already introduced electric-only parking bays in the main carpark which has already put pressure on visitors and existing residents who cannot afford expensive electric cars and hybrids. At the same time as this, council tax has increased far beyond pay rises local residents are receiving. There seems to be a disconnect between the vision of the council for a green agenda and the financial reality residents find themselves in.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This scheme will deter visitors from Woodstock and damage the local economy after the COVID-19 pandemic.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Deter visitors and be detrimental to the local economy.</p> <p>Proposed Residents Permit Holder only parking areas - Object Residents should not be charged for permits at a time of extreme financial hardship with ongoing inflation and a cost of living crisis. Moreover, this parking-permit scheme will deter visitors from Woodstock and damage the local economy after the COVID-19 pandemic. The Council have already introduced electric-only parking bays in the main carpark which has already put pressure on visitors and existing residents who cannot afford expensive electric cars and hybrids. At the same time as this, council tax has</p>

	<p>increased far beyond pay rises local residents are receiving. There seems to be a disconnect between the vision of the council for a green agenda and the financial reality residents find themselves in.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Deter visitors and be detrimental to the local economy.</p> <p>Proposed new in-carriageway cycle parking – Object There is not space for this.</p>
<p>1017468 Member of the public, (Woodstock, Flemings Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Parking should stay free.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Parking should stay free.</p> <p>Proposed Residents Permit Holder only parking areas - Object I'm fine with how parking is at the moment.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Bad idea</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1017472 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Common sense</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Should be enforced</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Will generate parking spaces</p> <p>Proposed Residents Permit Holder only parking areas - Support Critical for homes in the centre and the residents parking requirements</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Good amount of time to park vs movement of cars</p> <p>Proposed new in-carriageway cycle parking – Support Will help bike riders/reduce cars</p>
<p>1017671 Member of the public, (Woodstock, Plane Tree Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support I think it's a necessary step, and not particularly expensive frankly - will help the county, but also help encourage turnover of traffic.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This is helpful, as there are occasions when one has to go to co op or elsewhere just briefly, and this certainly helps.</p> <p>Proposed Residents Permit Holder only parking areas - Support This will help residents have parking for their cars</p> <p>Proposed time limited bays (Max stay 2 hours) - Support It's good to still keep some free bays!</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

<p>1017679 Member of the public, (Woodstock, Brook Hill)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I support parking changes but object to paying 130 a year to park in my own road. Residents permits should be free.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support explaining every answer is annoying</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support explaining every answer is getting really annoying</p> <p>Proposed Residents Permit Holder only parking areas - Support As above</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Sigh</p> <p>Proposed new in-carriageway cycle parking – Support Meh</p>
<p>1017685 Member of the public, (Woodstock, A44)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object unnecessary and will negatively impact businesss</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object unnecessary and will negatively impact businesss</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object unnecessary and will negatively impact businesss</p> <p>Proposed Residents Permit Holder only parking areas - Object unnecessary and will negatively impact businesss</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object unnecessary and will negatively impact businesss</p> <p>Proposed new in-carriageway cycle parking – Object unnecessary and will negatively impact businesss</p>
<p>1017692 Member of the public, (Enstone, Cleveley Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It will put me off shopping in Woodstock instead favouring chipping norton or witney which still for now have free parking. Woodstock is unusual as there are so many good independent shops and businesses. This is kill Woodstock.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object What can you do in 20 minutes?</p> <p>Proposed Residents Permit Holder only parking areas - Object If you buy a house with no parking, you have no more right than anyone else to park in the street near it. This will only please home owners and ruin the towns businesses.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns This is better than 20 minutes and if remaining free it will enable people to do what they are in Woodstock for. However the cost of policing it seems disproportionate given you will need a full time parking warden each day.</p> <p>Proposed new in-carriageway cycle parking – Concerns There is already limited space for parking. Bikes have never had an issue, why create one.</p>

<p>1017701 Member of the public, (Oddington, Main Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object No charge is needed</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Free parking is essential for local businesses</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 mins is not sufficient time to pop into more than one shop</p> <p>Proposed Residents Permit Holder only parking areas - Object These would most likely be left empty during the day</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Object Dangerous</p>
<p>1017720 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support It would be most welcome respite not having to mow my car thru out the day of or at 11 pm when all the tourists are gone - the visitor badges are a brilliant idea</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support this will stop blenheim visitors coming to an event parking by day</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support supports those who just want to pop in to the coop or make an appointment</p> <p>Proposed Residents Permit Holder only parking areas - Support gives balance to business and residents</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Support long enough to go to farmers market and have your hair done instead of one or the other</p> <p>Proposed new in-carriageway cycle parking – Support any green ideas are welcome</p>
<p>1017722 Member of the public, (Woodstock, Glyme Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Cost of living rising. No allowance for long term visitors. Residential areas become parking areas. Charges are extortionate.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object No allowance for long term visitors. Residential areas become parking lots. Charges are extortionate.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents should have preference.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object See previous answers. Long term visitors have no options.</p> <p>Proposed new in-carriageway cycle parking – Support Good idea</p>
<p>1017732 Member of the public, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support can never get parked</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns</p>

	<p>too much churn</p> <p>Proposed Residents Permit Holder only parking areas - Support I have lived in Woodstock for years and as a resident find it utterly astonishing that I cannot park after a day at work without driving around on numerous occasions</p> <p>Proposed time limited bays (Max stay 2 hours) - Support sensible move</p> <p>Proposed new in-carriageway cycle parking – Concerns roads not wide enough</p>
<p>1017743 Member of the public, (Tackley, Rousham Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns No other means but driving from Tackley to Woodstock, yet we are reliant on it for GP, secondary school, library, coop etc restricting parking but having no bus to Woodstock is unreasonable</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns For those of us who live in surrounding villages Woodstock is where our local shop, secondary school and gp practice is. There is no public transport between Tackley and Woodstock and therefore no option but to drive. It is unfair to limit parking time without providing a bus to allow secondary school children to get the bus to attend activities and meet friends. The elderly tiger to the GP and everyone else to safely pop in for coffee and the library or to go to the coop.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I welcome them, but there should be more. What about going to the GP you need more than 20 mins. How do I pop to the coop if the very few 20 min bays are full. More of these are needed.</p> <p>Proposed Residents Permit Holder only parking areas - Support Seems reasonable that residents have protected parking</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p>

	<p>Proposed new in-carriageway cycle parking – Concerns You can't cycle safely between Tackley and Woodstock. This is pointless to me until a safe cycle route from Tackley to Woodstock is introduced</p>
<p>1017880 Member of the public, (Woodstock, Glyme Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns These increased restrictions will push the parking into the quiet and narrow surrounding streets</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns These increased restrictions will push the parking into the quiet and narrow surrounding streets</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This enables those who wish to shop in Woodstock the ability to pop in and spend money in the town</p> <p>Proposed Residents Permit Holder only parking areas - Concerns This will reduce the amount of public parking available, these bays are often empty.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support we need to encourage greener transport</p>
<p>1017931 Member of the public, (Woodstock, Oxford Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns This concerns the service road parallel to the A44 opposite Hensington gate. Currently people park cars all day long and use bus to work in Oxford; others leave cars here for several days/weeks. The parking proposal for Woodstock town centre will cause more overflow to this slip road where exiting from our driveway onto the road is already difficult. Also cars speed along this piece of road and, as we own and are responsible for the ground between the slip road and the A44, it is quite dangerous when doing ground maintenance in this area.</p>

	<p>Can parking in this road also be restricted and a 20mph limit with speed humps installed to allow more places for Woodstock shoppers?</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns See above, impact on Oxford Road residences</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns See above</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns See above</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1018008 Member of the public, (Woodstock, Rectory Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Not at all clear what exactly is planned</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns All major concerns apply to trade vehicles - massive abuse currently in Rectory Lane This morning 14 trade vehicles (all connected to Woodstock House) in these bays plus some cars</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Makes sense already mainly used in this way</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Should also include some bays in Park Lane</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Scheme is becoming far too complicated!</p>

	<p>Proposed new in-carriageway cycle parking – Object Who are these for exactly? Having witnessed increasingly empty cycle lanes/stands across London creating in many places traffic chaos - there as part of WOKE /pandemic thinking - which does not reflect real life. We have few enough spaces we do not need t</p>
<p>1018046 Member of the public, (Woodstock, Harrison's Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support The proposed lines are long overdue</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support May help churn but critical that enforcement is frequent and effective. The ticket machines should be reduced to the minimum to avoid spoiling Woodstock. For example, there is no need for more than one in Park Street.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents need to be able to park</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1017773 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object No option for people to wait.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object May want to be longer than 3 hours, also will stop people from wanting to come to visit the centre and support local businesses</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object I don't feel there should be a limit it's pointless adds more cons than pros</p> <p>Proposed Residents Permit Holder only parking areas - Object Residents shouldn't have to pay to park at there home. Won't be able to have visitors as often effecting mental health. It adds stress to homes. We shouldn't be restricted on seeing family and friends and we shouldn't have to pay to see them with permits. Totally object this</p> <p>Proposed time limited bays (Max stay 2 hours) - Object May want to be longer than 2 hours, also will stop people from wanting to come to visit the centre and support local businesses</p> <p>Proposed new in-carriageway cycle parking – Object Will these have charges too?</p>
<p>1018279 Member of the public, (Woodstock, Hill Rise)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Not required I have lived in Woodstock for 25 years and never had a problem parking my car in the town centre.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Bad for local business</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Not long enough - increase to an hour</p> <p>Proposed Residents Permit Holder only parking areas - Object Seems a little unfair that some Woodstock residents will have access to extremely cheap unrestricted parking for themselves and their visitors. Those of us who live outside of the eligible area will not have this benefit but will fund it by paying for parking.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object I do not find parking in Woodstock a problem. I have lived in three addresses in different parts of Woodstock and often stop for shopping or to eat on my way home from work. I can always find a space.</p> <p>Proposed new in-carriageway cycle parking – Object Not needed - there are already underused cycle racks in the town centre</p>
<p>1018349 Member of the public, (Woodstock, Hedge End)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns iwithout effective enforcement it will be a waste of tax revenues and will still result in obstructive vehicles</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns it will penalise local people who regularly use woodstock for shopping/doctors etc and without effective enforcement it will be a waste of tax revenues and will still result in chaos with parking outside marked bays/areas</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns without effective enforcement it will be a waste of tax revenues and will still result in parking shortages</p> <p>Proposed Residents Permit Holder only parking areas - Concerns residents will mostly be at work during the hours proposed so it doesn't matter except to NIMBY's But in terms of getting motorists to use other means of transport (cycle park/ride, bus) it might have merit</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns it will penalise local people who regularly use woodstock for shopping/doctors etc and without effective enforcement it will be a waste of tax revenues and will still result in chaos with parking outside marked bays/areas</p> <p>Proposed new in-carriageway cycle parking – Object it's a recipe for disaster cycles & cyclist getting injured, put cycle racks off road. there are plenty of places for this</p>

<p>1018423 Member of the public, (Woodstock, Glovers Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object 1. Insufficient ultra short stay spots . This is the only bit of the plan I agree with 2. I don't agree with charging. West Oxfordshire benefits from from lack of charging which supports business and helps residence . Charging will move the problem further out as people Start to park in residential areas . Negotiate additional parking with Blenheim don't penalise residence in an attempt to make money for the council</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object As above I don't agree with charging</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This is the only element of the plan I support as it allows a better flow of traffic as people shop & go</p> <p>Proposed Residents Permit Holder only parking areas - Object Let's take the example of New Road . I have drop of & pick up children at their friends . I will not have permit as I don't live in the road and the proposed no of drop off spaces is massively under requirements .</p> <p>Proposed time limited bays (Max stay 2 hours) - Object As above</p> <p>Proposed new in-carriageway cycle parking – Object Please improve the cycle paths into Woodstock before adding storage</p>
<p>1018513 A business, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Woodstock will be the only local town charging for parking. Customers will go to Witney Burford etc where they can park for free. The issue in Woodstock is the hour parking taking up lots of spaces and often unused as not long enough for people to shop and eat. The solution is more 3 hour slots and more spaces.</p>

	<p>Extra spaces can be created where the library was or by making the town center one way and putting spaces side on and making these 3 hour to give a reasonable turnover and time to shop and eat.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Should be free like surrounding towns. More 3 hour bays rather than 1 hour .</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object There is very little you can do in woodstock in 1 hour, it's not even time to go to the doctors or pick up a prescription. Parking should be 3 hour minimum</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - Object 3 hours is better</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1018540 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Because Woodstock Parking has become untellable - we need a system to regulate for residents in the town of Woddstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Because we need "Churn" foe visitors</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object We need to support local villages close to Woodstock who need to shop in the town</p> <p>Proposed Residents Permit Holder only parking areas - Support It has become very difficult for residents who live in the town of Woodstock</p> <p>Proposed time limited bays (Max stay 2 hours) - Support</p>

	<p>This is for the hotel's in the town</p> <p>Proposed new in-carriageway cycle parking – Object No more Cyclists</p>
<p>1018943 Member of the public, (Woodstock, Bear Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support It is much needed for residents businesses and visitors. I believe it is fair to charge and progressive. It will raise revenue. It will need enforcement. I believe that Hensington Road car park should have some charging bay of approx 4 hours. I think the scheme should be further extended to more roads to cope with displacement better</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Makes sense</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Makes sense</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Extend to more roads</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Just do</p> <p>Proposed new in-carriageway cycle parking – Support Makes sense</p>
<p>1019101 Member of the public, (Bladon, Church Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object</p>

	<p>Having to pay for parking would be a significant deterrent to people like me from neighbouring villages to visit Woodstock to use the shops and services.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object This is impractical. It is presumably aimed at enabling quick visits to shops etc but does not allow for unforeseen circumstances such as a queue at the pharmacy, being tempted to drop in at other shops or conversations with people you bump into.</p> <p>Proposed Residents Permit Holder only parking areas - Object Woodstock and Bladon are closely linked. I live in Bladon which has no shops and therefore use Woodstock for this. I think people from Bladon should be treated as residents and have the same residents parking rights as people from Woodstock.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support The current system of time limited bays with no parking charge works well and I support its continuation.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1019265 Member of the public, (Woodstock, Oxford Road - Service Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns We live on an un restricted Road just off the main centre. The road is already used as a Park and Ride, long term carpark (several days) etc . The new restrictions in the centre of Town will simply put more Parking in this road with the probable obstructions that usually result. Could there be, say, free 4 hour slots along Oxford Road slip-road ? This would give some long-term parking but also a turn-over of spaces</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I am concerned for the businesses in Town if a charge is made afetr all these years of free parking</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This will help with short stay customers and doctor's appointments</p>

	<p>Proposed Residents Permit Holder only parking areas - Support It has always seemed unfair that Residents cannot park when they have no garage space</p> <p>Proposed time limited bays (Max stay 2 hours) - Support The more the merrier but it must be enforced</p> <p>Proposed new in-carriageway cycle parking – Concerns These should be tucked into an unusable car space</p>
<p>1019509 Member of the public, (Woodstock, Hill Rise)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Not happy to pay for parking in Woodstock, especially when friends and family visit for a meal/coffee and/or some shopping in Woodstock, to pay to park as well will put them off. Not happy to pay for parking for the social events in town i.e. mother and toddler groups, church events etc. Also pay machines will look awful to our pretty town.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns How will this be managed?</p> <p>Proposed Residents Permit Holder only parking areas - Object Permits are expensive. When new houses are built they should have enough off road parking to prevent cars being parked on the streets around the town.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

1019445
Member of the public,
(Woodstock, Oxford
Road)

Proposed amendments to waiting restrictions (Double Yellow Lines) - **Support**

Proposals seem sensible and proportionate. There would be additional benefit in extending the double yellow lines at the town end of Oxford Road to cover the total frontage of the adjacent property (7 Oxford Road). This would allow larger vehicles additional manoeuvring space and preserve the grass verge on the opposite side of the service road.

Proposed paid parking bays (Max Stay 3 hours) - **Concerns**

I support the concept of limited-stay parking bays but have concerns that, given the West Oxfordshire policy of no-cost parking, it sets a precedent for the future and for other communities. I am also concerned that the cost of the infrastructure might be disproportionate and that other lower cost methods could be considered.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Support**

I support the concept, but are there enough bays?

Proposed Residents Permit Holder only parking areas - **Concerns**

I support the concept but have concerns that the parking areas are reserved for residents between 08:00 and 18:00. Working residents are likely to be absent between these hours which are the very hours which most visitors, either commercial or tourist, are most likely to need parking space. Parking space for residents needs to be safeguarded during the times they are most likely to be 'at home', i.e. evenings and weekends.

Proposed time limited bays (Max stay 2 hours) - **Object**

Spaces seems to be so limited that they are of no practical value and might only serve to encourage speculative driving in New Road as drivers search for a parking space, thus increasing congestion and pollution in an already overcrowded residential street

Proposed new in-carriageway cycle parking – **Concerns**

Although non-use of motor vehicles is to be encouraged, the degree of congestion on the roads around Woodstock is such that cycling could already be considered dangerous, and likely to become more so as more residential development takes place. It is unli

<p>1019610 Member of the public, (Woodstock, Oxford Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I live on Oxford Road (service road) and concerned it will now be the closest free parking to Woodstock centre</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support A variety of parking restrictions would be a benefit</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support A variety of parking restrictions would be a benefit</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Preference would be to have this extended to Oxford Road (the service road)</p> <p>Proposed time limited bays (Max stay 2 hours) - Support A variety of parking restrictions would be a benefit</p> <p>Proposed new in-carriageway cycle parking – Support Cycle parking is currently limited</p>
<p>1019727 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object This will force people to park down my road and cause casos</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This will force people to park down my road.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns</p>

	<p>Will stop local trading.</p> <p>Proposed Residents Permit Holder only parking areas - Object I have a disabled partner and she currently is unable to leave the house. Having this permits will deeply effect her mental health as it will put off any potential visitors.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Will effect shops and businesses more than the council will benefit!</p> <p>Proposed new in-carriageway cycle parking – Support Need to promote cycling more</p>
<p>1019817 Member of the public, (Woodstock, Shipton Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns We support the proposal in principle but are concerned about long term parkers being pushed onto surrounding streets and in particular causing congestion around the schools, which is already dangerous due to high numbers of drop offs and pickups</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Necessary to create churn of short visitors</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents should have provision close to their own property. Price of £65 a year seems unnecessary though, if limited to a set number per household. Why charge them?</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Seems a sensible time duration for majority of baya</p> <p>Proposed new in-carriageway cycle parking – Support</p>

	Strongly support to encourage non car transport options.
1019834 Member of the public, (Woodstock, Oxford Street)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I see this as not necessary for Woodstock and this will limit both residents and visitors to the local Shops</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I have never found parking in woodstock centre an issue and so why 'charge'? I know local businesses feel it will affect their trade</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support As long as it's not 'chargeable' then the bays are genuinely used for locals using shops and those in the way through woodstock making use of our amenities</p> <p>Proposed Residents Permit Holder only parking areas - Support I support this, as often tourists do not make use of the car parks and choose to park outside my house, and adjoining streets which is closer to Blenheim</p> <p>Proposed time limited bays (Max stay 2 hours) - Support As long as this is not 'chargeable'</p> <p>Proposed new in-carriageway cycle parking – Object We don't have room for this</p>
1019844 Member of the public, (Woodstock, Cockpit Close)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Double yellow lines are there for a reason</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object</p>

	<p>There is already a parking restriction which is meant to be policed, paid parking still requires policing, paid parking will reduce the visitors shopping experience in Woodstock. Woodstock for years was dying because visitors were going to Blenheim but not visiting Woodstock, Blenheim has in recent years made an effort to include Woodstock in their tourism campaign, this has worked and businesses are making money again instead of closing down. Residents having permits in the centre of town won't necessarily find parking, it just means different cars coming in.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object With limited parking in Woodstock this will only reduce the amount of parking which Woodstock is short of. The answer is to provide more public parking perhaps where the existing public car park is. The council can't afford this I hear you say, well get sponsorship from Blenheim.</p> <p>Proposed Residents Permit Holder only parking areas - Object This will reduce visitors parking which Woodstock is desperately short of. And I strongly object to residents having to pay for permits especially at this time of huge increases in household expenses. After two years of covid, Brexit and now a world energy crisis, all this does is show the council doesn't live in the real world</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns This already exists, it just needs policing</p> <p>Proposed new in-carriageway cycle parking – Concerns This already exists but if it needs moving then in front of the town hall would be good but certainly not where there could be car parking spaces</p>
1019911 Member of the public, (Woodstock, Ashford Close)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I object to the end of free parking, on the grounds that it restricts trade, is a tax on car owners, and moves consumers to retail outlets where parking is fee. I now rarely go into Oxford because of the exorbitant parking charges. You are killing off City, Town, and Village centres. You should be</p>

	<p>encouraging visitors. Also if you put car parking charges in, people will park their cars in the streets that are fee, or will put there cars in other areas such as Ashford Close which will lead to animosity and friction with home owners there.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object See my previous answer</p> <p>Proposed Residents Permit Holder only parking areas - Object When people buy property they are aware of the restrictions, either buy a house with parking or don't have a car.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Existing arrangements are ok, you don't need to change.</p> <p>Proposed new in-carriageway cycle parking – Concerns I am supportive of cycleways but they should be as far as possible separate from cars.</p>
<p>1020235 Member of the public, (Stonesfield)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Question doesn't give sufficient detail.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I live in an outlying village. Not walking distance. Poor bus service. So have to use my car to visit. I regularly shop in Woodstock, shops, various food stores, cafes. I wouldn't have enough time with short 20-30 minutes stay but will not pay to park. So will go endangers.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Not long enough to allow for a queue, to try clothing on, or to go in a couple of shops. I'd go elsewhere</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Concerned all spaces will be taken by permit holders leaving none for 'outsiders' or visitors.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Concerns Not long enough of I have lunch And a shop with friends.</p> <p>Proposed new in-carriageway cycle parking – Concerns Only concern if it significantly reduces parking spaces.</p>
<p>1020294 Member of the public, (Woodstock, Churchill Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Woodstock needs change and this is the ideal proposal</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Ensure people do not abuse parking within the centre of Woodstock</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Allow people to visit shops/pharmacy without charge</p> <p>Proposed Residents Permit Holder only parking areas - Support Ensure Town centre residents can park close to their homes without being penalised but also ensure they do not dominate the spaces</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Enough time to shop or visit doctors without worry</p> <p>Proposed new in-carriageway cycle parking – Support Further development needed for cycleways, I personally don't believe they should be necessitated by Highways but rather a totally separate commodity as in many European countries, especially The Netherlands</p>
<p>1020417 Member of the public,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support</p>

<p>(Woodstock, Oxford Road)</p>	<p>This will stop business owners and local workers filling spaces for the day and allow a greater churn of cars for customers.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Will allow people to 'pop' in for emergency items</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents need to be able to park</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Concerns Support where safe to do so</p>
<p>1020694 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Parking should not be free</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This should be applied in front of shops, to allow customers to be served but not blocked by those intent on longer term parking.</p> <p>Proposed Residents Permit Holder only parking areas - Object Residents should pay far more than £65 per annum.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Concerns Support. But make sure the cycle parking is attractive. Previous ones were just tubes of steel with no design considerations whatsoever.</p>

<p>1012499 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I think it is necessary to extend yellow lines up the A44 into Old Woodstock. Since the beginning of lockdown increasing numbers of cars park on this road and put wheels on the already narrow pavement. Neither is safe or acceptable.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Will only work with sufficient enforcement.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Will only work with constant enforcement. If that is going to be provided OK.</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents need to be given the opportunity to park and priority in some locations over businesses and visitors.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Will only work with adequate enforcement. Without that time limits will be ignored.</p> <p>Proposed new in-carriageway cycle parking – Support Be careful to match supply to demand. It will be some time before the level of cycling to the town centre normalises and can be measured. Early over supply will reduce the number of car parking places unnecessarily.</p>
<p>1021520 Member of the public,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object</p>

(Woodstock, St Andrews Square, Manor Road)

I am opposed to the whole package of parking measures under consideration and the double yellow lines are a part of the package. Additionally double yellows add significantly to the urbanisation of the streetscape and further erosion of the village atmosphere.

Proposed paid parking bays (Max Stay 3 hours) - **Object**

It is wrong in principle to take sections of the carriageway built and maintained at the public expense and rent them out for cash. One of the glories of Oxfordshire's small towns has hitherto been the free parking. It is retrogressive of the Council to wish to change that and also wrong at this very time to impose further costs on the public.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Object**

This is a patently nonsensical provision, unhelpful to any individual, impossible to enforce and wrong as matter of common sense. Who is it meant to help? Who can do anything in 20 minutes other than post a letter or buy a newspaper and people manage that already. Special bays for 20 minute stays are just so many more bays lost to people who want/need to park for longer.

Proposed Residents Permit Holder only parking areas - **Object**

I strongly object. There can be no resident of Central Woodstock who was unaware of what the parking situation was like when they purchased their property, and they bought it anyway. I gather there are such residents among members of Woodstock Town Council who would like to see portions of road up towards the Blenheim Gate and Chaucers House effectively reserved for their own use by having it Residents' Only. This would be lovely for them but in what way is it moral or fair to everyone else? At the payment of a very modest annual fee they would gain permanent private access to a part of the public highway to treat as their own. At the same time yet another tranche of parking bays would be removed from the overall provision for the public. They would be gifted an enhancement to their property values as well as disadvantaging their fellow citizens. All of this is quite wrong. Had they wished to have a property with its own parking they should have bought one that had it in the first place - at a premium no doubt like the rest of us.

Proposed time limited bays (Max stay 2 hours) - **Object**

See above no. 8

	<p>Proposed new in-carriageway cycle parking – Object In-carriageway cycle parking will remove more car-parking bays from the already limited provision. The obvious places to put cycle parking are not in the carriageway but off it - the plaza outside the Town Hall, the cobbled pavements that no-one can walk</p>
<p>1022115 Member of the public, (Woodstock, Westland Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Keep Free Parking</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Not long enough</p> <p>Proposed Residents Permit Holder only parking areas - Object I would prefer time limits</p> <p>Proposed time limited bays (Max stay 2 hours) - Support this would stop long stay parking</p> <p>Proposed new in-carriageway cycle parking – Support No Comment</p>
<p>1022132 Member of the public, (Woodstock, Ashford Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object It is unnecessary and will make it more difficult to nip in and out of town when necessary.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It is unnecessary and will make it more difficult to nip in and out of town when necessary. it will be especially problematic for visitors and make using local businesses such as restaurants more challenging.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Not necessary. People are either local or passing to get a coffee so only stay a short time. Why make it more complicated? Only designed to catch people out.</p> <p>Proposed Residents Permit Holder only parking areas - Support At certain times of the year it will make it easier to be a local resident.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object It is unnecessary and will make it more difficult to nip in and out of town when necessary. it will be especially problematic for visitors and make using local businesses such as restaurants more challenging.</p> <p>Proposed new in-carriageway cycle parking – Object Pointless. I am a cyclist and a motorist and it is absolutely fine. All of Sadiq Khan plans in London have been disastrous for both cyclists and motorists as it increases the competition between road users.</p>
<p>1022489 Member of the public, (Woodstock)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I believe the "driving force" behind all of these proposals are people who have knowingly bought, inherited or rent houses in the town centre without garage or parking, They now want Residents' Parking. The vast majority in the town just want the present restrictions properly enforced. It is wrong to make such changes when other factors are (or should be) imminent: Where/when will we get a new health centre/surgery; There will be pressure for electric charging points; and Pressure will build for a one-way system in the town centre. These could change the whole scenario in the very near future and the current proposals may well not be compatible. Woodstock's problem is the overall lack of parking places and these proposals do not address this issue in any substantive way.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Please see 6 above</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Please see 6 above</p> <p>Proposed Residents Permit Holder only parking areas - Object Please see 6 above</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Please see 6 above</p> <p>Proposed new in-carriageway cycle parking – Object Please see 6 above</p>
<p>1022544 Member of the public, (Bladon, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object This proposal will damage a system that currently works for the benefit of the town and of people like us in neighbouring villages</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I particularly object as the proposal will make me pay to go to church as well as visiting shops at other times</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object The plan hangs together as a totality and this will just be the thin edge of a bad wedge</p> <p>Proposed Residents Permit Holder only parking areas - Object See above</p> <p>Proposed time limited bays (Max stay 2 hours) - Object See above</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

<p>1022609 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - No opinion</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Support As a resident sometimes in the middle of the day there is no way of parking near your home.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support Anything to encourage cycling into town.</p>
<p>1023762 A business, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I run a business in Woodstock so ease of parking is essential for myself, my staff and my clients. Introducing further yellow lines would make loading and unloading items more difficult. On a daily basis we are loading and unloading multiple deliveries and samples.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Maximum 3 hours not suitable for a business owner with staff working 8 hour days we require ample, free and long stay parking. Maximum of 2 long stay permits would not suffice for my number of staff.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Woodstock is currently a vibrant town so all visitors should be encouraged to stay longer than 20mins, to ensure the town's future economic viability.</p>

	<p>Proposed Residents Permit Holder only parking areas - Object Resident's make up just one facet/proportion of the town - businesses, tourists, and visitor's parking requirements should all be treated equally.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Woodstock is currently a vibrant town so all visitors should be encouraged to stay longer than 2 hours, to ensure the town's future economic viability.</p> <p>Proposed new in-carriageway cycle parking – Support Cycling is low carbon sustainable transport so should be encouraged, therefore parking for cycles is required.</p>
<p>1024265 Member of the public, (Begbroke, Fernhill Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The businesses in Woodstock are finding it hard enough already without dissuading customers by charging for parking</p> <p>Proposed paid parking bays (Max Stay 3 hours) - No opinion</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 mins is not long enough for the pubs and cafes</p> <p>Proposed Residents Permit Holder only parking areas - Object Reduce customers from outside Woodstock</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Again 2 hours not long enough for some meals</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

<p>1024607 Member of the public, (Bladon, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It will kill the shops and discourage me from visiting them</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object It will kill the shops and discourage me from visiting them</p> <p>Proposed Residents Permit Holder only parking areas - Object There will be less parking for other users</p> <p>Proposed time limited bays (Max stay 2 hours) - Object It will kill the shops and discourages me from visiting</p> <p>Proposed new in-carriageway cycle parking – Object Not needed</p>
<p>1024719 Member of the public, (Woodstock, Ashford Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support We need more turnover of cars parking in Woodstock. Because it isn't policed people park all day or several hours at least, especially if they work in the town centre or are going to walk in Blenheim which means there is no space for people who are just popping in.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support This will stop people parking all day. Three hours is plenty for a walk in Blenheim and then a coffee, or a lunch or a shopping spree....</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Currently these 'ultra short stays' park on double yellow lines outside the Crown or in Ashford Close (resident parking only) "I am only going to be a few minutes"</p>

	<p>Proposed Residents Permit Holder only parking areas - Support One of the things that make Woodstock unique apart from the Blenheim conundrum is that there are lots of people living in the centre of town. Our centre is not yet the dead-zone of so many local towns but it will become that if we don't support our residents as well.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support A combination of options for parking has got to be a good idea.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1024914 Member of the public, (Woodstock, Green Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns The proposals do not adequately deal with the issues.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - No opinion</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object For ease of administration and to minimise motorists concern the minimum time should be 30 minutes.</p> <p>Proposed Residents Permit Holder only parking areas - Object By granting resident permits the objective of providing more parking spaces is lost.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support This will allow visitors sufficient time to conduct their business</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1024940 Member of the public, (Woodstock, Cadogan Park)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Double yellow lines will just move parking to roads like Cadogan Park and tennis club car park which are 3 minutes walk from the town centre.</p>

	<p>Proposed paid parking bays (Max Stay 3 hours) - Object Why not have a parking warden who would control parking limits already in place ?</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Employ a human being in the form of a parking warden instead !!</p> <p>Proposed Residents Permit Holder only parking areas - Support Homes in central Woodstock often do not have parking</p> <p>Proposed time limited bays (Max stay 2 hours) - Support These already exist so nothing new here</p> <p>Proposed new in-carriageway cycle parking – Object Hardly anyone cycles to Woodstock and this will not significantly change with implementation of cycle parking, will only promote alcoholic drinking & cycling.</p>
<p>1024964 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support As the parking situation is worsening, this is necessary in my opinion. However, the proposed fee (1hr £1.00, 2hrs £2.00, 5 hrs £5.00) seems too low. It should more like 1 hr £2.00, 2hrs £4.00, 5 hrs £8.00 to discourage long period of parking. Otherwise, we'll run out of parking space again!!</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support I always pop in for a short period of time in town and I cannot find any parking. So this is a fantastic idea.</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Same as above.</p>

	<p>Proposed new in-carriageway cycle parking – Support It would make it easier to cycle into town.</p>
<p>1026327 Member of the public, (Woodstock, Mavor Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I think Double Yellow lines are needed, but some of the most needed locations, they are not included in this plan - for example dangerous parking happens every busiy weekend up the hill from the Green gate/Black Prince on an already narrow/dangerous part of road</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I can see the argument for these, absolutely. however it is inevitable that this will push people to park where there is no restrictions. Old Woodstock, specifically the barn piece estate is already full of Blenheim visitors at weekends. This will get ridiculous with the proposed parking changes in their current form. If ew road is permit holders restricted, then Old Woodstock should be too.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support There are probably too few in the plan, but these will be handy for quick visits to the shops/butchers/coop or to collect family. I would say that they would be useful for delivery drivers, but they'll park anywhere they want anyway.</p> <p>Proposed Residents Permit Holder only parking areas - Support In the right areas, absolutely. Old Woodstock needs to be included in this too, not forgotten about as usual.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Maybe 3 hours would be more suitable to park, have lunch and a short stroll afterwards.</p> <p>Proposed new in-carriageway cycle parking – Support There should always be space to securely park your bike. however I'm not sure how often these will be used.</p>

<p>1026322 Member of the public, (Woodstock, Oxford Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns The signage to implement the proposed changes will make Woodstock a mess and drive visitors and locals to shop and go to restaurants elsewhere</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns There is no indication as to whether the parking meters will be cash or credit card. If cash they will be a target for vandals. The streets of Woodstock will be ripped up in the process of installation. They will destroy the character of the Town.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object A 20 minute parking bay will be of little use to anyone. Monitoring these will be a nightmare.</p> <p>Proposed Residents Permit Holder only parking areas - Object This is conferring a benefit for those wealthy enough to afford to pay the price.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns As explained under the item 7</p> <p>Proposed new in-carriageway cycle parking – Object Cyclists make no payment for the use of the roads. A parking space for cyclists should be made available in the public car park</p>
<p>1026508 Member of the public, (Kidlington, Mead Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I work in Woodstock and currently use the car park in Hensington Road. I believe the proposed changes will result in a lack of spaces in the car park, thereby pushing parking problem to other areas in the town.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I think this would kill trade in the town.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support</p>

	<p>I think a few (maybe up to 6) spaces for short-stay parking in the car park could be helpful but probably difficult to police.</p> <p>Proposed Residents Permit Holder only parking areas - Object I believe there would not be enough parking spaces left for visitors to the town, workmen, delivery vans, people wanting to shop or go to the restaurants and pubs.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Concerns I don't understand what 'in-carriageway cycle parking' means. If it means parking anywhere on the highway I think this could cause problems and be dangerous.</p>
<p>1028359 Member of the public, (Woodstock, Market Place)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Could be a little less restrictive</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support 3 hours OK except for residents</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns 30 minutes would be safer with queues in shops, P Office, etc</p> <p>Proposed Residents Permit Holder only parking areas - Support Those living in Woodstock centre do need to be able to park nearby. Many are elderly and need to manage unloading their shopping etc., and need reasonable access if they are not too mobile.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support For those with briefer needs.</p> <p>Proposed new in-carriageway cycle parking – Concerns Not many cycles in Woodstock (fairly elderly residents)</p>

<p>1028431 Member of the public, (Woodstock, Market Place)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Yellow lines seem to work</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Necessary to control parking where people commute from Woodstock</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns 20 mins too short for some shops, Post Office, doctor, etc.</p> <p>Proposed Residents Permit Holder only parking areas - Support Essential for those living in centre, , especially older people for access to their vehicle and for unloading, etc.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Would work for some appointments, eg hair, doctor, etc.</p> <p>Proposed new in-carriageway cycle parking – Object Very few cycles at present, so the space is more necessary for cars.</p>
<p>1028483 Local group/organisation, (Woodstock Masonic Hall)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object There is insufficient long stay parking for visitors to Woodstock generally and in New Road and this is only going to add to the problem.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object As Above.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object As Above</p> <p>Proposed Residents Permit Holder only parking areas - Object The Council is proposing additional costs for residents and businesses just as inflationary costs are being ramped up and this is an unnecessary extra burden.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Of no value to myself or members and visitors to Woodstock Masonic Hall.</p> <p>Proposed new in-carriageway cycle parking – Object Should not be a priority.</p>
<p>1028877 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I think the current location of the double yellow lines is ideal.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support This allows for turnover of parking spaces which should be helpful for local businesses and for residents seeking to find a parking space.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This is ideal for people wishing to shop at the CO-OP, and allows for the rapid turnover of spaces in front of the CO-OP, so that there will be a good chance that spaces are available for people wishing to shop. This should also be beneficial to the CO-OP as a business.</p> <p>Proposed Residents Permit Holder only parking areas - Support As a resident, and having a property without either a garage or off-street parking, it can be very difficult find a space. So, the plan to address this is welcome news!</p> <p>Proposed time limited bays (Max stay 2 hours) - Support</p>

	<p>This allows for turnover of parking spaces which should be helpful for local businesses and for residents seeking to find a parking space.</p> <p>Proposed new in-carriageway cycle parking – Support This would be a good addition to the two centre. It would also allow the option for people to cycle into the town centre rather than using their cars or vans.</p>
<p>1030116 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Dangerous parking on the main road currently</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support I would rather there was enforcement without charges but if it is only affordable by charging then at least it will support churn</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Good to grab and go but 20 mins may be a little too short</p> <p>Proposed Residents Permit Holder only parking areas - Support Absolutely necessary to allow the town centre residents to be able to park as well as enabling enforcement</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Good to have this near the surgery to allow for those who need to attend but have limited mobility</p> <p>Proposed new in-carriageway cycle parking – Support Economical use of space</p>
<p>1030230 Member of the public,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I agree with the Council that lack of enforcement is the root cause of resident's concerns. The proposed solution could be effective but the Council offers no evidence to support the proposals. There is no</p>

(Woodstock, Plane Tree Way)

evidence that other options were considered or proposals that other options have been considered and discounted and the state the reasons why they have been discounted. There are no details of the level of resource that will be committed to enforcing the new proposals nor any explanation as why the current parking restrictions are not enforced.

Proposed paid parking bays (Max Stay 3 hours) - Object

I agree with the Council that lack of enforcement is the root cause of resident's concerns. The proposed solution could be effective but the Council offers no evidence to support the proposals. There is no evidence that other options were considered or proposals that other options have been considered and discounted and the state the reasons why they have been discounted. There are no details of the level of resource that will be committed to enforcing the new proposals nor any explanation as why the current parking restrictions are not enforced.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object

I agree with the Council that lack of enforcement is the root cause of resident's concerns. The proposed solution could be effective but the Council offers no evidence to support the proposals. There is no evidence that other options were considered or proposals that other options have been considered and discounted and the state the reasons why they have been discounted. There are no details of the level of resource that will be committed to enforcing the new proposals nor any explanation as why the current parking restrictions are not enforced.

Proposed Residents Permit Holder only parking areas - Object

The permit areas are far reaching and unnecessary. If this proposals goes ahead all household should receive one resident permit free of charge per year. Charges will only apply to further permits. The extensive permit area will require a significant commitment in resource to enforce. The Council offers no commitment to enforcement resource.

Proposed time limited bays (Max stay 2 hours) - Object

I agree with the Council that lack of enforcement is the root cause of resident's concerns. The proposed solution could be effective but the Council offers no evidence to support the proposals. There is no evidence that other options were considered or pr

	<p>Proposed new in-carriageway cycle parking – Support Offering resident's and visitors safe and convenient alternatives to car use is key to tackling climate change. These additional cycle parking is welcomed but does not go far enough to truly offer those living in surrounding villages a safe and convenient</p>
<p>1030359 A business, (Woodstock, Rectory Lane & Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The current 1 hour free parking and the additional free 23 hr parking helps attract business to Woodstock as it means people can shop comfortably within 1 hr or grab a bite to eat without worrying about the added cost of parking charges and tight 30 min free parking is not sensible especially for older people for whom to do any type of shopping in 30 mins (for free) is near impossible!! Or if they need to get medicine from the pharmacy. 30 mins free parking is just not realistic for many people especially the older folks. In fact it's ok if you have a disability badge as the time is not an issue yet the older folks around the villages of Woodstock who don't have a disability badge may abandon visiting Woodstock altogether as parking becomes a hassle and an expense. Personally these new (and quite frankly 3 hrs= £5) charges are really too expensive for most people especially at this current time of increased costs on literally everything!! People will be put off from spending/ shopping in Woodstock. Either a more sensible fee is in place eg: £1.20 for 2 hrs and a better length of time for free parking eg 1 hour Plus a REGULAR parking warden to be available daily not once a week!! Will help keep the Woodstock business alive. The other proposal will cause a lot of issues- it will start to become like Oxford City Centre where parking is so expensive and so unaffordable to most that it is avoided.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Far too expensive for the majority of people. 3 hrs = £5 this is becoming like Oxford City centre prices - it will put people off from shopping at Woodstock. See my above explanation as well.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object No one can be that quick shopping!! The queues for Hampers or the Woodstock coffee shop will take much longer than this - people will inevitably get frustrated and not bother coming to Woodstock!</p>

	<p>20 mins for an elder person without a disability badge is ludicrous- it may take an older person 20 mins to walk to the necessary shop and then what about returning? Again frustration will build and people will be put off from coming to Woodstock.</p> <p>1 hour free parking and then after this you pay is more sensible. I suggest you look at the Berkhamsted council parking- it is very well done and affordable and there is no frustration!! Max stay is 2 hrs at a cost of £1.20 - it is sensible</p> <p>Please re consider the proposal as it will inevitably cause public frustration</p> <p>Proposed Residents Permit Holder only parking areas - Support Yes certainly this is a good idea as residents need somewhere to park their cars - totally support this</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Good idea 20 mins is not Neither is 30 mins No one unless they are athletic can do shopping in 20 mins!!!</p> <p>Proposed new in-carriageway cycle parking – Support Great idea</p>
<p>1031127 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Limited mobility and concerns how it will affect me and my visitors</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns Concerns about Sunday restrictions and how they will affect church going as three town centre churches with no car parks.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Good idea for shoppers and delivery</p> <p>Proposed Residents Permit Holder only parking areas - Support</p>

	<p>Helpful to know I will be able to park but where?</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns See comments above about church going</p> <p>Proposed new in-carriageway cycle parking – Support Good to encourage cycling</p>
<p>1031156 Member of the public, (Woodstock, Oxford Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns The concern is the unlimited timed parking in the slip road outside numbers 5-31 Oxford Road. Following the suggested future parking restrictions in the town there is a strong possibility of increased parking in a road which is already unofficially known as Woodstock Park and Ride! If the parking was time limited people could still shop and use Woodstock amenities but not leave their cars there and go away for the day.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Timed parking allows for use of town amenities.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Allows for urgent but brief stops.</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents need to be able to park near their home.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Enables Woodstock parking to be better managed.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

<p>1031215 Member of the public, (Woodstock, Boundary Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Double yellow lines on Hensington Rd don't seem to be reinforced by traffic wardens at present opposite the car park junction and near to speed bumps. Domestic cars still park there, despite having plenty of driveway space.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Free parking in West Oxford is very attractive and something we should continue to be proud of.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns People are likely to abuse the system.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns It may be abused if not reinforced by regular traffic warden patrols.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Seems fair</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1031235 A business, Martin Kemp Consultancy (Woodstock, Harrison's Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Parking at present is chaotic and leads to Woodstock being treated like a parking lot.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support seems obvious</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns 30 mins more realistic, e.g. for someone queueing in the chemists.</p> <p>Proposed Residents Permit Holder only parking areas - Support The residents are the town.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Support seems right</p> <p>Proposed new in-carriageway cycle parking – Support cycling should be encouraged</p>
<p>1032096 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns This plan is unnecessary. Woodstock simply needs enforcement of the current parking restrictions already in place. The plan seems to be driven by (a) a need to pay for enforcement (which should already be provided by the Council) and (b) to provide more secure parking arrangements for residents in the centre of Woodstock who don't have dedicated parking. This won't support the businesses in the town - neither their staff who now won't be able to park, nor those who wish to visit the shops and businesses. It will put off casual visitors to the town in favour of residents who will be permanently parked in the main streets.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - No opinion</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Concerns I object to the whole scheme as it seems unnecessary if we had enforcement of current parking restrictions.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

<p>1032513 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Needs enforcement as people are frequently parking on double yellow lines outside the Crown Inn</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support It's necessary, with enforcement</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns 20 mins is Too short - should be min 30mins (or one hour)</p> <p>Proposed Residents Permit Holder only parking areas - Support It's necessary</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Could be also limited to one hour</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1032553 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support It needs enforcement as it's currently abused</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Needed</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns It needed to be longer - min 30mins</p> <p>Proposed Residents Permit Holder only parking areas - Support It's essential for residents</p> <p>Proposed time limited bays (Max stay 2 hours) - Support</p>

	<p>Required</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1032668 Member of the public, (Woodstock, Hill Rise)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support This will help in preventing pavement parking, the double yellow lines should be extended on the west side of Manor Road from the Causeway northwards to at least number 29 Manor Road.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - No opinion</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1032694 Member of the public, (Charlbury, Ditchley Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The Free Long-Stay Car Park is much too small for the town, and the new proposals will mean that people who work in Woodstock will take up the insufficient number of parking spaces that remain. I often park in Woodstock, especially because buses between Charlbury and Oxford are insufficient (especially during the early mornings and in the evenings, with no buses at all on Sundays). Parking in Woodstock enables me to shop or visit museums or galleries in Woodstock, also restaurants and pubs -- or simply have a walk in Blenheim or elsewhere in the town. The restriction on available places to park will make it very difficult to park in the town, and is likely to have a detrimental effect on business. To include weekends (especially Sundays) in the proposals is particularly regrettable. If you go ahead with these proposals, you should also provide an extra long-stay (and free) car park.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object</p>

	<p>3 hours is simply not long enough. To include weekends (especially Sundays) in the proposals is particularly regrettable. Also, some other towns have a grace period of 15 minutes free parking. If you are going down this route, this would be preferable. With the price of petrol and diesel rocketing, it is particularly unfortunate to pile costs onto those who wish to shop or do business in the town.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Even popping into the Co-op or the pharmacy for some shopping usually takes more than 20 minutes. 30 minutes would seem to me a better time period.</p> <p>Proposed Residents Permit Holder only parking areas - Object Greatly reduces the opportunities for visitor parking. Not all people with disabilities qualify for a blue badge. Again, to include weekends (especially Sundays) in the proposals is particularly regrettable.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support I see no reason to object as long as the bays are sensibly positioned.</p>
<p>1033050 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I don't think we should have paid parking in Woodstock. If the car park could be extended (make it two levels), many of the town's parking issues would be resolved. This scheme is too complicated and just moves more cars into areas where there are no problems currently.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Object I'm not eligible for a parking permit as I don't own a car. If I hire a car, I have to use visitor permits (and I think only 50 are available for the year) which won't work well if I hire car for multiple weeks or months.</p>

	<p>My visitors have no issue finding parking today so if visitor permits are needed this is an additional cost and inconvenience to me.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1033568 A business, Woodstock Designs (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object it will restrict clients/visitors from coming to shop in Woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns there need to be some all day spaces and it will be expensive</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object too short a time to do anything</p> <p>Proposed Residents Permit Holder only parking areas - Support it is fair for residents to be able to park but also businesses who pay HUGE council tax bills much more than residents</p> <p>Proposed time limited bays (Max stay 2 hours) - Object are they free or paid for ?</p> <p>Proposed new in-carriageway cycle parking – Support depends where it is</p>
<p>1033749 Member of the public, (Yarnton, Cresswell Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I support double yellow lines, in fact my whole family lives in Woodstock prominently Old Woodstock therefore I believe the two hills should be double yellow lined to prevent visitors parking on them when</p>

	<p>they wont pay for parking in the town, it is dangerous when trying to reach the other end of town when cars are parked down and up the hills.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I do not object to the whole charge just the massive jump form 2hrs-£2 to 3hrs-£5 why has it got to increase so much for an extra hours, surely it should just be 3hrs-£3?</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Pointless, what can you do in Woodstock for 20 minutes? takes that long if not longer to find a parking space.</p> <p>Proposed Residents Permit Holder only parking areas - Support People who pay for the houses in Woodstock (the ridiculous housing prices) should at least be able to park</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Will take away any tourism from Woodstock as people will only be able to stay for a max 3 hours, they will drive straight into Blenheim and not visit the town.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1033826 Member of the public, (Woodstock, Boundary Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns Asking people to pay to park may well mean that they don't park/ visit Woodstock town. They will only drive into Blenheim. There are so many small independent businesses and they need support from tourists as well as the locals.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Short stay will prevent the less mobile locals from being able to visit all of their shops in one go.</p>

	<p>Proposed Residents Permit Holder only parking areas - Support Residents need to have their own spaces. Price of permit I think should be more.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support This road is far too busy and to limit/ cut down people parking here will be very good,</p> <p>Proposed new in-carriageway cycle parking – Concerns I support the need for cycle parking bays, but am not sure where these will be situated outside the co-op as there is not a lot of space. Blenheim could provide a huge cycle parking stand just outside the town gate.</p>
<p>1033996 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Agreed, as required .</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Agreed, as required .</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Agreed, as necessary .</p> <p>Proposed Residents Permit Holder only parking areas - Support Agreed, as resident and required .</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Agreed, as appropriate .</p> <p>Proposed new in-carriageway cycle parking – Support Agreed, as cyclist .</p>

<p>1034354 Member of the public, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Many cars park at the edge of the roads, mounting pavements, which is hazardous both for cars and passing pedestrians.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns 3 hours should be adequate for most people who shop, eat or visit hairdressers / chiropractors etc. however I do have concerns for hotel guests, other than the Bear who have their own parking and currently charge their own guests £10 per night resulting in many parking outside in the bays. I also think the charges should be reassessed - 1st hour free parking would win a lot more support, and then the following 3 hours should be £1 per hour, not leaping to £5 for the 3rd hour.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support I do think this is a good idea but it will obviously require very regular enforcement to have any real impact in terms of churn.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Whilst I appreciate it would be too expensive to provide pay and display in all the permit areas that are proposed, I do think these should be zoned ie whilst it is a good idea to stop displacement from the town centre, it does seem unfair to other residents, for example those in Old Woodstock, that residents from New Road, Bear Close etc. could park all day in the town centre. There is also a danger that this may result in too many spaces being used by permit holders thereby limiting the churn.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns I think this may be good by the Community Centre but it will soon be abused by the doctor's surgery when people work out the spaces are there. Also, if patients rely on the spaces being available and then discover they aren't, they will have to leave via</p> <p>Proposed new in-carriageway cycle parking – Support Cycling should be encouraged.</p>
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<p>1025680 Member of the public, (Freeland, Broadmarsh Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I am a memeber of Woodstock Baptist church. This will cuase issues for those with mobilty attending a service or any other activity we run. Mums with small children will find it hard to attned our toddler group. Not all live close enough to walk some attend who live in surronding villages and if the only free parking remains the car park this will be full once those working in Woodstock have arrived spcaes in the centre will be unabotainable which will push people away from activies in the town</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object you can only visit once a day so if you go to the coop you cannot retrun to post a letter or visit the pharmist</p> <p>Proposed Residents Permit Holder only parking areas - Object not everyone can afford this cost and many households have more than 2 cars</p> <p>Proposed time limited bays (Max stay 2 hours) - Object new road is busy at all times but parking is most at a premium of an evening which this does nothing to tackle. you can visit the community centre but only if you event last under 2 hours</p> <p>Proposed new in-carriageway cycle parking – Concerns these are great fro those who use a bike but many residents cannot, at present there is not an over ubance of bikes parked badly</p>
<p>1034431 Member of the public, (Stonesfield, slate Crescent)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns it will displace parking further away</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object this will charge us to see our doctors and will mean that visits to the opticians, museum and restaurants during the day will be charged for</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object too short to shop</p> <p>Proposed Residents Permit Holder only parking areas - Object this will reduce visitor parking</p> <p>Proposed time limited bays (Max stay 2 hours) - Object they should be free</p> <p>Proposed new in-carriageway cycle parking – Object we live in stonesfield which is too far to cycle</p>
<p>1034452 Member of the public, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Excellent plan</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support It's desperately needed - well done</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support A good idea for the Coop and the Post Office</p> <p>Proposed Residents Permit Holder only parking areas - Support Desperately needed</p> <p>Proposed time limited bays (Max stay 2 hours) - Support A good idea</p> <p>Proposed new in-carriageway cycle parking – Support A good plan to encourage cycling</p>

<p>1034457 Member of the public, (Stonesfield, Slate Crescent)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object</p> <p>Witney is already suffering from the implementation of a very poorly considered closure of the High Street. Is Woodstock also destined to have fewer visitors and a negative impact on local businesses, market, events and vibrancy. Suggest also require a high bar for the number of replies and a thorough survey of residents of the town, residents of villages within 10 miles and businesses.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns 3 hours may not be long enough to conduct business or visit. Bays reduce number of spaces. Cost too high.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Woodstock is one of the service centres for surrounding villages. Existing car park is almost always full. Doctor, dentist and opticians are essential services and used by residents of villages 20-30 mins is insufficient time for appointments. The parking charges are effectively a tax on residents. Why do we have to pay to park? Current short term parking with no charge works well in central Woodstock allowing people to quickly shop in the Co-op, visit shops and visit, restaurants, pubs, museum, toilets etc. The implementation of charges will reduce significantly this business and passing trade. I ask who will benefit - only the County Council! Marking out bays always reduces the number of spaces available to park which will cause problems in the centre. Bays only benefit traffic wardens who fine anyone over a line!</p> <p>Proposed Residents Permit Holder only parking areas - Object If all roads surrounding the centre become subject to Parking Permits - again funding for OCC??? There is nowhere else for visitors / commuters and residents without drives / parking to place their cars, so again another tax. Many of the roads suggested are not currently blighted by long term parking. Where will displaced vehicles go?</p> <p>Proposed time limited bays (Max stay 2 hours) - Object</p>
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	<p>2 hours may not be long enough to conduct business or visit. Bays reduce number of spaces. Cost too high. There are already parking restrictions. Why do we have to pay to park?</p> <p>Proposed new in-carriageway cycle parking – Object Provision of cycle racks in front of the CO-OP will remove parking spaces. Cycle racks can be placed elsewhere and I believe could be in front of the Woodstock museum where there is space, in the square next to the Town Hall or near the library. All areas</p>
<p>1034723 Member of the public, (Woodstock, Hensington Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I would consider extending the double yellow lines past the pedestrian crossing on the Causeway up the hill toward Manor Road. There are cars parked on the road up the hill, dangerous for cyclists, buses and large lorries</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support I support the introduction of parking charges in West Oxfordshire to bring it in line with other areas and generate income for the council. I am concerned from the figures discussed at the consultation that this is a money making scheme. The difference between cost and income was far too great. For this proposal in Woodstock I do not believe there are sufficient paid parking bays to accommodate visitors and residents without parking permits. There seems to be far too many residents parking permits which include residents that have their local residential parking but can also use town centre parking. I do not think there are sufficient paid parking bays for visitors, carers, church goers etc.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support They should 30 minutes though.</p> <p>Proposed Residents Permit Holder only parking areas - Object I strongly object to the number of permits proposed in the town centre. There are far too many and should be at least halved to allow for visitors and residents without permits to park in town. I would suggest half the bays as 3 hr max, the other half as 3hr max/residents permits. From someone living in Woodstock without a permit I think it would be hard to find a space to park in town as residents would be parking there all day. Hensington Road car park will be full and not an option as it is now. I believe</p>

	<p>residents in the town centre bought property knowing the parking situation. The only way this number of residents parking permits would work is if there was a park and ride (preferably with electric shuttle bus) running to and fro to town. Even with enforcement there will be folk circling around town looking for parking and increasing pollution.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Not sure the purpose, why not more 3hr spaces?</p> <p>Proposed new in-carriageway cycle parking – Support Should encourage active travel to reduce travel, pollution.</p>
<p>1035309 Member of the public, (Woodstock, Bear Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I would like to see private car use in the centre of Woodstock discouraged and more done to make it safer and easier for residents to walk and cycle around town</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support This will stop people parking there all day</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns This could encourage short trip to be done in a motor vehicle when people could walk or cycle</p> <p>Proposed Residents Permit Holder only parking areas - Support I would like to see parking in the centre of town eventually restricted only to residents and blue badge holders</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support I strongly support this. Those of us who cycle to places such as the Co-op or the post office have to lean our bikes against walls. I would also ask that another site be considered between the two sites mentioned - in the small triangle of road outside th</p>

<p>1035432 Member of the public, (Woodstock, Bear Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Tighter restrictions are needed for on-street parking</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support A lot of people are parking all day in the centre of town. I would also like to see charges for parking at the Union Street car park. At the moment it is free parking 24 hours a day seven days a week</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This will discourage people from making short trips by car when they could walk or cycle instead. More blue badge spaces are needed</p> <p>Proposed Residents Permit Holder only parking areas - Support This will help stop displacement</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support More cycle parking is long overdue in Woodstock. The Co-op, the GP surgery, the pharmacy, the post office, all need cycle parking near them. Some spaces near Brothertons or Ingredients would also be useful. We also need measures to make it safer to cycle</p>
<p>1036103 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I understand where double yellow lines can be removed for extra parking</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support</p>

	<p>People visiting woodstock during the day would normally be doing lunch and shopping as there is no cinema etc so 3 hours is ample. The only other reason is for work - where they can park in the provided car park, Blenheim - where they can park at Blenheim, a resident - who will have a resident permit or a visitor of a resident - who will have a resident visitor permit</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support A few spaces for people parking up to use post office/co op or collect from a shop</p> <p>Proposed Residents Permit Holder only parking areas - Concerns I would love residents parking in the centre but I currently already drive around trying to find spaces and have to opt for car park or outside of the centre. Hopefully the central resident parking would cover anywhere in the immediate central area as otherwise I might as well use the car park and walk as normal as it won't benefit me (I'm on Oxford street by the bus stops). To be able to park outside able to carry my uni books/supermarket shopping inside my house in one go rather than several trips would be a dream. (When really this should be a normal expectation)</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns I think 3 hours is reasonable if somebody wants time for food and a mooch.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1036162 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support will avoid danger</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Will be good for visitors to park local</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support great to get a coffee</p> <p>Proposed Residents Permit Holder only parking areas - Support</p>

	<p>!ve lived in Woodstock for 9 years and parking is not easy with all the visitors, a permit system would suit this town and me as a resident</p> <p>Proposed time limited bays (Max stay 2 hours) - Support good for visitors</p> <p>Proposed new in-carriageway cycle parking – Support hope fully with will link to the one in long hansbrough</p>
<p>1036680 Member of the public, (Woodstock, Brook Hill)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I think the compromise is fair between providing parking and it not being abused.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support The charges are not excessive and 3 hours gives time for people to have lunch etc. It will also make those who park to sneak around the free entrance to Blenheim think twice.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Does not give time to do much. If there is a queue in the Co-op they could run over time.</p> <p>Proposed Residents Permit Holder only parking areas - Support I generally support it but wonder whether hotels have any rights to parking for guests. Can houses with their own parking also have residents Permits?</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Time for shopping</p> <p>Proposed new in-carriageway cycle parking – Concerns Wonder if there is space on the road for this. Merely drawing a white line on the road does not mean safe cycling.</p>

1036757

Member of the public,
(Woodstock,
Brookhill)**Proposed amendments to waiting restrictions (Double Yellow Lines) - Object**

- Residents should not have to pay for a permit to park outside their own house.
- The introduction of a central charging zone only acts to move cars to park on other streets in woodstock such as rectory lane, park lane, cadogan park and brookhill east of union street.
- It increases the cost for visitor to Woodstock, deterring customer to local business's
- adds daily stress to locals who use Woodstock town centre regularly
- parking ticket revenue would be taken from residents and visitors of woodstock, with no return.

Proposed paid parking bays (Max Stay 3 hours) - Object

- Residents should not have to pay for a permit to park outside their own house.
- The introduction of a central charging zone only acts to move cars to park on other streets in woodstock such as rectory lane, park lane, cadogan park and brookhill east of union street.
- It increases the cost for visitor to Woodstock, deterring customer to local business's
- adds daily stress to locals who use Woodstock town centre regularly
- parking ticket revenue would be taken from residents and visitors of woodstock, with no return.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object

- Residents should not have to pay for a permit to park outside their own house.
- The introduction of a central charging zone only acts to move cars to park on other streets in woodstock such as rectory lane, park lane, cadogan park and brookhill east of union street.
- It increases the cost for visitor to Woodstock, deterring customer to local business's
- adds daily stress to locals who use Woodstock town centre regularly
- parking ticket revenue would be taken from residents and visitors of woodstock, with no return.

Proposed Residents Permit Holder only parking areas - Object

- Residents should not have to pay for a permit to park outside their own house.
- The introduction of a central charging zone only acts to move cars to park on other streets in woodstock such as rectory lane, park lane, cadogan park and brookhill east of union street.
- It increases the cost for visitor to Woodstock, deterring customer to local business's
- adds daily stress to locals who use Woodstock town centre regularly

	<ul style="list-style-type: none"> • parking ticket revenue would be taken from residents and visitors of woodstock, with no return. <p>Proposed time limited bays (Max stay 2 hours) - Object</p> <ul style="list-style-type: none"> • Residents should not have to pay for a permit to park outside their own house. • The introduction of a central charging zone only acts to move cars to park on other streets in woodstock such as rectory lane, park lane, cadogan park and brookhill east of <p>Proposed new in-carriageway cycle parking – Support</p> <p>In general i support more cycling infrastructure, however existing cycle parking behind town hall and the crown have ample capacity</p>
<p>1037246 Member of the public, (Woodstock, Ashford Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support</p> <p>Residents parking permits are needed and existing or proposed parking restrictions need to be enforced</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns</p> <p>No payment should be needed. Enforcement Costs funded though permits and general funds we pay under the Community charge</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support</p> <p>Good proposal</p> <p>Proposed Residents Permit Holder only parking areas - Support</p> <p>Woodstock needs to encourage residents to live in the town center. We do not want to be a museum</p> <p>Proposed time limited bays (Max stay 2 hours) - Support</p> <p>We need Churn</p> <p>Proposed new in-carriageway cycle parking – Support</p> <p>In the summer some cyclists do stop in Woodstock</p>

<p>1037293 Member of the public, (Woodstock, Randolph Avenue)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Not clear from the letter where these would be</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object The suggestion of parking meters and scratch cards is simply archaic - all schemes should be administered online or via app based on vehicle number plate. Many surrounding villages do not have public transport links so parking is the only option - why penalise these people for supporting local businesses. That said I agree there are (currently) very few houses within Woodstock where walking or cycling would not be a viable option to visit the centre.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Would facilitate visits to Co-op/dry cleaning/post office etc. Again primary need should be those from surrounding villages.</p> <p>Proposed Residents Permit Holder only parking areas - Object When purchasing/renting properties individuals know whether or not they have off-road parking: this is an individual choice. Residents of these properties can either move to somewhere more suitable for their needs or park away from the central area and walk to their vehicles. Why is there no mention of one-way systems to enhance traffic flow and increase space available for parking?</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Too much variation: why not go for 3 h or 20 min as the only options rather than confusing drivers.</p> <p>Proposed new in-carriageway cycle parking – Concerns Absolutely support enhanced cycle parking. Why not use off-road rather than on-road areas?</p>
<p>1037438 Member of the public,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object One of the important things for local people is to be able to access facilities with as little difficulty as possible, so many village facilities have ceased, there is no choice other than to use the car to take care</p>

<p>(Stonesfield, Farley Lane)</p>	<p>of basic needs like visiting the pharmacy, doctor, dentist. The last thing we need is for access to be hindered by parking restrictions and charges. This is little more than a money scheme and anti motorist bash which impacts most on local people. This is funnelling local drivers to pay for every need they have and cutting off walkable distance parking which is free. If you are elderly and slow to walk, you often can't turn around a pharmacy visit in 20 minutes.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object There are plenty of existing restricted time parking areas.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Useless for elderly or those facilitating drop off of elderly for appointments.</p> <p>Proposed Residents Permit Holder only parking areas - Object Again, this will oblige local communities visiting necessary facilities to pay. Why is this necessary?</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns If Woodstock is to thrive, it needs employment. Where are staff to park? Not everyone can cycle, not everyone has access to a bus.</p> <p>Proposed new in-carriageway cycle parking – Concerns I do not know what this means, but my experience of cyclists is that there is little tolerance or care for either other road users or pedestrians. Will this affect the aesthetic quality of the town? I think parking meters will also detract from. The architect</p>
<p>1037840 Member of the public, (Woodstock, Harrison's Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support It's fair and clearly supports the goal of efficient parking churn</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support It's fair and clearly supports the goal of efficient parking churn</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support</p>

	<p>It's fair and clearly supports the goal of efficient parking churn</p> <p>Proposed Residents Permit Holder only parking areas - Support I absolutely support this. It is fundamental to living in central Woodstock. It's fair and I'm happy to pay for a parking permit to support the programme.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support It's fair and clearly supports the goal of efficient parking churn</p> <p>Proposed new in-carriageway cycle parking – Support Encouraging more cycling into town is clearly a good idea</p>
<p>1037858 Member of the public, (Woodstock, Harrison's Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support double yellow lines should be enforced</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support they will encourage churn</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support should be sufficient to shop</p> <p>Proposed Residents Permit Holder only parking areas - Support residents parking permits are necessary because there are many houses in town without off street parking.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support no comment</p> <p>Proposed new in-carriageway cycle parking – Support no comment</p>

<p>1031103 Member of the public, (Woodstock, Banbury Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I applaud attempt to find parking solutions, but do not think the proposals as they stand are either fair or realistic. I also think, it will drive a wedge between town centre residents, who will be winners in this, whilst the rest of us have to either pay, fight for whatever scraps of parking are left and put up with displacement of visitors vehicles, intent on avoiding paying for parking.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Disappointing lack of vision in proposals about how greatly displacement of vehicles avoiding payment bays, will affect 10-15 minutes walk distant residential areas with parking all over rest of town. Parking is already problem away from the town centre . Future significant development will worsen situation. Much of the area is narrow, unsuitable and dangerous for parked vehicles. Need proper town wide solution, not just change town centre and let the rest get on with it. Will harm trade at local shops. Parking Meters - hate the idea - do not agree with anything that destroys intrinsic charm of the place.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns If there is to be a change, I would say there should be more short stay bays and less residential permits - this would at least attempt to equalise up the current heavy bias in favour of town centre residents.</p> <p>Proposed Residents Permit Holder only parking areas - Object Beneficial to residents who get 24/7 parking, whilst rest of us fight for scraps - precious few spaces left after all the permits have been issued. Far too many permits proposed and not enough free short stay areas. Would gently say, that residents purchased town centre property knowing parking situation, this scheme resolves their issue, but makes rest of population totally reliant on churn working, which is very doubtful indeed, if resident permits not decreased and I believe the issue of displacement of parking onto the rest of Woodstock , will not be properly addressed.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object See above comments</p> <p>Proposed new in-carriageway cycle parking – Concerns I'm 77 not blue badge, live 12 mins walk from town - sometimes walk but heavy shopping etc - often drive. Regularly use shops, doctors, chemist. Really worried that proposals will make it impractical for me to go into town - either having to fight for lim</p>
<p>1038079 Local business, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Approve of these where safety or likelihood of obstruction indicated their value</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I work in Woodstock and public transport is not an option (I live in a village near Banbury). Because of the very inadequately sized car park I have little option but to park in town - often when transporting furniture for the shop. I work, once or twice a week for 7-8 hours a day and this is not feasible with 3 hour parking limits. Because all 8 of us are part-timers with our own vehicles, the £150 trade vehicle option is inappropriate.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Useful for quick in-and-out shoppers</p> <p>Proposed Residents Permit Holder only parking areas - Concerns If residents' permits operated from, say 5.30pm to 9.30 am this would allow traders to use those spaces where there are residents who travel for work.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Suitable for shoppers or those using hospitality</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

<p>1038960 Member of the public, (Woodstock, Marlborough Crescent)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns This is going to affect the local economy, and visitors to the area. Some businesses also rely on volunteers to support them to open, and charging for parking will inevitably have an affect on this. Charging the business for parking permits will have an impact on the business and having when the number of volunteers supporting is well over the number of permits allowed, this will not help anyway. Visitors to the town are already now more likely just to go into Blenheim for the day and stay there due to the cost of entry, but any who do visit the town, will now possibly not as they will have to pay further for parking in the town, so the tourist trade will be badly affected.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Object This will cut down on the area available for visitors to come into the town - reasons for concerns about this I have outlined above.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support It is a good idea to have some areas where there is a quicker turn around of vehicles to help with enabling parking for people popping in and out of town.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1039183 Member of the public, (Stonesfield)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object 'Permit exemption for residents to park all day in central area' means that there are likely to be very few available spaces for non residents to park. Spaces in the car park have been restricted by the introduction of electric charging spaces.</p>

The proposed parking changes are of no benefit to visitors to Woodstock. Woodstock is a town which provides services to the surrounding villages. I live in Stonesfield and currently need to allow 3/4 hr to drive to Woodstock and find a parking space if I have an afternoon doctor, dentist or optician appointment. Fortunately I do not have mobility issues as currently I often need to park some distance from these services. These changes will make attending these services extremely challenging. I volunteer in the museum in an afternoon. I would be quite happy to use the bus to undertake this activity. Unfortunately I would have to wait for 1hr 20 mins for a bus to get home after my volunteering session. These restrictions are also likely to affect visitor numbers at the museum. Businesses e.g. restaurants, pubs may see an impact on their businesses. If parking is difficult people will go elsewhere for these activities.

You state that one of the reasons for these changes is the issue of lack of enforcement for current regulations. Whilst appreciating that that costs money it would seem that you could solve a lot of the current issues by finding the money to have adequate enforcement of the current regulations. In addition restricting the parking in the car park to e.g. 5 hours would stop people parking there all day and going to Oxford for the day!

These proposals are entirely for the benefit of local residents of Woodstock. In order to support businesses and residents of outlying villages it would be useful to consider some kind of joined up approach. For example, looking at bus services so that people actually had an option to use the bus at times not currently catered for. How about looking at some sort of park & ride service to support visitors. If the town council/county council could designate some land on the outskirts of Woodstock, there could be a link up with bus companies to incorporate the park and ride into their existing routes.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Object**

Unnecessarily complicated. The spaces indicated for 20 minutes should be 30 minutes. Very short term parking is often 30 minutes so that you actually have time to do 1 or 2 bits of shopping e.g. pick up a prescription & post a parcel.

Proposed Residents Permit Holder only parking areas - **Concerns**

Concerns as in the answer to question 6 - difficulties accessing services

Proposed time limited bays (Max stay 2 hours) - **No opinion**

	<p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1039455 Member of the public, (Combe, Orchard Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Needs to be fully explained and policed correctly</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns A very high percentage of parked cars are residents, workers of day trippers/weekenders so the threat of a 3 hour max is bizarre</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns they would be full 24/7 and would once again need to be policed, cars have been illegally parking in Old Woodstock in the bus stop for decades!</p> <p>Proposed Residents Permit Holder only parking areas - Concerns if not further car parking is available this would be roughly where we are now</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns see above 3 hour aswer</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1039584 Member of the public, (Stonesfield, Farley Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Parking should be free</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Too short a time. There are always queues at the pharmacy or shops.</p>

	<p>Proposed Residents Permit Holder only parking areas - Concerns Most people have their own driveways.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1039712 A business, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I agree with the addition of double yellow lines on Oxford Street down to the causeway as this is a dangerous area to park and causes problems to the flow of traffic. I disagree about the double yellow lines on Park Lane and Park Street as these are useful extra spaces and do not present a danger. Losing these areas will restrict the number of spaces people can park in, and as this is already a problem, I suggest it is not done.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object As a business owner, the fact that people can come to Woodstock and park free of charge is a huge benefit. Having had covid and the impact of the Ukraine war, this feels like another barrier to business. Free parking is enjoyed in Witney and Chipping Norton so making Woodstock paid parking will push business elsewhere. There are no decent commercial galleries in Oxford, and this is for a reason. It is not an easy place to visit. We need to preserve the character of Woodstock and this will urbanise it. I would suggest enforcement of the current system, and/or reducing these bays to 2 hours which is quite sufficient for coming to woodstock for a meal or some shopping. If people wish to go to Blenheim for a walk, they should park in Blenheim and the enforcement of the current status quo would encourage people to park now in a more considerate way.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 1 hour is civilised and as we have a business on the edge of one of the proposed areas, I can say that people often park for less than an hour, around 20 or 30 minutes. 20 is too short. It adds stress and is not civilised. Woodstock is a leisure town, people come for services but also to browse and we don't want to add stress to people's lives. 1 hour is sufficient to encourage the necessary churn.</p>

	<p>Proposed Residents Permit Holder only parking areas - Object I think the proposal is not thought through. Businesses are also effectively residents. I pay an enormous amount of rent, and towards staff and feel like we are being treated like second class citizens with these proposals. To me, these proposals are anti business and if they are put in place I have grave concerns about renewing our lease. I had hoped to sign a ten year lease in 2023 but do not have the confidence to do so if these proposals are put in place earmarking special places for residents and no where for businesses. Residents will not be stopped from parking elsewhere, and taking up spaces, but visitors and businesses won't be able to use residents parking. If you buy a house in Woodstock, you know what the parking is like. I took up a business knowing what the parking is like. You are now proposing to change the goal posts for my business which will affect my bottom line. Having just purchased a house myself (in chipping norton) taking into account the parking is part of that decision making. I suggest that the existing residents are aware of the issues. I also think that if it is brought in that one permit per household is considered and not 2. Our business is bringing revenue into Woodstock, and much needed tourism, and probably also helping the house prices keep up. The proposed changes are really not considered for the whole community, just one part of it - the residents. Woodstock is a service town for many of those who live in the local villages. People enjoy coming in to Woodstock, and this will restrict other people's leisure time, and ability to use the services of Woodstock. The consultation should be considering the whole community that Woodstock serves and is a part of.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support I'm in favour of 2 hour bays, but not in paying for parking.</p> <p>Proposed new in-carriageway cycle parking – Support I'm in support of encouraging green modes of transport to Woodstock. This will ease congestion and is better for the environment.</p>
1018171 Member of the public, (Woodstock, Hill Rise)	Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The only place where we need yellow lines is on the A44 at the brow of the hill going into Oxford direction where it is dangerous to overtake parked cars

	<p>Proposed paid parking bays (Max Stay 3 hours) - Object I live in Woodstock - Old Woodstock. I like to support the local shops and use them regularly. Parking is an issue but if I have to pay I will head straight to Kidlington or even Wootton to shop. Popping to the Co Op or the Post Office will be a thing of the past. There will not be enough spaces for 20/30 minutes and 30 minutes isn't enough for walking from the car to the relevant shop and back, multiple shop visits or a general look around. Free parking has been a key benefit of visits to Witney but that is another issue. If we are allowing building several hundred houses worth many millions £££ to developers ie Blenheim - then surely providing a decent medium to long term car park could be made a requirement of planning permission. Not everyone is able to walk into the shops or has the time or is capable of carrying shopping a mile or so home.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Object People with cars in the centre of Woodstock knew what they were going into -they need residents parking only if you impose these ridiculous charges</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I object to paid for parking especially in residential areas so far out of town</p> <p>Proposed new in-carriageway cycle parking – Concerns Woodstock is hilly - not ideal for cycling and the road is dangerous. also not ideal for cycling. If you think people can easily resort to cycling it isn't a realistic option for many.</p>
1038850 Member of the public, (Woodstock, Cadogan Park)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns This will result in spill out parking into roads such as ours (Cadogan Park) which, especially when Blenheim is busy, regularly sees inconsiderate parking making access to driveways, particularly to those at the entrance to the road, difficult. The road looks wide because of the large grassed area but the roadway itself only just allows two vehicles to pass each other so when there is street parking snarl ups occur. Although our road is a cul de sac the busy bowls and tennis club at the end means that traffic can</p>

	<p>be quite significant. Perhaps putting double yellows just at the top of the road would help prevent this spill over effect.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support This would aid churn.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Useful for those who need to pick up from the pharmacy or Post Office.</p> <p>Proposed Residents Permit Holder only parking areas - Support Only sensible.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Would aid churn but might deter tourists who might want to stay and eat.</p> <p>Proposed new in-carriageway cycle parking – Support Only sensible.</p>
<p>1039896 Member of the public, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support The Double Yellow lines proposed will contribute to safe parking.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support 3 Hour parking bays allow visitors to comfortable visit Woodstock to enjoy the facilities be it the hair dressers, restaurants and shops.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support These are located outside the CoOp, Post Office and Pharmacy. Allows for high turnover of parking bays allowing more people to visit.</p> <p>Proposed Residents Permit Holder only parking areas - Support</p>

The proposal is for 'mixed' use bays, resident parking and visitor parking. This is ideal for the following reasons:

Shared use bays means the few residents cars that do exist on the proposed roads will be scattered evenly. This is a fair way to distribute parking.

Designated Resident Bays are not ideal as these are often empty during the day and will not be good for visitors and the perception of parking in Woodstock.

I live on Market Street, there are not in fact that many residents cars, cira 9 to 10 cars that park on the street. Out of these cars a number of them are used for going to work during the day so in fact, not that many cars permanently parked up.

Please note, residents cars that will be parking on the street are already parking on the street. The number of residents cars will not increase, it is not a case of residents buying more cars if this solution is implemented. Also, please note, many houses / flats have off street parking and will not be requiring permits so I can not think more permits will be purchased. It is also a case that a number of residents do not have cars.

By introducing residents parking permits, this allows the Council to enforce all parking bays throughout the town. i.e. the current policy is not to enforce the 2 and 3 hour bays in order that residents can park but these spaces are mainly taken up by employees of the shops and hotels in town.

The town has a great range of residents, elderly, NHS workers, nurses, students, families all needing a car within easy reach of their home. Parking is becoming more and more difficult as the years go on especially with the Blenheim factor.

During Blenheim events, the town is overrun with visitors taking advantage of free parking, parking up all day with no parking churn.

Some cars are parked up for weeks on end and do not move, I have plenty of examples of this. More often than not, cars & vans belonging to people who work in town or are visiting.

Most houses in urban areas throughout the England do not have off street parking. Parking Permits are a perfectly normal way of provide parking within easy reach of residents homes.

On my street, I can confirm that 100% of the residents on Market Street are desperate for a resident parking permit scheme.

£65 pa is perfectly reasonable and appears to be the average throughout England, this works out at £1.25 a week.

By the introduction of Resident parking permits, this will enable the Council to fully enforce the town area and generate additional income for the Council coffers to be used for deserving projects.

	<p>Proposed time limited bays (Max stay 2 hours) - Support This will generate parking churn benefiting both residents and businesses in the mixed use bay proposal.</p> <p>Proposed new in-carriageway cycle parking – Support By freeing up the parking bays proposed for cycle parking, hopefully this will encourage Active Travel. Many new estates being build on the out skirts of town, this will encourage residents from the outskirts to cycle which can only be a good thing for t</p>
<p>1041287 Local Cllr, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support As a Councillor I am often approached by Woodstock residents who report cars are either dangerously parked or parked without due care and attention. The Double Yellow lines in this proposal have clearly been thought through and will go a considerable way to addressing the concerns of residents.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support As a Councillor, I am very aware of the parking issues that Woodstock experience and have for years with no attempt by Councils to address. I am very hopeful that this proposal is seriously considered and hopeful that it will be actioned for the following reasons: Good for local businesses located in the town: Parking churn will be generated allowing for more visitors during the day. Once space can be used up to a number of times throughout the day rather than one car parking in it all day. More visitors / customers will be of a benefit to the businesses. Blenheim is a huge factor in the deterioration of the parking situation in town. Blenheim are now routinely charging their visitors to park and therefore a high number of informed visitors know that parking is free within the town of Woodstock and are choosing to park up all day in town rather than pay the Blenheim parking charges. The same can be said the The Bear visitors who are charged £10 to use their car park and therefore many regular hotel guest choose to avoid this extra change and will take advantage of free parking within Woodstock Town. For longer term parking, the Hensington Road Car Park remains free. This is cira 100 spaces. 3 Hours allows visitors to enjoy lunches, hair dressing and general shopping for a three hour period.</p>

The type of shops and businesses here would be able to withstand parking charges for visitors, this has been demonstrated in various towns across England and closer to home, Henley. As a side note, if parking was such an issue for businesses in Woodstock, i.e. make the difference between success or failure then why do most employees / business owners park in town outside their businesses when they arrive for their shift. Often this is from 7am onwards as the chefs, waiters and hospitality staff arrive for work, then followed by hair salon workers for 8am openings. At this time of the morning, they have the pick of where to park and more often than not park right outside their business or as close as they possible can for the entire day / shift taking the valuable parking bay all day. It would appear that most of these workers do not even consider the car park on Hensington Road. I sincerely feel the businesses (employees and owners) are coming from the perspective of their own parking concerns rather than that of their paying customers. It is habit to park outside their premises rather than use the car park.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Support**

Well thought out and very convenient for people visiting the pharmacy, CoOp and Post Office. This would facilitate 'popping' in.

Proposed Residents Permit Holder only parking areas - **Support**

Good for local residents located in the town:

The number of times I am approached (as a Councillor) by local residents who have parking worries and concerns is very significant. It is clearly impacting their wellbeing, quality of life and preventing them going about their daily lives. Resident Parking permits would greatly increase the quality of life for many residents.

This would give town centre and impacted / included roads where residents live a chance to park somewhere near their home especially when Blenheim events are on or summer weekends when the town / Blenheim is swamped with visitors.

Examples

Last year, during the Blenheim Christmas Lights event when Blenheim were charging for visitor parking, parking in Woodstock was very difficult. I bumped into an elderly lady who lives in The High Street and has for 40+ years. She is an acquaintance and I always stop and talk to her. I asked her how she was, she had just got back from visiting her daughter and grand children in Birmingham for a few days. She could not understand why she could not park anywhere near her house and I explained it was due to the

Blenheim Christmas Lights event. She informed me she would not be able to have a bath and wash that night as her overnight bag was in the car which was parked in the Hensington Car Park and she was too tired and did not have the energy to carry her bags for the 5 minute walk (probably more for her actually). Another town centre resident, who is of retirement age and lives on his own in a house on The High Street where he has lived all his life. He is a 4th generation Woodstock resident. Over the recent years he is constantly worrying about getting a ticket and does not fully understand the mixed parking restrictions here in the town centre. He needs his car within easy reach of his home. A residents parking permit would relieve his constant parking anxiety which is now taking over his life and impacting his mental well being. He tries not to leave Woodstock so much now in his car as he fears will not be able to park upon his return.

Another example, an elderly couple on Market Street, she is not as mobile as in her youth. She is receiving regular hospitable treatment. Her husband drives her to and from the John Radcliff. They need parking within easy reach of their home of 30+ years. They have received multiple parking tickets over recent years as getting her indoors is a higher priority than driving around town looking for an unrestricted parking space or driving to the usually full car park.

New Road is becoming increasingly difficult to park for residents. A single mother with a teenage boy was telling me recently that it is becoming near impossible to park anywhere near her house. She informs me that retailers and hotel workers are using New Road to park their cars during the day, she went as far as to say that some 'live in' hotel workers leave their cars on New Road for weeks on end without moving them. This lady also informed me that a new resident has moved into a house (no driveway) a few doors up from her and has FIVE cars. Five cars constantly parked on the street with no regards for other fellow residents parking. A limited residents parking permit scheme with full enforcement would be a solution for residents on New Road to be able to come and go in their day to day activities whilst looking after a family. This is having a detrimental impact to her wellbeing. I have no answer to address her anxiety but am hopeful that this new parking proposal will make her live and others bearable with regards resident parking woes.

A resident in Cockpit Close who has lived there for years said residents parking used to work in Cockpit Close to a certain extent, he has over the years mainly been able to park in Cockpit Close but these days it is getting harder and harder. He informs me that it is mainly down to town centre and Blenheim staff parking in Cockpit Close. Why do town centre staff not park in the car park and why do Blenheim staff not park in Blenheim was his questions. I explained because it is free and anyone can park pretty much where they like as there is very little enforcement and it is free.

A resident on Market Street is a nurse working night shifts. During the summer months she took to staying at her parent house after her night shifts rather than coming home to Woodstock. This was solely because of parking.

A student living here in town is petrified of getting a parking ticket as she can not afford one. She spends ages driving around roads near the town centre looking for a parking space rather than risk parking in town. This generates unnecessary pollution, not fair on her and also not fair on the residents of the residents on the street outside of the immediate area she decides to park on.

As a Councillor I fully support your proposal in terms of both Pay & Display and Residents Parking Permits for a number of reasons:

Full enforcement is needed for it to work which should generate an income for the Council.

Reduces pollution

Encourages Active Travel (especially as you are including parking for push bikes)

Improve the quality of life for many residents

Improve the parking opportunity of visitors / customers therefore going some way to addressing the Reputation that Woodstock has of being impossible for parking which in itself discourages visitors / customers..

Proposed time limited bays (Max stay 2 hours) - **Support**

Two Hours allows for visitors to comfortably visit and enjoy Woodstock whilst maintaining parking churn to address the parking reputation Woodstock has gotten itself over the years. Hopefully over time when this proposal is implemented, Woodstock will get

Proposed new in-carriageway cycle parking – **Support**

Active travel needs to be encouraged. Many of the business employees live in the wider area of Woodstock but choose to drive and park up in town as it is free and unenforced. (I have two examples of town based employees driving in everyday and parking up

<p>1041713 Member of the public, (Chipping Norton, Rowell Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Not enough time to park for restaurants and other more lengthy shopping or dining</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Not enough time to park for restaurants and other more lengthy shopping or dining</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Not enough time to park for restaurants and other more lengthy shopping or dining</p> <p>Proposed Residents Permit Holder only parking areas - Support Provided it is enforced</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Not enough time to park for restaurants and other more lengthy shopping or dining</p> <p>Proposed new in-carriageway cycle parking – Object Don't have a bicycle</p>
<p>1042121 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Not all of the proposed double yellows are necessary - indeed if some existing and proposed double yellows were removed, there would be more space for parking</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Enforcement would encourage churn and stop Blenheim visitors, hotel guests & business employees taking spaces for entire days</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Helps quick collection from pharmacy etc</p> <p>Proposed Residents Permit Holder only parking areas - Support</p>

	<p>The deterioration of the parking situation is accelerated by the business & visitor abuse of the existing 3 hour bays. Residents - many of whom are elderly - feel prisoners in their own homes, and it has demonstrably damaged mental health of some residents in the area, that they are unable to leave for fear of being unable to park on return. Permits would ameliorate this</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support WE ARE IN A CLIMATE CRISIS! Oxfordshire emissions are way higher than the national average. If we don't encourage greener/sustainable transport options, it's our health and our world that will suffer</p>
<p>1042127 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Parking is already scarce in Woodstock and double yellows would put more pressure on existing spaces, adding to traffic and pollution in the town.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support There are too many businesses/employees and tourists/Blenheim visitors who park all day in these spaces and prevent residents from parking near their homes.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support The area is so busy it makes sense that only very short term parking is allowed (outside the co-op would be good for the same reason)</p> <p>Proposed Residents Permit Holder only parking areas - Support The parking crisis has only been getting worse. Residents are being hemmed in during the day, because they know as soon as they leave they will not get their spaces back - we feel isolated and like we cannot leave. The abuses to parking are getting more blatant by the day. A lot of residents are elderly and so this compounds on other issues of mobility and loneliness.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Seems fine but such a tiny area allocated, not sure why it's different from other areas</p>

	<p>Proposed new in-carriageway cycle parking – Support Would encourage greener modes of travel</p>
<p>1042780 Member of the public, (Woodstock, Brook Hill)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns The proposals will make parking worse for the rest of the properties on Brook Hill that do not have parking - about 6 properties.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns As above</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support The proposals will make parking worse for the rest of the properties on Brook Hill that do not have parking - about 6 properties.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns The proposals will make parking worse for the rest of the properties on Brook Hill that do not have parking - about 6 properties. The annual fee of £65 plus £25 for visitors is ridiculous.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns The proposals will make parking worse for the rest of the properties on Brook Hill that do not have parking - about 6 properties.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1044183 Member of the public, (Woodstock, Hill Rise)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I Feel that the proposed double yellow lines don't extend far enough on the A44. Rather than stoping at the zebra crossing on The Causeway, they should extend up Manor Road to the pedestrian traffic lights. Manor Road is not wide enough and too busy to be suitable for parking, yet it is used by Blenheim</p>

	<p>visitors avoiding admission charges. People park onto the pavement which blocks the only route into town for Old Woodstock residents that use wheelchairs or have pushchairs.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support There needs to be effective enforcement of parking restrictions and parking fees will pay for that.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Gives provision for people who only visit town briefly for activities such as visiting the post office, pharmacy or cash machine.</p> <p>Proposed Residents Permit Holder only parking areas - Support There are numerous properties in Woodstock with no off street parking and those residents need provision for parking. Also, their visitors need to be able to find parking spaces.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support 2 Hours is enough for most visits to Woodstock.</p> <p>Proposed new in-carriageway cycle parking – Support Cycling (not using a car) needs to be encouraged.</p>
<p>1044536 Member of the public, (Woodstock, Browns Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns In favour of minimal amount of municipal graffiti in conservation area</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Woodstock is a world-renowned historic town and is a Conservation Area. I strongly object to the increased amount of clutter (poles, meters, signs and lines) that this scheme is likely to involve. No details provided of the scheme's actual impacts on street quality. This is my primary objection to the proposals. Very little has been achieved over the years in terms of upgrading the street environment of central Woodstock and it would be better for a comprehensive town centre improvement and traffic calming scheme to be designed in advance of these proposals being implemented.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Why 20 minutes instead of current 30 mins? Not long enough to do anything.</p> <p>Proposed Residents Permit Holder only parking areas - Object From my experience of living in Oxford previously, I do not support the introduction of Residents Parking Permits in Woodstock. There are no costs included with the proposals and so we have no idea of the capital and running costs of the proposals or the extent to which they will be covered by parking charges to residents and visitors. They are bureaucratic and, in Woodstock, unhelpful to the town centre's economic viability and vitality. The centre of Woodstock is not a residential area but a mixed-use town that is already threatened by many challenges from on-line retailing, high business rents and rates and will not be well-served by the high parking charges indicated in the proposals. The current parking arrangements in Woodstock worked very well WHEN THEY WERE ENFORCED. It is enforcement that maintains the churn.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Need a balance of the simplest range of times that will cater for all types of use of the centre: Quick stops (30 mins), longer visits to shops, restaurants and pubs in the daytime, hairdressers, museum, galleries, (is 2 hours enough?), as well as overnig</p> <p>Proposed new in-carriageway cycle parking – Support The important judgement is not whether to include them or not but how many to provide.</p>
<p>1044647 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Safer</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Would like max £3- it doesn't have to be expensive although i recognise costs will need to support implementation of enforcement. Restrictions will enable enforcement and churn for businesses</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support</p>

	<p>Support free short stay but needs to be longer than 20 mins</p> <p>Proposed Residents Permit Holder only parking areas - Support Allows balance between enforcing restrictions for visitors and residents having a place to park.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Good to have for things like appointments</p> <p>Proposed new in-carriageway cycle parking – Support efficient use of space</p>
<p>1044656 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Limiting parking in dangerous areas</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Current lack of parking restrictions creates difficulty for parking for visitors and residents.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Could be useful for drop offs and short visits e.g. visiting the coop, maybe extend to 30 minutes?</p> <p>Proposed Residents Permit Holder only parking areas - Support The current situation of limited restrictions can create an unpredictable and chaotic situation with parking for both residents and visitors, limited stay bays and residents parking would allow residents a reasonable expectation of being able to park and allow turnover of visitors for businesses.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Could be helpful specifically for surgery visitors.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

<p>1044694 Member of the public, (Woodstock, Ashford Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I realise that Woodstock shops and businesses need customers and customers need to park so anything to increase comings and goings in Woodstock is a good thing.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support In order to have lunch, do some shopping or enjoy visiting friends who live in Woodstock 3hrs is about enough.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I think if you live nearby and want to pop in for a quick visit to the post office, the cleaners, the Coop or delicatessen or more than one of those things I imagine that 20 minutes is not that long, perhaps people in that situation might be happier with 30 minutes?</p> <p>Proposed Residents Permit Holder only parking areas - Support Over time Woodstock has become more and more popular and therefore if you live in the centre of Woodstock you do need a permit to live there, its only fair. And I hope there is a contingency for guests of said residents....</p> <p>Proposed time limited bays (Max stay 2 hours) - Support A mixture of timed bays sounds excellent. Two hours would be perfect for a hairdressing appointment, optician and shopping or lunch at one of the spiffy pubs and restaurants. Quite enough time for the Coop, time over perhaps to be tempted by one of the dr</p> <p>Proposed new in-carriageway cycle parking – Support I'm not sure what exactly in-carriageway cycle parking is but if it encourages people who live close by and work in Woodstock or want to visit do so by bike then that is terrific.</p>
<p>1044879 Member of the public,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Woodstock has a major parking problem. Much of this could be dealt with by enforcement of the present rules, which does not happen.</p>

<p>(Woodstock, Rectory Lane)</p>	<p>Proposed paid parking bays (Max Stay 3 hours) - Concerns See above.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object They will add little, and 20 minutes is hardly time enough to visit one shop, let alone 2.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Residents' parking is a major issue, but many people have bought properties in Woodstock knowing that there was no guaranteed parking for them. There is a risk that if residents are given parking rights, there will be little space for everyone else.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support As at present, 2 hours allows reasonable activities and will prevent all-day parking for eg Blenheim</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1046072 Local business, (Woodstock, Market Place)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns There are already 3 hour market bays in place, if there were just monitor then it would avoid having to charge those parking. Unless wardens are put in place people will just stay over the 3 hours as they do now. The solution would just be to monitor the current parking restrictions. By charging those parking it is just a money making exercise and will not prevent people overstaying unless there is warden present to check.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Again this will only work if there is a warden present</p> <p>Proposed Residents Permit Holder only parking areas - Concerns</p>

	<p>There has been no consideration for the short term holiday rental properties in Oxford, where as a short term guest will not be able to apply for a residents permit as they car will not have proof of residency at that address. This is also the case when a short term guest has a rental car and will not have proof of vehicle ownership.</p> <p>Visitors scratch cards could be used, but the proposals state there are only 50 per year given out (maximum)</p> <p>As a business running the holiday let would not be able to apply for a Business Permit as the permit will for a specific car ie. not the guest's car.</p> <p>I urge there to be further consideration for the short term holiday rental guests in order to either obtain further Visitors scratch cards or a specific permit designed for Holiday Rental properties, just as there is for Residents and contractors etc.</p> <p>Short term guests bring money to village and support the local businesses.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1046193 Member of the public, (Carterton, Blackthorn Avenue)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object</p> <p>I work in Woodstock - for 8 hours a day, three days a week. I have no idea, under these proposals, where I am supposed to park. The town centre car park is often full by the time I arrive, and it will undoubtedly get even busier if these proposals are carried out. Most people who work in Woodstock do not live in Woodstock.</p> <p>There is no bus from Carterton to Woodstock; I would have to drive to Witney to catch the 233. Where would I park all day in Witney? There is very little long stay parking there as it is. The long stay car park at Woodford Way is used by people working in Witney and accordingly is often full. And it is quite a long walk from there to a 233 bus stop - especially since I have to carry three bags including a laptop.</p> <p>Even if I managed to find somewhere to park in Witney, my journey time from home to work, because of the bus times, would double from 45 mins at present to at least 90. I would have to be either 30 mins early for work or 20 mins late.</p>

	<p>This concern is one which many of my colleagues also feel, since they all commute here too, and work for periods of time between 5 - 8 hours at a time. Perhaps you would like to suggest where we could park in Woodstock, all day, under the new scheme, in order to carry out our work here?</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Please see my answer to q. 7, above.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Please see my answer to q. 7 above.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1046643 Member of the public, (Bladon, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I regularly visit Woodstock for periods of over 20 mins but less than 2 hours. Going to Woodstock to use the Post office or buy some groceries will often take me more than 20 mins as I will visit more than a single shop and may go to a cafe when I am there. Paying for parking will act as a deterrent to this and I may no longer visit. Alternatives are the Coop in Long Hanborough or the Fraser Budgens at the garage. I do not have to pay in either of these locations. My experience will be diminished, but I will save money and this will be the driver. Yes, there are times when I cannot find a space straight away, but more often than not I do and find waiting for a few minutes preferable to paying. I have long considered that free parking is one of the benefits of living near to Woodstock, I object strongly having to pay.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Whilst this in theory allows stopping in Woodstock to go into a single shop e.g. the post office or the pharmacy it will not allow visits to multiple shops. This will put me off travelling to Woodstock and I think will reduce footfall for local businesses. Were the free parking in bays afforded for up to 1 hour, I would support the changes, but I consider 20 mins significantly too short.</p>

	<p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1047508 Member of the public, (Woodstock, Hill rise)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I do not believe that paid parking is necessary or fair in Woodstock. The natural turnover of vehicle movement and the free car park behind the fire station is means there are always enough spaces. After 4 years of living and parking in Woodstock I have never had a problem parking.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Ultra short stay car parks are a waste of time. The natural churn is such that it makes them irrelevant.</p> <p>Proposed Residents Permit Holder only parking areas - Object This will ruin the town centre. There is no need for residents permits and introducing them would have an incredibly negative effect on the local economy. Those who own property and live in Woodstock were well aware of the parking situation prior to purchase and have no right to permits now.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object These are a waste of time as stated above.</p> <p>Proposed new in-carriageway cycle parking – Object There is already ample cycle parking space without having to create more. I've never witnessed a pile up of parked cycles.</p>

1047540
Member of the public,
(Woodstock, Plane
Tree Way)

Proposed amendments to waiting restrictions (Double Yellow Lines) - **No opinion**

Proposed paid parking bays (Max Stay 3 hours) - **Object**

Installing paid parking bays would take business away from the town and would put off people popping in to Woodstock on their way through. I have lived in Woodstock for over 15 years and don't see any reason for paid parking. This would make people drive to other towns where there is free parking and take business away from the town and/or drive drivers to park in roads further out of the town, towards the schools where there is already a problem with parking at drop off and pick up times. Generally people are very respectful.

There is a problem with people parking on Oxford Street which affects traffic on the A44. Perhaps the Council could focus their resources to this area, but please leave parking in the centre of Woodstock alone.

I would prefer my Council taxes to be spent on infrastructure and creating more free parking to attract more visitors to Woodstock to help the local businesses. It might be an idea to consider giving local residents and businesses the option to purchase parking permits. I also feel that although the parking fees at the moment appear to be reasonable, it won't be long before they will be put up again, and again (as they have in Summertown) making it impossible, and excluding people from choosing to visit or shop in Woodstock, thus affecting the local businesses further, especially in the current cost of living crisis. Although I can see that finances have already been put into the planning of this scheme, please could you think again and please direct finances and energies to benefit more of the residents and businesses and maybe ask them what they would benefit from.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Object**

Completely impractical. If you really wanted to, you could create some bays near the Surgery for people who need to visit the doctors surgery but no need to put a time limit - why does it need to be so tightly controlled?

Proposed Residents Permit Holder only parking areas - **Support**

This would allow residents to park closer to where they live.

Proposed time limited bays (Max stay 2 hours) - **Concerns**

	<p>I don't think they are needed - the parking works fine as it is - please invest time and energy to residents and visitors welfare rather than creating any more stress.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1047645 Member of the public, (Leafield, Fairspear Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I work in Woodstock and with rising prices of everything else extra parking charges on top of this would encroach even more on my small part time income</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Work in woodstock</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support would help people popping in</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Depending on the area there are lots of spaces available to accommodate both residents and people who come in to work in Woodstock.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object People work here for longer than 2 hours</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1047690 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Don't think there needed</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns For business in town and stigma created new rules</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object If people parked sensibly in town and we're considerate of others. Like not leaving huge spaces between cars there would be more spaces available</p> <p>Proposed Residents Permit Holder only parking areas - Object Further expenses to people in Woodstock to park there cars. In many areas where people don't have driveways</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Concerns Use the cycle path</p>
<p>1047751 Member of the public, (Woodstock, Hensington Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Road safety is paramount there are many places where double yellow line are really needed- as long as they are policed</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support We need more churn in the town centre</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support For when you just need to pop into somewhere without having to get a ticket from the parking meter</p> <p>Proposed Residents Permit Holder only parking areas - Support Some people have no off road parking and need to be sure that they can park near their home.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support 2 hrs is enough to do most things in Woodstock</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

1047784
Member of the public,
(Woodstock, Green
Lane)

Proposed amendments to waiting restrictions (Double Yellow Lines) - **Object**

The change is not required

Proposed paid parking bays (Max Stay 3 hours) - **Object**

We do not want pay and display parking in Woodstock. It is part of a scheme designed to provide residents permits that will penalise many local people and only benefit those who purchased homes with no parking who have lobbied OCC to give them permits.

The pay and display element of this scheme will put a financial burden on many local people during incredibly trying times, those who live in the outskirts and are most likely to drive into the centre. It is these "outskirts" where social housing and homes for the elderly are located, thus the very people who may find themselves already stretched will be those who have to pay and display to access their local shops and services. Supporters of the scheme voice the view that the fees are so cheap it won't be a problem. A claim rather "let them eat cake" in nature. The assumption that all local people can afford "a couple of quid here and there" should not be made in an economic climate where people rely on food banks and where families choose between heat and eat.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Object**

20 mins is not even time to make it round the coop! We do not want pay and display parking in Woodstock.

Proposed Residents Permit Holder only parking areas - **Object**

Residents in areas such as Park Street and Oxford Street, who purchased homes, without parking, will provide them with the ability to park two vehicles in the town centre for an unlimited time for the fee of £65 per annum, per vehicle. This addition of parking facilities, can add circa 10% to a property value, thus the owner of a £1.3m home in the centre of town, will enjoy a £130k rise in the value of their property for a personal investment of £65-£130 per annum. One would hope that this increase in property value would also be reflected in an increase in Council Tax band, in a similar manner to re-assessment after "home improvements", perhaps a revenue stream OCC should be prompted to consider?

The provision of scratch-cards for resident's visitors will also be an absolute boon to the Air BnB owners, who can now offer a break in the centre of Woodstock with parking thrown in.

	<p>Those who live in outer central roads (Bear Close, Cockpit Close, Union Street, Parts of Brook Hill, New Road etc) Will be forced to pay £65 per vehicle with a maximum of 2 vehicles. Residents in these streets purchased homes, where they could park without charge. In the context of food inflation, the energy crisis, fuel cost, families should not be “taxed” to park outside their homes. Getting on the property ladder is beyond the reach of many, this means many homes have more than two drivers with vehicles, be that families with adult children at home, or house shares. This scheme means the third (and subsequent) vehicles will be forced to park away from their homes, on unenforced streets, inconveniencing both the driver and the residents of the streets where these displaced vehicles must park. The proposal also acknowledges this displacement into adjoining roads, yet no consideration has been given to Hensington Gate, Green Lane, Churchill Close, Banbury Road etc.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I repeat I we do not want pay and display of any duration</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1047796 Member of the public, (Woodstock, Green Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object In my view this will kill the centre of Woodstock. It is unfair, unwanted and masks the real issue that Woodstock requires additional parking provision (such as herringbone, increased bay marking etc)</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Ridiculously short time, it will required shopping in Woodstock to only be done by the young, fit and able to sprint</p> <p>Proposed Residents Permit Holder only parking areas - Object Woodstock is a town that belongs to all of us, those with loud voices in the centre who purchased homes with no parking are now seeking to park at everyone else's expense. I wanted to park outside my house, so I bought a house with a drive, not a particularly complicated thought process. I do not expect anyone else to fund my vehicle parking requirements.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object I object to all the proposals in this ridiculous scheme</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1047803 Member of the public, (Bladon, Heath lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Double yellows stop illegal parking</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Just another tax</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Ideal for just popping into a local business</p> <p>Proposed Residents Permit Holder only parking areas - Object Another tax</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns May not work due to average time in hotels and restaurants in the area</p> <p>Proposed new in-carriageway cycle parking – Support Cycling in Oxfordshire is not safe , safer cycling lanes always welcomed</p>
<p>1047966 Member of the public, (Woodstock, Blackberry Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Just think will push the parking into other streets.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - No opinion</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support</p>

	<p>Would be good for those who want to pop into the Coop to get milk etc. I often go to Budgens in Yarnton as cannot find parking.</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1048064 Member of the public, (Woodstock, Boundary Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Nope</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Will push parking out of the town centre to further out residential areas</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Will push parking out of the town centre to further out residential areas</p> <p>Proposed Residents Permit Holder only parking areas - Support They need them.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Will push parking out of the town centre to further out residential areas</p> <p>Proposed new in-carriageway cycle parking – Support To park the bikes on</p>
<p>1048133 Member of the public,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - No opinion</p>

<p>(Woodstock, High Street)</p>	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Support Lack of unrestricted resident parking.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1048132 Member of the public, (Woodstock, Hensington Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object church on a sunday morning people would have to pay 5 pounds to come</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object if it is not monitored people will take the micky</p> <p>Proposed Residents Permit Holder only parking areas - Object the price only being able to have 2 per house - their may be three adults with cars</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns if it is monitored then fine, but if not people will overrun their time either accidentally or on purpose</p> <p>Proposed new in-carriageway cycle parking – Support whatever encourages people to cycle the better, we do need places for people to lock their bikes up whilst in woodstock</p>

<p>1048153 A business, Linda Flanigan Hypnotherapy (Stonesfield, Barretts Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Don't know if that will restrict the little parking there is already</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I think it will be bad for business and will add to my costs to go there and from experience elsewhere once costs are introduced they will just keep increasing at an alarming rate.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object There isn't enough parking without restricting it further</p> <p>Proposed Residents Permit Holder only parking areas - Object Again restricting places for those of us who live outside but use the town regularly - it's our nearest town - we need it for all sorts</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns That there still won't be enough time for longer stays- business meetings and socialising as well as shopping while we're there for other reasons.</p> <p>Proposed new in-carriageway cycle parking – Concerns Concerns if it takes the little space for parking there is currently but no concerns if this is in addition to what exists</p>
<p>1048251 Member of the public, (Woodstock, Randolph)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I feel there is no need for change</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It will ruin Woodstock for locals.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object There is no need for this</p>

	<p>Proposed Residents Permit Holder only parking areas - Support There are too many tourists in the town.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Locals will not be able to enjoy the town or carry out their business.</p> <p>Proposed new in-carriageway cycle parking – Object There are too many cycle ways in place already. New lanes will cause traffic chaos and disruptions.</p>
<p>1048096 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I cannot find information about this proposal.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support I am very relieved that residents, like myself, will be exempt from charges and time limits. I also think that, for non-residents, one hour for £1 is very reasonable. However, will any Woodstock resident be able to park in any road if they have a permit or will the permit specify which road(s) the resident can park in?</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Thirty minutes may be more sensible, considering the usual queue in the chemist, for example. How will this be policed? Will Woodstock have its own parking wardens working all day in the town?</p> <p>Proposed Residents Permit Holder only parking areas - Concerns I am still not clear what I as a High Street resident (who will have obtained a parking permit) will be allowed to do - especially if all the parking spaces are taken. Could I, for example, park in Brown's Lane if there are no spaces available in High Street? Or will only Brown's Lane residents be allowed to park in Brown's Lane? Will High Street office and shop workers also be allowed to have parking permits?</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p>

	<p>Proposed new in-carriageway cycle parking – Concerns Would it be better to have a parking area for bicycles in the town car park?</p>
<p>1048375 Member of the public, (Wootton, Castle Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I am not clear on where the proposed double yellow lines are. Definitely some needed on the Oxford road going up the hill out of Woodstock. But what we don't need is lots of restrictions on parking. Please see summary below on objections to fees as the same arguments apply.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Parking charges will ruin the town and badly impact local businesses. People, who travel to Woodstock to work in the town shops, hairdressers, cafe's etc will be paying parking costs when on minimum wages and in a period of high inflation not seen for more than 30 years. For many it is already difficult to find staff additional costs for workers, like parking will make it even harder.</p> <p>People will chose to shop in the larger supermarkets vs the local shops. Not good for local businesses and not good for the environment. More car usage, travelling further and more food miles on goods purchased in the big stores. We should be encouraging more local shopping not pushing an agenda that supports big business.</p> <p>Health and wellness of the local population and surrounding villages. Many people park in Woodstock to enjoy the town and walk in park area of Blenheim. Charging for parking will discourage these activities. If the pandemic has taught us something it is the importance of access to nature. And as nation with an obesity crisis we should not make it more difficult for others to access the free park area in Blenheim by charging for parking in town.</p> <p>I don't agree with many of the arguments on why there is a need to charge for parking. There is no need and it is just another money making exercise for the council with no benefit for the local population. The only beneficiaries locally are residents who will get parking permits and a corresponding increase in the value of their homes.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object As above and it will kill local businesses</p>

	<p>Proposed Residents Permit Holder only parking areas - Object This benefits the home owners only not the local population. When they bought the houses they knew there was no parking.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object As above and it will kill local businesses - see previous answers on parking fees and this applies to any form of restrictions.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1048448 Member of the public, (Woodstock, Cockpit Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Dont we already have these?</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Not long enough. If you go to the chemist and co op for ex that can take over 30 minutes.</p> <p>Proposed Residents Permit Holder only parking areas - Object I dont mind that areas could be residents only but I dont agree with paying for it. I would need to be convinced that enforcement would be very regular.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support Cyclists need more going for them.</p>

<p>1048479 Member of the public, (Woodstock, Hill Rise)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Don't feel this will help the parking situation</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object No need for paid parking bays</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Object Think this will make the situation worse.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1048490 A business, (Witney, Thorney Leys)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I work in the centre of Woodstock, most of my customers are based here, ive worked here for 37 years , one im concerned I won't be able to park all day and two close enough to my clients..I have very heavy equipment ladders/pole machine all carried by hand and expensive to leave on the street..the public carpark is not an option for me ..its way to far..id I can't work in the centre with an all day permit being able to park in resident parking then I will be unable to continue my business . 3 hours isn't enough ..surely I have a right to continue my business as before ..if I'm not catered for I will be seeking legal advice to recover my loses ..I have built up a fantastic business serving Woodstock mainly for 37 years ..I need 24 hour access to Woodstock..to park anywhere in any bay ..anything less and you will be killing my business ..as for the current situation brought via the resident councilors, they should be ashamed of themselves, trying to highjack public parking spots for themselves ..publicly owned to privately owned via permit..its a disgrace ..</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object</p>

	<p>I work in Woodstock all day with a need to park outside every house ..I have heavy ladders machines water vessels ..I cannot do.my job without being able to park close by</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object I need the parking to remain as it is</p> <p>Proposed Residents Permit Holder only parking areas - Object Residents don't own the parking ..anyone who gets a permit will gain financially ..being able to sell their house with parking its a disgrace</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I work.in Woodstock all day moving my van around I cannot carry all my stuff for.work</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1048748 Member of the public, (Wootton, Castle Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I think paid parking will have the opposite effect on the community of Woodstock. Yes parking can be an issue but I think paid parking will ruin the heart of Woodstock. I for one would only visit for the GP</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Same as above</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support I think this is good for people wish to run in an out for either the co op or pharmacy</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - Object It can often be difficult in certain situations to gauge how long you will be if meeting and dining with friends etc</p>

	<p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1048771 A business, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Woodstock is a tourist town. You cannot expect people to visit Woodstock for the day or the afternoon to only stay three hours. 3 hours could barely be enough time for people to go for lunch. The majority of my new customers are visitors to the town who are there for the afternoon having had lunch and then having a mooch around the town. 3 hours does not provide enough time for this. By making it 3hrs maximum we will lose a significant amount of tourist business. The whole town would. Maximum paid stay should be increased to at least 8hrs. This also wouldn't cover the people who are staying in the town for the weekend or the night. They would have to continuously be going back to pay for parking. 3 hours is simply not reasonable.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object This would close off a significant number of bays for people to park in for longer. 30 minutes is not enough time in Woodstock to do anything. We want people to be able to come into town and use our shops. The businesses are what keep Woodstock alive and they must be able to be supported. We need people to be able to come to Woodstock go to the green grocers the butchers the coop in their visit. This would not be possible in 30 mins. You cant pick up a prescription in 30 mins. 30 minutes is just not long enough.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns I understand that residents would like a place to park their cars near to their house. But by allowing people to have 2 permits per house will significantly eat up parking spaces in the town that should be available for the visitors and people who work in the town. I also think that the price of the permits is way too low. It should be at least double that amount if not triple! The residents bought their houses in town knowing that they did not have access to their own parking space. It probably dropped the price of their house down quite a bit! By having the permits at two per household at such a low price you will eat up all the parking spaces very quickly.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Concerns Again don't think this would be enough time. They are also proposed to be slightly out of town so people would spend 20 mins each way walking into town which would eat in to the 2 hours.</p> <p>Proposed new in-carriageway cycle parking – Support It is obviously a great thing to encourage people to cycle into town. Its both good for fitness swell as the environment</p>
<p>1048812 Member of the public, (Woodstock, Manor Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Would nice night at the start of old Woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Personal I don't think parking meters are the way forward just discouraging people to use our local businesses or park further out of Woodstock. Maybe focus on getting a small car park built? Why isolate Woodstock?</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Personal I don't think parking meters are the way forward just discouraging people to use our local businesses or park further out of Woodstock. Maybe focus on getting a small car park built? Why isolate Woodstock?</p> <p>Proposed Residents Permit Holder only parking areas - Object Personal I don't think parking meters are the way forward just discouraging people to use our local businesses or park further out of Woodstock. Maybe focus on getting a small car park built? Why isolate Woodstock?</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Personal I don't think parking meters are the way forward just discouraging people to use our local businesses or park further out of Woodstock. Maybe focus on getting a small car park built? Why isolate Woodstock?</p>

	<p>Proposed new in-carriageway cycle parking – Object Personal I don't think parking meters are the way forward just discouraging people to use our local businesses or park further out of Woodstock. Maybe focus on getting a small car park built? Why isolate Woodstock?</p>
<p>1048921 Member of the public, (Stonesfield, William Buckland Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Local shops are having a hard enough time at the moment and rely on local patronage. Inflicting charges will deter locals and encourage parking in residential roads. Please look to keeping our High Streets alive and not filled with empty shops.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This will just penalise the local shops and restaurants and will deter customers who will be clock watching and not enjoying the experience or surroundings.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Same as answer given in question 9</p> <p>Proposed Residents Permit Holder only parking areas - Object Having moved from London to Oxfordshire it was refreshing not to be charged for parking. So many shops closed due to the restrictions and it also caused great animosity between neighbours if anybody with a permit parked outside their house as their "place" was being occupied by a neighbour.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object See question 9</p> <p>Proposed new in-carriageway cycle parking – Object When cyclists follow the highway code and pay towards the expenditure of providing special areas for them I would wholeheartedly support them</p>

<p>1049109 Member of the public, (Woodstock, Rectory Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Given that yellow lines are all along the narrow west end of Rector Lane, I am surprised that there are no yellow lines along the south side of the east end of Rectory Lane - from the bend to the A44.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I think the proposed £5 charge is excessive and would impact businesses in Woodstock. I would suggest a £3 charge is reasonable.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I think 20 minutes is too short for, say, visiting the pharmacy or the co-op - even perhaps the ice-cream shop if there is a queue ... Too short probably for a coffee. I would suggest 30 minutes as a reasonable time.</p> <p>Proposed Residents Permit Holder only parking areas - Support I believe this will help residents who have no off-street parking available. It will also be helpful when Blenheim has an event and visitors are unwilling to pay Blenheim's additional charge for parking - eg the Christmas lights.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns I am concerned that the proposed £2 charge will effect businesses in Woodstock.</p> <p>Proposed new in-carriageway cycle parking – Support It sounds like a good idea although I am not sure of the placing of a bay outside or near the Co-op. It is already a busy area with people going in and out of the Co-op and newsagent.</p>
<p>1049232 Member of the public, (Woodstock, Blackberry Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support It's good to hear</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Not right now, all the bills and food are going UP ,not needed for more expenditure</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support It's good idea</p> <p>Proposed Residents Permit Holder only parking areas - Support Good idea</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Maybe 6 hours, 2h is not enough for enythig</p> <p>Proposed new in-carriageway cycle parking – Support It's a good idea 💡</p>
<p>1049342 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Good for local business</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Good for elderly and local business</p> <p>Proposed Residents Permit Holder only parking areas - Support There is an endless circulation of cars in the centre of Woodstock looking for parking. It is bad for health and the safety of pedestrians.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support Positive for all, safety and environment.</p>

<p>1049445 Member of the public, (Stonesfield, William Buckland Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Woodstock is a small community town with lots of facilities serving the town and surrounding villages. Parking fees will deter people from visiting woodstock might impact money coming into the local area. I have a young family and parking in woodstock is convenient and easy as it stands.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Paid parking isn't fair and will deter people from visiting the area</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20mins isn't long enough to do anything.</p> <p>Proposed Residents Permit Holder only parking areas - Object Parking in Woodstock is difficult at times particularly with small children as there are no parent and child bays in the town. Street parking is often a helpful alternative when you can't get a space or space that are available are tight with children in car seats and buggies</p> <p>Proposed time limited bays (Max stay 2 hours) - Object As above</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1049508 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object its not the double yellow lines that cause parking issues in Woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support only if there are parking permit spaces!</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support makes sense</p>

	<p>Proposed Residents Permit Holder only parking areas - Support I am a resident and cannot secure a parking space in front of my rented property</p> <p>Proposed time limited bays (Max stay 2 hours) - Support those already exists so no more of those are needed</p> <p>Proposed new in-carriageway cycle parking – Support all cycling supported</p>
<p>1049533 Member of the public, (Woodstock, Oxford Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Yes. living on the Oxford Road I have been concerned for a long time of visitors and residents parking on the road as this can be very dangerous as traffic has to overtake or wait and have seen many near misses. Double yellows would be good and continue into Manor Road.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Yes this would be a good amount of time to attend a function or shopping.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I feel the first hour of parking should be free to allow local people to pop to the local businesses to shop or an appointment.</p> <p>Proposed Residents Permit Holder only parking areas - Support Yes I feel a certain amount of permit holder bays should be added to prevent to much displacement of vehicles.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Yes I feel 2hours is good for a short visit to Woodstock</p> <p>Proposed new in-carriageway cycle parking – Support I suppose this will help business in the town, encourage tourist and a greener way to travel.</p>

<p>1049588 Member of the public, (Thrupp)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Worried about safety</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support We visit often but sometimes can't park as cars do not move - having controlled parking will stop this - we come for drs and pharmacy, coffee and shopping so will make life easier for us</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Good for popping in for quick shop - perhaps 30 mins would be safer</p> <p>Proposed Residents Permit Holder only parking areas - Support Fair for people who live there to be able to park - and some business users - and allows other traffic to be moved along which helps businesses</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Good for visiting the dr and pharmacy</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1049793 Member of the public, (Woodstock, Park Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object 'Again, my comments relate to the plans for Park Lane and the Rectory Lane Car Park area: Issues A. it is a narrow residential lane that concentrates noise and pollution from vehicles:</p>

- Residents' living areas including living rooms, home offices and bedrooms in Park Lane are within less than 1 to 5 metres from traffic noise and fumes, with an increase risk to health, including stress.

B. it is already overburdened

- lorries for Woodstock House pass very close by windows and damage pavements - this work is years in the making and there are years more to come.
- Back Lane Tavern (BLT) pub customers and others cause statutory nuisance, slamming car doors, revving engines and speeding down the Lane after 11pm at night, and park on double yellow lines by day and night, blocking residents' access. Taxis frequently stop in the evenings for extended periods in the middle of the road, with their engines running.
- cars reverse into oncoming traffic on the bend with Rectory Lane, causing a safety issue.
- The Bear Hotel customers also use the lane to access their car park.
- Numerous service and delivery vehicles and lorries also regularly use Park Lane to access Woodstock House, the BLT and the Bear Hotel and cause traffic delays with blockage and congestion.
- Park Lane is used as the default to-and-fro access road for the Rectory Lane car park.

C. the proposed change of use of the Rectory Lane car park will already greatly increase the traffic in Park Lane

- the change from 23 hour stay to dual use with 2 hours paid parking will multiply the traffic up and down the lane to a considerable degree.
- free, one or two hour parking in Park Lane would not benefit surgery patients as the pub now opens for breakfast and will then be open all day during surgery opening hours, so patients would be competing for space with residents, pub-goers, staff and contractors, Woodstock House contractors and visitors/shoppers.

The impacts of what is currently set out for Park Lane would be:

- increased and concentrated noise nuisance
- increased pollution
- increased safety issues

in a narrow residential road, none of which are acceptable.

In addition:

- Park Lane, being mostly single lane, is especially unsuited as an access road, with continuous traffic movement.

- this would be the only area in the whole of Woodstock where residents can never park outside their homes. Similar areas in Woodstock are designated resident permit only and we expect parity with them.
 - Park Lane is highly unsuitable for increased churn; this would be better achieved in areas with wider roads and less already-excessive demand. The few spaces available in Park Lane can be found elsewhere in Woodstock in areas with low residential parking use and wide streets where churn is desirable.

Solutions:

1. Resident parking only for the five available spaces in the narrowest area of Park Lane and the two spaces towards the bend into Rectory Lane: Signage need only be attached to a wall, no costly and (on a narrow pavement) safety-compromising meters/poles or other signage would be required.

2. Optimise nearby parking.

- for instance, there is an area outside no. 40 Park Lane, within the wide Rectory Lane car park area which is adjacent to other parking spaces and currently has double yellow lines for no apparent reason. This area could be changed to add two more spaces to the Rectory Lane car park.

- Rectory Lane Car Park should be designated a high number of resident permit only areas, to contain the amount of excessive churn impacting Park Lane. Again, the free/one/two hour spaces should be sited in areas of low residential use and wider roads, avoiding the need to affect narrow lanes such as Park Lane.

3. Optimise access to the GP surgery. Most surgery patients will be ambulant and more consultations are now carried out virtually. Those who can walk but with reduced mobility who do attend, prefer to be dropped off and collected directly in front of the surgery. The few who require wheelchair access would benefit from disabled parking. The current area in front of the surgery could be optimised for drop off/collection of patients, and parking spaces for non-ambulant patients could be developed by extending the current bay outside the pharmacy for two spaces, making a disabled parking bay outside the Sue Ryder shop or if not too costly, making the space nearest the surgery in Park Lane for disabled use, free to those displaying a government issued Blue Badge.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Object**

I do not think that 20' is long enough - who is this aimed at? 1 hour minimum paid parking (£1) would be more reasonable.

Proposed Residents Permit Holder only parking areas - **Support**

'It is increasingly difficult to park in Woodstock. I previously lived here between 2008 -2013, and it was always possible to find a space. Now, I regularly have to drive round and round looking for a single place to park. This is not reasonable or acceptable. At weekends Woodstock is a parking circus with multiple vehicles doing the same. People who live here must be able to park here. I know of residents, including older and vulnerable people who are changing the way in which they live, doing less outside the home as they fear not being able to get a parking space once they return home. We need residents permits for all residents who drive a car and don't have off-road parking. Visitor permits should be available to all residents. I agree the pricing suggested in the consultation.

However: I object to the plan relating to Park Lane:

Issues

A. it is a narrow residential lane that concentrates noise and pollution from vehicles:

- Residents' living areas including living rooms, home offices and bedrooms in Park Lane are within less than 1 to 5 metres from traffic noise and fumes, with an increase risk to health, including stress.

B. it is already overburdened

- lorries for Woodstock House pass very close by windows and damage pavements - this work is years in the making and there are years more to come.

- Back Lane Tavern (BLT) pub customers and others cause statutory nuisance, slamming car doors, revving engines and speeding down the Lane after 11pm at night, and park on double yellow lines by day and night, blocking residents' access. Taxis frequently stop in the evenings for extended periods in the middle of the road, with their engines running.

- cars reverse into oncoming traffic on the bend with Rectory Lane, causing a safety issue.

- The Bear Hotel customers also use the lane to access their car park.

- Numerous service and delivery vehicles and lorries also regularly use Park Lane to access Woodstock House, the BLT and the Bear Hotel and cause traffic delays with blockage and congestion.

- Park Lane is used as the default to-and-fro access road for the Rectory Lane car park.

C. the proposed change of use of the Rectory Lane car park will already greatly increase the traffic in Park Lane

- the change from 23 hour stay to dual use with 2 hours paid parking will multiply the traffic up and down the lane to a considerable degree.

- free, one or two hour parking in Park Lane would not benefit surgery patients as the pub now opens for breakfast and will then be open all day during surgery opening hours, so patients would be competing for

space with residents, pub-goers, staff and contractors, Woodstock House contractors and visitors/shoppers.

The impacts of what is currently set out for Park Lane would be:

- increased and concentrated noise nuisance
- increased pollution
- increased safety issues

in a narrow residential road, none of which are acceptable.

In addition:

- Park Lane, being mostly single lane, is especially unsuited as an access road, with continuous traffic movement.
- this would be the only area in the whole of Woodstock where residents can never park outside their homes. Similar areas in Woodstock are designated resident permit only and we expect parity with them.
- Park Lane is highly unsuitable for increased churn; this would be better achieved in areas with wider roads and less already-excessive demand. The few spaces available in Park Lane can be found elsewhere in Woodstock in areas with low residential parking use and wide streets where churn is desirable.

Solutions:

1. Resident parking only for the five available spaces in the narrowest area of Park Lane and the two spaces towards the bend into Rectory Lane: Signage need only be attached to a wall, no costly and (on a narrow pavement) safety-compromising meters/poles or other signage would be required.
2. Optimise nearby parking.
 - for instance, there is an area outside no. 40 Park Lane, within the wide Rectory Lane car park area which is adjacent to other parking spaces and currently has double yellow lines for no apparent reason. This area could be changed to add two more spaces to the Rectory Lane car park.
 - Rectory Lane Car Park should be designated a high number of resident permit only areas, to contain the amount of excessive churn impacting Park Lane. Again, the free/one/two hour spaces should be sited in areas of low residential use and wider roads, avoiding the need to affect narrow lanes such as Park Lane.
3. Optimise access to the GP surgery. Most surgery patients will be ambulant and more consultations are now carried out virtually. Those who can walk but with reduced mobility who do attend, prefer to be dropped off and collected directly in front of the surgery. The few who require wheelchair access would benefit from disabled parking. The current area in front of the surgery could be optimised for drop

	<p>off/collection of patients, and parking spaces for non-ambulant patients could be developed by extending the current bay outside the pharmacy for two spaces, making a disabled parking bay outside the Sue Ryder shop or if not too costly, making the space nearest the surgery in Park Lane for disabled use, free to those displaying a government issued Blue Badge.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns 'This relates to the planning for Park Lane and Rectory Lane: Issues A. it is a narrow residential lane that concentrates noise and pollution from vehicles: - Residents' living areas including living rooms, home offices and bedrooms in Park Lane are wit</p> <p>Proposed new in-carriageway cycle parking – Concerns Overall I support this for reasons of the environment and supporting healthy lifestyles. However, where this is sited must be carefully considered to prevent congestion on narrow pavements, and access to homes, public spaces and business premises.</p>
<p>1050066 Member of the public, (Woodstock, Park Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Woodstock businesses need churn to flourish. With the expansion of the hospitality sector and events at Blenheim, the lack of enforcement, people park all day in the centre, meaning there is a shortage of places both for visitors and residents. It is not sustainable.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Will help local businesses and create churn</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Will help local businesses and create spaces for short term use</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents do not want to park outside their homes, of course not. But if the centre of historic Woodstock is to remain a lived-in space, owners *must be able to leave their cars somewhere. Where we live, the Rectory Lane car parking is filled up to 50% each day, for the whole of the day, by contractors at</p>

	<p>Woodstock House (there since summer 2019 and no sign of them going but when they do go, and given that they are building 24+ ensuite bedrooms there, there will be carparking from those at Woodstock House); guests at the Bear park in the Rectory Lane car park bc the Bear charges £10 for its car park; visitors to Blenheim who do not want to pay for entry to Blenheim (which includes free parking, if available) but know that they can get public right of way access via Old Woodstock. The present situation is unsustainable and change is vital if Woodstock is to be the vibrant market town it ought to be. Woodstock is in a special position, of course, bc it abuts a World Heritage Site.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support A sensible, rational option.</p> <p>Proposed new in-carriageway cycle parking – Concerns Cycle clutter can spoil the look of an historic Town Centre, for sure.</p>
<p>1050076 Member of the public, (Woodstock, Hensington)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Support</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I think that a free parking time of one hour would benefit retailers. It allows for a stop for coffee, a browse, a spontaneous purchase, which 30 minutes does not. 30 minutes is too small an increment on the "ultra short" 20 minutes: no point enforcing a difference!</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support useful for quick deliveries and collections</p> <p>Proposed Residents Permit Holder only parking areas - Concerns I live on the corner of Hensington Road and Bear Close and witness daily problems with parked cars on Bear Close. Government regulations stipulate that there should be 3.7metres from kerb to kerb for Fire</p>

	<p>Service access. Bear Close is not currently compliant when cars are parked at the entrance. Refuse services have failed to gain access (leaving yellow notices on vehicles) and an ambulance recently couldn't gain access. Whilst residents only parking is an improvement on the current situation, can a telephone number be displayed on the windscreen so that emergency services can request removal in an emergency?</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1050299 Member of the public, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I agree with the proposed double yellow lines particularly on Hensington Road as due to the already place traffic calming humps which slow traffic down, if cars pull up on this road it causes obstruction for emergency vehicles. However, the slip road on Oxford street could be used for extra paid parking?</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support I support it because I believe it would deter people leaving their car in the centre of town for days on end, or to then get the bus into Oxford.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Great idea, for a nip into the shops whenever anyone literally needs to 'pop-in' to a shop. Allows for churn of traffic</p> <p>Proposed Residents Permit Holder only parking areas - Support I have lived in Woodstock for 14 years. I work as an NHS nurse and work night shifts. For the majority of these years I have never had a problem parking my car and I must note, I have never been bothered if my car is not within visual distance of my home. The last few years of sporadic enforcement has made this occasionally difficult if I have not got home to find a 24hr space. As a town centre resident, who continued to work throughout COVID and when parking was no issue as so few town centre residents have cars, it proved to me that the residential parking scheme would be a great benefit to those that work from home or like me, try and sleep during the day!</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Support I believe any enforcement as long as not adhoc is favourable, to give everyone a chance to visit and support the town</p> <p>Proposed new in-carriageway cycle parking – Support As a keen cyclist, I believe it is very important to have a designated area to lock a bike. Also, more encouraging for people to cycle to the town rather than use their cars. Anything to reduce carbon footprint is a must!</p>
<p>1050544 Local group/organisation, (Wake Up To Woodstock)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns There are a number of proposals that will work to the detriments of Businesses in Woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns They need to be longer, 4 or 5 hours, so as to give visitors and tourists time to see the town's shops, maybe have a meal, and a walk.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object There are already 30 minute parking places and 20 is too short. I can see a case for free for the first hour.</p> <p>Proposed Residents Permit Holder only parking areas - Support I understand this is limited, so therefore a good idea.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Some 2 hours are ok but we need more parking places for visitors/tourists, with more time.</p> <p>Proposed new in-carriageway cycle parking – Support Good to encourage places for people to place bicycles.</p>

<p>1050644 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support This is an important component of the overall proposals to ensure turnover of spaces during the day, while giving people parking adequate time.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support This very short time will suit some visitors' needs, and should work as part of the portfolio of options in the proposal, avoiding the unnecessary blocking of longer-term parking options.</p> <p>Proposed Residents Permit Holder only parking areas - Support These are important in the short/narrow/difficult to access areas of Woodstock.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support These add to the range of parking options, given the diverse range of reasons for motorists wanting to park in Woodstock.</p> <p>Proposed new in-carriageway cycle parking – Support A tidy option that will encourage and support cyclists.</p>
<p>1050718 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Woodstock needs enforcement of the current parking restrictions, which has largely not been achieved in recent years. If the only way to achieve enforcement is to have paid parking with enforcement, then so be it. However, it is important that there should be a greater number of 3 hour stays than 2 hour. Many visitors to the town like to wander, eat and drink, and it is important for the businesses in the town to keep them in the town for as long as possible.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support</p>

	<p>Support as long as the bays are clearly marked as 'ultra short stay' only</p> <p>Proposed Residents Permit Holder only parking areas - Object It seems to me that council has caved in to a well orchestrated residents' pressure group. The reality is that no resident of central Woodstock could have bought or rented a property in this location without knowing that there is not and never has been an automatic 'right' to park in the town centre. Woodstock enjoys a diverse and interesting range of businesses, serving the local community and also visitors to the town. These businesses cannot rely on trade from local residents alone who might be able to walk from their homes into Woodstock. They also need to attract locals from the increasingly outlying developments which are not well served by public transport and visitors from near and afar who will want to travel by car. It is the businesses of the town which provide the 'lifeblood' of the community and I am extremely concerned that the proposed concessions in favour of residents' parking will make the ability of visitors to find suitable parking very difficult and will therefore threaten the ability of these businesses to survive.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support I think it is important to create more 3 hour bays than 2 hour. Please see reasons above, under support for 3 hour bays.</p> <p>Proposed new in-carriageway cycle parking – Concerns I am not sure what 'in carriageway' means (?)... there are numerous locations in Woodstock where 'off carriageway' cycle parking can be provided, eg the alleyway from Oxford St to High St alongside The Crown, the area behind the rear wall of the Town Hal</p>
<p>1050747 Member of the public, (Woodstock, Park Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns For the Rectory Lane car park, this may well increase traffic in Park Lane, which is particularly unsuited for high traffic numbers. At present, each journey to Rectory Lane car park is often repeated in the opposite direction, either after a stay, or after a 'failed visit', when there is nowhere to park. There is a strong tendency for cars, trucks</p>

and motor cycles to race along Park Lane, which is in part single file. It is also narrow, amplifying traffic noise.

Every effort should be made to minimise traffic numbers along both Park and Rectory Lanes. By increasing 'churn' in the town, there will be significantly more vehicle movements to and from Rectory Lane car park, with numerous 'failed visits' during busy times.

Avoiding driver frustration is important. Visitors to Woodstock are not especially concerned about the wellbeing of people who live here, and often drive recklessly. Having a speed limit is meaningless, unless there is some way of recording vehicle activity.

I have video examples of vehicles racing along Park Lane at night. This happens elsewhere in town as well, at all times of day.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Concerns**

Short stay bays should only be in the centre of town, on High Street and Market Street, near shops.

Placing them anywhere else will cause too much traffic movement.

Proposed Residents Permit Holder only parking areas - **Support**

The parking spaces in Park Lane should be Permit Holder only.

There is a free-for-all at present, and this would continue after 6pm, with Back Lane Tavern customers remaining in parking bays into the evening, making a lot of noise slamming doors etc.

Most who live on Park Lane are elderly. They should be able to park close to their homes at all times.

Any signs indicating parking restrictions should be attached to the walls of buildings, and not on posts.

Park Lane pavements are narrow, and placing any obstacles will impede elderly people, prams, etc.

Proposed time limited bays (Max stay 2 hours) - **Concerns**

Time limited bays, without charge, should be a minimum of one hour, to reduce traffic movement.

Anything less than one hour will cause too much traffic movement.

Proposed new in-carriageway cycle parking – **Concerns**

There is insufficient space for this in woodstock. Any cycle spaces should not take up very many car parking bays, say sufficient for twenty cycles in all.

<p>1050775 Member of the public, (Wootton, Burditch Bank)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object It's unclear what the changes represent.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I object as I think is this another tax on the motorist and the time limit is insufficient for people who may work in Woodstock and need to drive there.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 mins would be useless when shopping and queuing in the CO OP store or the pharmacists.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns There needs to adequate parking for residents.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Again this is another tax on the motorist. When visiting the doctors I'm always going to pay for 2 hours just in case the Doctor is running late and an hour is insufficient. I live outside of Woodstock and I'm forced to use a car to see my GP. There is no</p> <p>Proposed new in-carriageway cycle parking – Concerns There are many routes into Woodstock that aren't safe or suitable for using a bicycle. Therefore, how much demand is there to support this. Inevitably, this will use up valuable space for carriage ways (either paths or roads).</p>
<p>1050757 Member of the public, (Wootton, Burditch Bank)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Because it's not clear what the amendments are.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Object to the price its a big jump to £5 for 3 hours this price should be for a full day.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object</p>

	<p>20 mins is ridiculous you can not do much in this time.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns I have concerns that this will remove to many parking spaces for the public.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object If I need to go to my doctors you never can tell how long you are going to be there, so do I pay for a hour or two. We should only pay for what we use.</p> <p>Proposed new in-carriageway cycle parking – Concerns Ugly metal bike racks ie on pavements will be unsightly and will spoil the beauty of Woodstock. What really is the demand for this ? How many people will use them ?</p>
<p>1051061 Member of the public, (Woodstock, Park Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support They need adjustment throughout central Woodstock, and should be removed behind the church</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Three hour bays give sufficient time for almost all local activities: church attendance, concerts, lectures, museum visits. Only tourists to Blenheim need any longer.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns A good idea- but maybe a longer time needed e.g. 30 minutes, as queues in the Post Office and Pharmacy can be long</p> <p>Proposed Residents Permit Holder only parking areas - Support Strongly support dual use bays with annual permits available to residents- otherwise residents are 'trapped', unwilling to use their cars in case they cannot park on their return.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support They will be adequate for shoppers</p>

	<p>Proposed new in-carriageway cycle parking – Support A nudge in the direction of greener transport</p>
<p>1051114 Local group/organisation, (Wake Up To Woodstock)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns If they lines do not take out any valuable visitor parking in the town</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object No other tourist towns charge for parking. This will scare off visitors who will go elsewhere and be a nail in the coffin for local retailers.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Too short</p> <p>Proposed Residents Permit Holder only parking areas - Object Most homes have their own parking. Town centre residents bought their properties in full knowledge that they had no parking. Why should they now take the parking spaces of visitors who are the life blood of this tourist town.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Not long enough</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1051200 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object look hideous, we dont need them</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object people like to stay for more than 3 hours if we have family visiting</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 mins is no time to do anything</p> <p>Proposed Residents Permit Holder only parking areas - Object why can they be anywhere?</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns would these be free? start charging for parking, people will stop coming to woodstock, everywhere else is free, Burford, witney you will just push people away</p> <p>Proposed new in-carriageway cycle parking – Object why would you put it in?</p>
<p>1051281 Member of the public, (Woodstock, Brook Hill)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Too many yellow lines already more does nothing to solve parking just removes spaces.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I object to any pay and display charges. In this case it is to accommodate privileged parking for those in the town centre that purchased houses knowing full well they had no parking facilities. This can only be described as Privileged parking at the high cost of others. The parking meters will be a complete eyesore in our pretty historic town and bring more litter as people throw their tickets away I am strongly objecting to this proposal as it will kill Woodstock. The scheme is to benefit those in the town centre who stupidly purchased houses with no parking facility and now are shouting about it. Counting empty spaces daily has been my mission since this non thought-out scheme and which ever time of day I count spaces there are always vacant spaces so there is no problem with parking. Permits are at the cost of others and pay and display will push people away and our little town will die. Having been a retailer in Woodstock for 37 years now retired I know only too well the devastating effect such a scheme as this will cast over business. There is not a parking problem in Woodstock just greed from those who fail to have a parking space for homes they purchased without increasing the value of their homes out of the pocket of others.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Complete nonsense as a Traffic Enforcement Officer would have to stand by this bay all day. 20 minutes hardly gives you time to cross the road let alone go about your business.</p> <p>Proposed Residents Permit Holder only parking areas - Object If you buy a house and have a car make sure it has parking facilities. This scheme is based on the stupidity of such people who did not think through their need for parking spaces. This is Privileged parking and the high cost to the community and no thought for others. This will also cause displaced parking that will block the small roads on the peripheral of the town remove quiet enjoyment of their homes.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Although no mention of actual charge for these bays in the question above they obviously will be a charge. As stated earlier I object to any charges for parking. It will kill the local trade and drive people further afield to shop etc.</p> <p>Proposed new in-carriageway cycle parking – Object There is enough already as they are rarely used</p>
<p>1051295 Member of the public, (Woodstock, Brook Hill)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object We simply do not need any more double yellow lines in Woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I object to pay and display entirely. It is not wanted by most people and will only benefit the vocal minority who want residents permits</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object</p>

	<p>Insufficient time to achieve anything</p> <p>Proposed Residents Permit Holder only parking areas - Object Absolutely not. People knew that their homes did not have parking, why has not being able to park outside them come as a surprise? I do not want to have to pay and display to do my shopping to provide them with residents permits</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I object to the entire scheme, thus I object to this</p> <p>Proposed new in-carriageway cycle parking – Object Those we have already are not used why spend our taxes on more?</p>
<p>1051243 A business, (Cumnor, B4017)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This will cause excessive demand for the only long stay park. Therefore hotel/wedding party guests and our staff of around 6 to 10 a day will have extremely limited parking. We have weddings booked all year post pandemic.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object This will cause excessive demand for the only long stay park. Therefore hotel/wedding party guests and our staff of around 6 to 10 a day will have extremely limited parking. We have weddings booked all year post pandemic.</p> <p>Proposed Residents Permit Holder only parking areas - Object This will cause excessive demand for the only long stay park. Therefore hotel/wedding party guests and our staff of around 6 to 10 a day will have extremely limited parking. We have weddings booked all year post pandemic.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object</p>

	<p>This will cause excessive demand for the only long stay park. Therefore hotel/wedding party guests and our staff of around 6 to 10 a day will have extremely limited parking. We have weddings booked all year post pandemic.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1051377 Member of the public, (Woodstock, Blenheim Palace)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Woodstock has more than enough double yellow lines already, we do not need anymore</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I believe that the parking churn in Woodstock is adequate, we do not require pay and display. I also object to the eyesore that the parking meters would be in our beautiful town</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 minutes is insufficient to achieve anything</p> <p>Proposed Residents Permit Holder only parking areas - Object I do not support residents parking permits, because people purchased their homes without parking and it is wrong to now demand parking provision. Residents permits will increase the value of these homes, at the expense of other residents, which is grossly unfair. The number of residents permits far exceeds the available spaces.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I object to all pay and display parking in Woodstock</p> <p>Proposed new in-carriageway cycle parking – Object We have enough already</p>

<p>1051406 Member of the public, (Woodstock, Blenheim Palace)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object We do not need any more double yellow lines in Woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I do not support pay and display in Woodstock in any form.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 minutes is a ridiculously short amount of time, utterly pointless</p> <p>Proposed Residents Permit Holder only parking areas - Object I do not believe that there should be a residents parking scheme in Woodstock, it is unfair that those who purchased homes without parking are now seeking to park at the expense of others</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I object to all elements the pay and display parking scheme</p> <p>Proposed new in-carriageway cycle parking – Object We already have sufficient provision, we do not require anymore</p>
<p>1051747 Member of the public, (Woodstock, Banbury Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This brings nothing to Woodstock it will actually keep people away</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Stupid idea</p> <p>Proposed Residents Permit Holder only parking areas - Object This is just for people to add value to the value of their houses</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object What are local elderly residents supposed to do. This is the most stupid idea I have head</p> <p>Proposed new in-carriageway cycle parking – Object Again who thought this up. There is not problem with parking. I was in Woodstock today and there were plenty of spaces.</p>
<p>1052000 Member of the public, (Woodstock, Plane Tree Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object</p> <p>Displacement: Blenheim has ample land and chooses to charge for parking, which forces people to locate themselves in the town and dumping cars onto surrounding residential streets to walk up, as far as Hensington Gate. This is a great example of displacement and if you suddenly impose parking meters in central Woodstock, a similar effect will happen in surrounding quiet residential streets, where often visitors park on blind corners or obstruct school run traffic, which is dangerous for collisions and pedestrians.</p> <p>Inefficiencies: Parking without bay lines creates a very inefficient parking situation, often with small cars blocking more spaces than required, leading to double parking. I would support marked bays as a step.</p> <p>Supporting local shops: Paid parking bays create a very stressful situation for using the local shops, often putting off people using local amenities. A larger queue in the Barbers for example, can lead to an expensive haircut when you receive a fixed penalty notice for being 10 mins over the allocated time, because it was the only space available. Discouraging further use of local small community run shops.</p> <p>Woodstock is a historic town, it's a shame that this was forgotten when plans were made to expand it and then surveys were sent stating "it's a historic town, we cannot do very much about the parking". It should have been taken into consideration in the planning phase when approving the expansion.</p> <p>Charging: I have deep concerns over the ability to increase parking charging costs when implemented. Abuse of car parking charges will leave a bad taste for visitors and residents. I have found it much easier to park since the WODC system was put in place with timed bays and minimal enforcement. The people that leave cars to commute are punished and there is a decent honor system in place to ensure churn on most days. Charging will only lead to more people dumping cars on residential roads for days on end.</p>

Proposed paid parking bays (Max Stay 3 hours) - **Object**

Paid parking bays create a very stressful situation for using the local shops, often putting off people using local amenities. A larger queue in the Barbers for example, can lead to an expensive haircut when you receive a fixed penalty notice for being 10 mins over the allocated time, because it was the only space available. Discouraging further use of local small community run shops.

Charging: I have deep concerns over the ability to increase parking charging costs when implemented. Abuse of car parking charges will leave a bad taste for visitors and residents. I have found it much easier to park since the WODC system was put in place with timed bays and minimal enforcement. The people that leave cars to commute are punished and there is a decent honor system in place to ensure churn on most days. Charging will only lead to more people dumping cars on residential roads for days on end.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Support**

Churn is important, especially nearby to shops with a small dwell time to allow elderly and locals to efficiently shop local. Places such as the Butchers, Grocers, Hampers, Coffee shop, post office and Co-Op all lend themselves to a few ultra short stay grab and go bays, allowing people to pop into a local shop, spend and leave. Beyond this, other spaces need to be left alone. This would help as more people would park closer, save fuel, save clogging longer stay parking and churn from spaces quicker as they wouldn't need to walk as far back to their car, allowing space for another short stay. After a while, this would provide habit for a majority of users locally, as opposed to visitors

Proposed Residents Permit Holder only parking areas - **Concerns**

Number of residents vs number of spaces.
Household vs number of vehicles

Proposed time limited bays (Max stay 2 hours) - **Object**

Paid parking bays create a very stressful situation for using the local shops, often putting off people using local amenities. A larger queue in the Barbers for example, can lead to an expensive haircut when you receive a fixed penalty notice for being 10

Proposed new in-carriageway cycle parking – **Support**

I think it would be good to encourage cycle use, but not at a cost of car parking space

<p>1052233 Member of the public, (Combe, Orchard Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object If residents are allowed to park in these, there won't be enough for visitors.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns If residents are allowed to park in these, there won't be enough for visitors.</p> <p>Proposed Residents Permit Holder only parking areas - Object If residents are allowed to park in any space, there won't be enough for visitors.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns If residents are allowed to park in these, there won't be enough for visitors.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1052275 Member of the public, (Somerton)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns No provision is made for those who work in Woodstock other than the public car park on Hensington road which is insufficient. I think the charges are too high & will put people off visiting the businesses in the town.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns The charges are too high</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Concerns I have no problem with residents having permits but I think the number of resident permit holders only parking areas is too great</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Support We already have time limited parking so no change. the problem is that it isn't enforced.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1052515 Member of the public, (Woodstock, Park Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I live on Park Lane and understand the current approach will not make the parking outside my house residents permit parking. This is unacceptable, the limited parking outside our houses should be available to residents for parking with a permit.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1052465 Local group/organisation, (Sustainable Woodstock)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Main concern is that Woodstock has complex needs. It's a town right next door a popular tourist attraction and World Heritage site (Blenheim Palace) and the town is a tourist attraction in its own right. Consequently many businesses have established themselves in the town centre, and have kept going despite the Covid impact. The GP practice and pharmacy serves not only Woodstock but all the surrounding villages as well. There is also a nursery, primary school and senior school serving the town and villages. The town also serves residents and villages by offering a small Coop, a new green grocer and new butcher, delis, book shops, several hotels, pubs/restaurants art galleries, barbers, hairdressers, opticians, etc. Importantly, Woodstock hosts a farmers market twice a month offering locally produced food by local producers. It has the Oxfordshire Museum and Soldiers of Oxfordshire museum. The library</p>

is temporarily housed in the museum since the building was bulldozed after a serious fault was found. The town is served by regular, daily bus connections to Oxford, Kidlington, Oxford Parkway (Chiltern line), Hanborough station (GWR), Charlbury, Burford, Chipping Norton. I could go on. In addition, there are residents in the centre who feel they should be able to park near their homes even when the homes were purchased/rented knowing there was no parking allowance. So my concerns are:

The sheer number of resident and visitor permits that are likely to be issued and how they work appear not to consider the other important elements of the town mentioned above and the impact on them. Maintaining a thriving town for all should be more of an important consideration. I would suggest that visitors pay just like other visitors to the town?

Having lived in Oxford and other cities, I am aware that permits were zoned. It did not mean that we could park in other zones, even when the zone was nearby. So why allow residents living in, for example Bear Close/Brook Hill, to park in town when they can easily walk into the centre, and allow town centre folk to park in other zones with a permit?

In addition, for resident and visitor permit holders to be able to park anywhere (at the pay and display without paying) is a serious oversight in a town of this nature. The permit holders should use parking areas to one end of the town away from the businesses (for example near Blenheim Town Gate). A designated residents area. If you were to map this, it would be realised just how many places you would be catering for and the likely impact. The impact on businesses, services, etc has not been considered.

A few homes (approximately 4) have been completely omitted from residents permits on Brook Hill. These homes do not have parking possibilities other than roadside and they have not been picked up. Serious outcome for the residents. They are near Spencer Court (houses set back from the road). Please contact if unsure.

30 minute and not return for 24 hours is harsh and is disappointing. Visiting Woodstock for some could be morning visit followed by visit to pharmacy or similar.

£65 cost for some in the town is very, very cheap ... they will find this laughable. While others in social or rented housing may find another bill difficult to pay. Is there a way to make more just?

Similarly, £150 24 x7 for business parking seems low to park all day and impact on other businesses. For Woodstock to continue to thrive the centre needs to keep going for the residents and businesses alike and offer a place that welcomes people whatever their means of travel.

One concern is that 30 mins free in any 24 hours.

	<p>Blue badge holders - more possibilities please. Bike stands - total agreement for extra.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns Not enough. Shared with too many residents parking.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Should all be 30 mins. Will cause confusion.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Discussed above in 7. Those in town centre should have a designated area away from business and not make use of the pay and display, unless paying ... but would 3 hours be sufficient for visitors?</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns I gather for Drs use? Needed.</p> <p>Proposed new in-carriageway cycle parking – Support Try to encourage as many to cycle safely as possible. Leave car at home. Some days in summer, there are many cycling visitors to Woodstock. We are also trying to create a Village Travel Network for Woodstock and surrounding villages. See vtn.org.uk</p>
<p>1052482 Member of the public, (Woodstock, Park Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I support the use of double yellow lines in Woodstock but there must be parking enforcement to support this. In Park Lane there is often parking on double yellow lines causing the road to be blocked at either end and residents blocked in their driveways. If they are there then restrictions need to be enforced or additional markings need to be introduced. In Park Lane it would be good to see the inclusion of a disabled bay as neighbours who use blue badges often cannot park.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support</p>

These must also be resident permit bays including in Park Lane / Rectory Lane where residents parking is already scarce given the demands of the surgery, The Bear Hotel, contractors from Woodstock House and The Back Lane Tavern who are now also advertising 'work space' from 9-12.

The current proposal to have 2 hour free parking bays in Park Lane is completely unacceptable and if there is no power here for a pay machine as has been suggested then these bays should be resident permit only.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Concerns**

I don't think that 20 minutes is long enough. An hour is probably more suitable.

Proposed Residents Permit Holder only parking areas - **Support**

I support the resident permit holder only parking areas but I cannot see why Park Lane has not been included. All other side roads surrounding the town centre are residents permit parking only eg Browns Lane, Rectory Lane.

The area currently marked as 2 hour free parking in Park Lane should be residents permit parking with the addition of a disabled parking space.

Visitors permits - The allowance for these permits is less than 1 per week which is not sufficient for residents needing help. I don't mean from official carers who I know are exempt but from family members. The allocation of visitors permits that can be purchased needs to be increased.

Proposed time limited bays (Max stay 2 hours) - **Object**

Park Lane is a completely unsuitable location to attract this volume of traffic. It is predominantly single lane, the bays are awkward given the width of the road meaning the drivers mount the pavement opposite. The road is frequently blocked by both deli

Proposed new in-carriageway cycle parking – **Support**

I would like to see more cycle racks throughout woodstock to encourage more use. In Surbiton recently I saw some great shared residents racks which had lockable covers.

<p>1052600 Member of the public, (Yarnton, Bartholomew Avenue)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Woodstock doesn't have enough parking as it is</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object In short. cost to implement the scheme, Cost (and future cost) of parking (future cost with reference to the price increase in Jericho) Affordability to the ageing population of Woodstock (my parent live in the town and are both over 75) Availability of spaces given "residents" permits. Incentives to profit financially for residents WITH on street permits with house values. the list could go on and on</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Support but, Depending on location and number</p> <p>Proposed Residents Permit Holder only parking areas - Object Financial gain from property value, unfair to residents of lower income</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Why do you need this? how long does it take to drowse the shops, navigate the town and possibly have a meal with family, 2 hours will kill trade.</p> <p>Proposed new in-carriageway cycle parking – Object Cyclists don't use the routes in place, this is a pointless recommendation</p>
<p>1052624 Local business, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns In a conservation area double yellow lines are ugly</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Firstly I believe parking should remain free of charge to help businesses. Whenever charges come in, it negatively impacts the high street. Second, if you go to the hairdressers, or have a meal, three hours</p>

	<p>may not be enough. Currently day trippers come into Woodstock, May walk around Blenheim and then come back into Town to browse and shop. Three hours definitely isn't long enough.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Using up valuable spaces for these short stays will hinder trade</p> <p>Proposed Residents Permit Holder only parking areas - Object Woodstock has never had this, locals know this and if you buy a home in the centre of Woodstock you should already know that before you buy it. Locals know about Rectory Lane and it is a hidden gem for parking and visiting the shops and friends. It is also so helpful for the hotel businesses. The Bear has its own parking but what about the Feathers? It's just very wrong that after decades residents parking will come in when it has never been the case before. The residents will sign the death nell of the high street if they get their way. If you do it then two spaces per household (and it could be three if there is a blue bade holder) is ludicrous. We should be encouraging people to be one-car families not two, three or four.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Why the arbitrary 2 hours? Why not longer? See my answer to question 9</p> <p>Proposed new in-carriageway cycle parking – Concerns Clearly conservation of a medieval street isn't as important to some as it is to others. It's not a bad idea but has to be hidden away rather than being in full view of the church, stocks and Town Hall.</p>
<p>1052609 Member of the public, (Woodstock, Park Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support These proposals appear reasonable subject to enforcement.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support I agree with the paid parking areas on a shared basis with Permit holders</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I support these in principle but consider 30 minutes waiting time more appropriate.</p>

	<p>Proposed Residents Permit Holder only parking areas - Concerns Whilst I agree in principle the current proposal does not address the parking/traffic churn issues in Park Lane where there is no provision for residents parking. It is a narrow restricted road with currently parking spaces for 7 cars serving 12+ residential properties that becomes a traffic hotspot for people looking for parking spaces. From the Consultancy meeting held in the Town Hall it was established the decision to leave this as 2 hour free parking for all was because there was nowhere to put a Pay/Ticket machine! Park Lane should be considered for Permit parking only as is currently proposed for the narrow parts of Rectory Lane and Cockpit Close (where PL residents will probably have to park) with the provision for paid parking in Rectory Lane providing the parking churn for non residents.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I refer to my comments in answer 12 and object to the proposed 2 hour parking in Park Lane. This should be a Permit parking area only.</p> <p>Proposed new in-carriageway cycle parking – Support This appears appropriate.</p>
<p>1052677 Member of the public, (London, Glyn Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Have this is place where we live and it means that residents have a place to park. Also discourages car journeys that could take place by other means of transport.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Have this is place where we live and it means that residents have a place to park. Also discourages car journeys that could take place by other means of transport.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Allows short trips to the shops.</p> <p>Proposed Residents Permit Holder only parking areas - Support</p>

	<p>Have this is place where we live and it means that residents have a place to park. Also discourages car journeys that could take place by other means of transport.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support Encourage more cycle journeys</p>
<p>1052665 Member of the public, (Woodstock, Orchid Walk)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The current extent of double yellows is sufficient</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Current free parking restrictions would work if only they were enforced. The new pay to park scheme is only one visit per day however short and will deter people from the outer parts of woodstock from popping into Woodstock for chemist and shops , cafes and restaurants.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 minutes is useless for visiting the chemist where we experience long waits and similarly the doctors, and 20 minutes is hardly sufficient if you want to visit more than one shop.</p> <p>Proposed Residents Permit Holder only parking areas - Object Residents who bought houses in the centre of woodstock did so knowing that parking was on road. If more than a few take up the £65 annual permit parking plus visitor permits parking will be much reduced and will devastate parking in the town centre.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns These bays are intended for doctor visits. However no indication of policing or indication of restricting to visitors to the surgery only. What's to stop anyone using them? Patients will be pushed into pay bays.</p> <p>Proposed new in-carriageway cycle parking – Concerns Proper off road bike parking should be provided.</p>

<p>1016787 Member of the public, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support seems sensible</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns two hours would allow more people to use these</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns an hour would be better...</p> <p>Proposed Residents Permit Holder only parking areas - Support and hope that residents who are not car owners will qualify for guests parking</p> <p>Proposed time limited bays (Max stay 2 hours) - Support a reasonable time</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1053249 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support For churn</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support To help businesses</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Higher churn for quick visits</p>

	<p>Proposed Residents Permit Holder only parking areas - Support To allow some residents to park within a reasonable walking distance of there home and not pay an hourly charge</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1053317 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Whatever makes sense overall</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Because the peace of mind for visiting shoppers and diners will improve dwell time and enhance spending for business benefit - removing anxiety over ticket risk</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Maybe this should be 1 hour, 20 minutes is tight to do anything.</p> <p>Proposed Residents Permit Holder only parking areas - Support Because it's getting busier and busier and local business employees, park visitors avoiding the annual pass and therefore free parking inside the palace, those commuting to Oxford, building contractors, Bear Hotel guests (told to avoid the £10 cost in their car park by parking in the town) and lost spaces to building works/skips (including an unpermitted portaloo) in Park St are all preventing residents (who are also important repeat customers in the town) from parking anywhere near their home.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Whatever works in other Oxfordshire towns will work here too</p> <p>Proposed new in-carriageway cycle parking – Support Great idea</p>

<p>1053449 Local Cllr, (Combe, Church Walk)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Maximum stay of 3 hours will stop cars parking all day, mmaking it hard to find a place to park if you wish to do some shopping in Woodstock.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support A good idea if you wish to 'pop' into a shop quickly or pick up a prescription. Hopefully the shorter time will mean there is greater turnover of parking spaces.</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents need to be able to park easily. Would reduce overspill parking in the more residential streets.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Will allow shorter visits</p> <p>Proposed new in-carriageway cycle parking – Support Need to encourage more active travel</p>
<p>1053594 Member of the public, (Woodstock, Rectory Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Some double yellows at the back of the Bear hotel could actually be removed and free up a couple more spaces.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Woodstock has no churn. People park all day for Blenheim, or for Oxford, or hotel staff etc park in the town centre. All this prevents customers parking. This stifles the businesses. The problem is made significantly worse by Woodstock house workmen, who have made the Rectory lane car park entirely their own in the last few years, depriving residents and visitors of parking.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns</p>

	<p>Far too short. Could this be extended to a minimum of one hour? You can't do post office, pharmacy, and coop in just 20 minutes. Ideally I'd like to see first 2 hours free. This would stop the all day Parkers eg Blenheim visitors, whilst causing least pain to people visiting the town from surrounding villages.</p> <p>Proposed Residents Permit Holder only parking areas - Support My particular road is currently only used by residents, however we will get displacement parking if it's not protected in some way. I also think Park Lane should be residents only. Surgery visitors can easily use the Rectory Lane car park.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Could max stay be 3 hours? Long enough for someone to shop, and have lunch in one of the many restaurants in a leisurely way without watching the clock.. 2 hours is unnecessarily punitive</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1053663 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I think this is OK, no further comment.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I am very much in favour of charging for parking, but I have a concern about the initial free period of 30 mins. Some people have even suggested that this should be increased to 60 mins. I think that this creates a situation that can be exploited in a way that will defeat the whole exercise. At the time of parking, customers will know that the clock only starts ticking when the car is noted by a warden, and so effectively they will have a window of free parking greater than 30 mins usually, perhaps approx 45-60 mins. In addition, clever users can move the car from one position to another every hour and effectively their parking would be free. I would advocate for a for-pay parking from the very first minute, having a minimum charge of 75p for the first 30 mins, and an hourly rate of £1.5. The simplicity and uniformity of the pricing would mean that there would be no motivation to move the car around or playing such tricks to avoid charges.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support These are always practical and necessary for people who wish to drop something off, make a very quick purchase etc. Enforcement of these bays is obviously important.</p> <p>Proposed Residents Permit Holder only parking areas - Support I wholly support this as a resident of the city centre, as it is currently a huge problem and it is bound to worsen in future, so it is excellent to plan ahead and introduce these dispensations now.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns I would advocate for a more simplified and uniform approach to have 3 hour max stay bays everywhere, with the same hourly rate. It would be easier to understand. Also it would be good if customers can pay via an iphone app, to make it a lot quicker once t</p> <p>Proposed new in-carriageway cycle parking – Object Having observed the patters of cycle usage etc, I think there isnt enough demand for this. Locals walk mostly (as the village is relatively small) and a small minority of cyclists pass by the town and might stop for a drink etc, but the numbers are small.</p>
1053710 Member of the public, (Woodstock)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The parking situation can be addressed by better policing and perhaps increased capacity of the Woodstock car park and a discussion with Blenheim on their charging for parking. If you look at car restrictions, parking works well in the evening and most week days except when there is a large event at Blenheim where they are charging extra for parking. The scheme is too complex and unwieldy.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object The parking situation can be addressed by better policing and perhaps increased capacity of the Woodstock car park and a discussion with Blenheim on their charging for parking. If you look at car restrictions, parking works well in the evening and most week days except when there is a large event at Blenheim where they are charging extra for parking. The scheme is too complex and unwieldy.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object The parking situation can be addressed by better policing and perhaps increased capacity of the Woodstock car park and a discussion with Blenheim on their charging for parking. If you look at car restrictions, parking works well in the evening and most week days except when there is a large event at Blenheim where they are charging extra for parking. The scheme is too complex and unwieldy.</p> <p>Proposed Residents Permit Holder only parking areas - Object The parking situation can be addressed by better policing and perhaps increased capacity of the Woodstock car park and a discussion with Blenheim on their charging for parking. If you look at car restrictions, parking works well in the evening and most week days except when there is a large event at Blenheim where they are charging extra for parking. The scheme is too complex and unwieldy.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object The parking situation can be addressed by better policing and perhaps increased capacity of the Woodstock car park and a discussion with Blenheim on their charging for parking. If you look at car restrictions, parking works well in the evening and most we</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1053790 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I supprt</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns 1 hour free is needed</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns 1 hour free parking is needed</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents should be able to park near their houses.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Support Support</p> <p>Proposed new in-carriageway cycle parking – Object Bicycle or Motorcycle? They will often be empty.</p>
<p>1053252 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns The area of Rectory Lane behind the Churchyard - there is plenty of room here on either side fo extra parking bays, essential for those attending church services or working in the church/churchyard. Also better parking arrangements should be made available adjacent to the surgery for drop off and disabled badge holders.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I support but if one has to stay longer than 3hrs e.g. a meeting or affliction such as migraine how does one deal with this - can one add extra money ?</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns This is too short a time , it should be at least 45 minutes because there are OFTEN queues at the Co-op, surgery and pharmacy making it impossible to get back to ones car in 20mins</p> <p>Proposed Residents Permit Holder only parking areas - Support If parking restrictions are imposed, it is essential that residents living in that area have parking permits for themselves and guests, any other arrangement would be utter nonsense and where it is designated ' parking permits only' it is because parking is very limited in these areas and residents need priority.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Should be more spaces outside the community Centre in New Rd. and for 3hrs, not 2, to accommodate events + setting up and clearing up.</p> <p>Proposed new in-carriageway cycle parking – Support</p>

	<p>Everyone who is able should have all the encouragement they can be given to cycle, good for environment and reducing car numbers.</p>
<p>1054174 Member of the public, (Carterton, Alderley Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Parking should remain free. Free spaces bring in shoppers to the local area. I shop in Woodstock, but probably wont bother if parking fees are introduced.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Object Why should residents have to pay to park near their houses. Also the limit of 25 free visitor's passes are very restrictive. That's not even one visitor per week"</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1050219 A business, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns My concern is that because of the proposed yellow lines, residents will leave their cars in the town, using up spaces urgently needed for tourists and shoppers.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object A 3 hour cap on parking is simply too short as many visitors come and spend the day wondering around, shopping eating and drinking in the town. This should be put up to 8hrs. My customers regularly visit in the morning, go for lunch and return to purchase later in the day. A 3 hour limit is no where long enough for browsing and considered shopping.</p>

	<p>Having a business during the pandemic is challenging enough, these restrictions on my customers might result in my no longer being able to trade. Empty shops would be a disaster for Woodstock. Woodstock is next to the Blenheim World Heritage Site and as such rows of parking machines in among 13th century buildings will be ill fitting.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object An ultra short bay of 20 minutes, I believe is just too short. A 30 minute bay would be more reasonable.</p> <p>Proposed Residents Permit Holder only parking areas - Object Looking at the plans, residents have a large number of permit only parking, as well as being able to park anywhere for any amount of time in the centre of town. My concern is that people can leave their cars in town, significantly reducing opportunities for anyone else visiting the town. Furthermore, I strongly object to residents having two permits per household. Residents should only have 1 permit per household and I feel that a charge of £65 is not a high enough fee for this new benefit. The benefits for residents far outweigh those of businesses and visitors. Businesses such as hospitality who have guests staying over-night must be able to have scratch cards or some form of parking permit to allow their guests to park in and around their business premises should they be staying over-night or longer. Without an option this may render some business unable to trade.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns I feel that a a 2 hour stay isn't long enough.</p> <p>Proposed new in-carriageway cycle parking – Support I support green modes of travel.</p>
<p>1052530 Member of the public, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support '- Double yellow lines to be changed to Red outside the ATM cash machine opposite the Town Hall for obvious reasons. Or a specifically marked space which will not cause traffic blockages. - Remove double yellow lines in Rectory Lane alongside Woodstock House opposite St Mary Magdalene Churchyard. 4 or 5 more spaces here? 2 or 3 more spaces outside no 40. I suggest for Resident's parking.</p>

Proposed paid parking bays (Max Stay 3 hours) - **Support**

THERE HAS TO BE RESIDENT'S AND (SOME) BUSINESS PARKING PERMITS IF THE OCC ARE MINDED TO INSTALL SUCH A PARKING SCHEME. TO DO SO WITHOUT IS JUST NOT ACCEPTABLE, NOR IS THE PARTIAL WARDEN ENFORCEMENT ON 1HOUR SPACES. THE LATTER DEFIES THE NEED FOR CHURN!

Approx 235 parking spaces almost all of which allow WS Permit Holders Exempt - looks to be fair to all. Does not discriminate against those living in the Town Centre. Protects Central residents needing a car near to hand given the possibility of accidents/incidents requiring quicker access to a car, rather than being forced to park further out on the uncontrolled roadsides.

BUT first 1/2 hour free is insufficient. I suggest 1 hour free then £1 for the next (2nd) hour, £2 for the next (3rd) hour and £5 for the next (4th) Hour.

Visiting non-local ratepaying motorists should contribute funds for the parking maintenance budget.

There are roughly 100 FREE parking opportunities in the Hensington Car Park.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Concerns**

20 minutes is not enough for the 'flash' shopper. I suggest half an hour. Queues in Co-op, Pharmacy and Post Office can delay once one has bought goods.

Proposed Residents Permit Holder only parking areas - **Support**

Park Lane, Rectory Lane (East end), Cockpit Close, New Road and Bear Close all must be Permit Holder only parking.

I note that Browns Lane and Harrisons Lane quite rightly only part Permit Holder only parking. I wonder if Brook Hill and Union Street would be better part Permit Holder only parking. Designation - over to you! I wonder how you can make it easier for disabled visitors to visit the Surgery/Pharmacy in Park Lane??

Proposed time limited bays (Max stay 2 hours) - **Concerns**

The New Road Community Centre should have more 3 hr, not 2hr spaces, perhaps 10 to 15 because I think, as there are 98 dwellings of which roughly half have in-curtilage parking fewer spaces at the entry end for residents ought to work. Indeed 3 hour parki

	<p>Proposed new in-carriageway cycle parking – Support Carbon emission reduction targets require that we all take some share of the pain as Climate Change bites increasingly. If you achieve your scheme, after taking into account consultation input, I believe Walking, Cycling and Bussing, particularly if a Par</p>
<p>1054208 Member of the public, (Witney)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The claimed advantages have no benefit over the current position, simply add to the impression of "government" being against us, not for us. Pure idealology, rather than sense. More paint on the roads are simply self defeating, and will discourage people who wish to visit for shopping, tourism etc. To claim that WODC have been too lax in their enforcement is simply an insult to justify this attempted power grab.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Totally unnecessary, and will discourage users, and add to costs at this very difficult time.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object This will simply complicate the situation. What do I if the bays are full? Drive round for hours?</p> <p>Proposed Residents Permit Holder only parking areas - Object Unnecessary additional bureaucracy, which will add to costs.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object How are you going to cater for tourists?. Not thought out properly. The law of unintended consequences must be considered.</p> <p>Proposed new in-carriageway cycle parking – Object If you wish to maintain Woodstock as a go to centre, you must not clutter up the roads with obstacles, so don't create them.</p>

<p>1054216 A business, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Overwhelmingly current spaces will be occupied with residents, leaving no spaces for potential customers.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object A 3 hour cap on parking is simply too short as many visitors come and spend the day wondering around, shopping eating and drinking in the town. This should be put up to 8hrs. My customers regularly visit in the morning, go for lunch and return to purchase later in the day. A 3 hour limit is no where long enough for browsing and considered shopping. Having a business during the pandemic is challenging enough, these restrictions on my customers might result in my no longer being able to trade. Empty shops would be a disaster for Woodstock. Woodstock is next to the Blenheim World Heritage Site and as such rows of parking machines in among 13th century buildings will be ill fitting.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object An ultra short bay of 20 minutes, I believe is just too short. A 30 minute bay would be more reasonable.</p> <p>Proposed Residents Permit Holder only parking areas - Object I feel this is an unfair bias towards the residents, leaving little or no spaces for businesses to thrive. I also feel very strongly for our elderly community who will have additional strains on their finances and their sociability.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object As a resident for 34 years in Woodstock town, I have never had difficulty parking and can see no rational reason for introducing such a punitive and radical change to our parking. It only appears to favour those more comfortable residents who inhabit the</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
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<p>1054263 Member of the public, (Woodstock, Market Place)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Creat turnover in the town and allow all to have an opportunity to visit, provides sufficient time to shop and to dine.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support 30 minutes would be a better amount of time to allow for minor delays in key shops (.e.g pharmacy)</p> <p>Proposed Residents Permit Holder only parking areas - Support As seen during Covid, the town centre residents are not the cause of the volume of parking in the town. Launching a permit system will allow residents to park without negatively impacting people visiting the town or the local businesses.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Creat turnover in the town and allow all to have an opportunity to visit, provides sufficient time to shop.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1054287 Member of the public, (Bampton, Bridge Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I support Free Parking in West Oxfordshire</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Consistent enforcement will be nearly impossible</p> <p>Proposed Residents Permit Holder only parking areas - Object Parking spaces could remain unused because residents are out making the remaining spaces even harder to find</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Support In some areas it is good to have a limit to how long vehicles can park</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1054270 Local Cllr, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I support most of the double yellows but I think it would be possible to create about 8 more parking bays in the area immediately behind the church cemetery in Rectory Lane.....near the Park Lane car parking area.</p> <p>Whilst appreciating that it is not part of these proposals, I believe it is important for safety reasons, to extend the double yellows proposed for the A44 so that they continue up the hill on the A44 on both sides of the road beyond the Causeway and Seven Arches. This is because cars are now being parked on this stretch of road, on both sides. Obviously this results in traffic holdups and pedestrians are often impeded because pavements are often being used by parked cars.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I support this PROVIDED a permit scheme for those residents immediately impacted by such enforcement is also introduced.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I support the principle of this. However, I would suggest that 30 minutes might be better because so often, there are queues at eg, the Post Office or Pharmacy which might delay people.</p> <p>Proposed Residents Permit Holder only parking areas - Support I believe this has been well thought out to deal with parking displacement issues. In addition, Shared use for the 3 hourly central bays is a sensible proposal PROVIDED a resident permit scheme is introduced here. We need the churn to help everyone but residents desperately need permits, which need to be carefully regulated to prevent potential abuse.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns</p>

	<p>I believe that some further consideration should be given to the 2 hour bays proposed for Park Lane. I know residents have their individual concerns here. ALSO, the Oxford ROAD slip road should be enforced as time restricted pay and display (either 2 or</p> <p>Proposed new in-carriageway cycle parking – Support I'm in favour of supporting more active travel measures. We need a culture change with less of an emphasis on vehicular transport where possible. If 36% of Oxfordshire's emissions are derived from transportation, as compared with the National average emiss</p>
<p>1054304 Member of the public, (Woodstock, Park Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support We are blocked in / out of our own driveway most days of the week by cars parked on double yellow lines that are never ticketed. Evenings now are worse than daytime. Can you please have evening and weekend wardens and strengthen the double line standing with additional kerb markings. Large lorries delivering to the Back Lane Tavern, Bear Hotel and Woodstock House often struggle to get past these vehicles, either block the road or dangerously mount the pavement. The corner of our gutter has been knocked off three times. I would remove part of the double lines in Rectory Lane at the rear of the church to enable two more parking bays.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns There needs to be some parking bays that are non-resident permit to enable commuters to park, to help churn and to counter the concern that permit parking will 'block' the town. I suggest the 22 bays in Park Street from the Bear Hotel to the Church are 'non-resident permit' only. These bays are not outside residential properties, the Bear Hotel provides guest parking in their own car park, and this would encourage their own car park use, plus visitors to the church and museum should benefit as well as commuters. I think there are over 80 bays in Park Street and just 19 residential properties, mainly at the far end, so to counter this arrangement I suggest Park Lane, with 18 residential properties and no resident parking in their seven bays, be changed to resident only, like the other narrow roads.</p>

	<p>I suggest the first hour, not just the first 30 minutes is 'free', to give commuters longer in the Town Centre.</p> <p>I suggest the space in the High Street outside the Sue Ryder shop be changed to a disabled space, to help with doctor and chemist visits.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I think they are a good idea, well thought out, but I would suggest the twenty minutes short stay should be increased to thirty minutes.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns I support this suggestion generally but I suggest Park Lane should be added. Park Lane, like the 'Resident Permit Holder' roads is narrow, houses are close to the Lane making pollution an issue, it is almost a 'dead-end', meaning lots of turning in the road, and for some reason has been excluded, making Park Lane the only town centre road with no resident parking. I will list more concerns under the next comment below.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object The two-hour free parking bays proposed for Park Lane will mean lots of drivers will unnecessarily drive into Park Lane, on the 'off chance' of finding a 'free space', creating more congestion in a narrow Lane that is already heavily congested. The Lane i</p> <p>Proposed new in-carriageway cycle parking – Support This seems a good idea, there is currently no where for cyclists to leave their cycles.</p>
<p>1054552 Member of the public, (Woodstock, Meadow Walk)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I do not support proposed reservation of Oxford Street (slip road) and Lower and Upper Brook Hill for residents' parking.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I object to introduction of parking charges - support West Oxgordshire's free parking policy which is good for all our towns.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Sensible provision</p> <p>Proposed Residents Permit Holder only parking areas - Support Necessary provision</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Sensible</p> <p>Proposed new in-carriageway cycle parking – Concerns I frequently cycle to the centre of Woodstovk and experience no parking problem.</p>
<p>1054825 Member of the public, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Something has to be done to sort out the whole parking situation</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support If hundreds more houses are to be built then some control is needed</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns This should be up to one hour</p> <p>Proposed Residents Permit Holder only parking areas - Support Some arrangement for residents is essential. We CANNOT be expected to move our car every three hours during the day</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Support, but it should be longer. Two hours is not long enough for certain things such as hair appointments combined with shopping and lunching with friend or combing various things. It will only put people off using Woodstock facilities.</p>

	<p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1054864 Member of the public, (Witney, Perrott Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Impossible to park. It's difficult enough at best of times. Work in estate agents and sometimes if you leave a space you may not get another one very easy. Plus if I'm there for quite a long time in the car park if I can get in. It will be expensive.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It needs to stay the same. Sometimes changes are made not for the better. All you will do is get everyone's backs up. Even the residents</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object As I said before. It doesn't need to be changed. It's worked well for years</p> <p>Proposed Residents Permit Holder only parking areas - Object Carrying out viewings for houses. How does one park Just like Oxford. Trying to deter cars.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Change not necessary.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1049517 Member of the public, (Woodstock, Shipton Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I'm not clear what the changes are - I have read through the supporting documents. I support additional parking restrictions which improve road safety and reduce congestion. There is a growing tendency for parking on pavements on the A34 beyond the Causeway in Old Woodstock. There are quite a number of other roads where parking is dangerous: on the bend in the road on Cadagon Park, in Flemings Road (after the sharp left hand bend heading towards Ryegrass), on Brook Hill from Union St. turn to Glyme</p>

Close, at the turning from Brook Hill into Green Lane, and on the bend at the start of Shipton Road near the Primary School.

Proposed paid parking bays (Max Stay 3 hours) - Object

I am against introducing parking charges. I think it will be expensive to setup and enforce. Presumably there will be up front costs for changes to signage, marking out parking bays, installing and maintaining ticket machines as well as the ongoing enforcement costs. I do not know if the charges that are being proposed will cover the costs. My latest council tax summary of benefits says that the council is already spending 1% of its budget on parking. I'd prefer this to be spent on something else e.g. improved cycle routes/alternative forms of transport to the car.

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns

I support this proposal but it would only be practical if it can be enforced. So it could not be achieved without introducing paid parking which I am against.

Proposed Residents Permit Holder only parking areas - Object

I am against this proposal completely. It would inevitably reduce the amount of parking available in Woodstock, especially in the central areas, as residents would be able to keep their cars in places that would have been available for general parking for visitors and residents outside the proposed residents' parking areas. It may lead to an increase in the number of cars parked as each household can apply for 2 permits. It could also mean that parking would overflow into other areas if residents objected to purchasing permits. The cost is far too low – according to the proposed charges it would cost nearly £6000 to keep a car parked in the centre of Woodstock so £65 is a meagre price to pay.

Proposed time limited bays (Max stay 2 hours) - Object

This would just be an added complication to enforce if the scheme goes ahead. It only appears to affect a limited number of parking bays in New Road outside the Community Centre which already has parking at the rear.

Proposed new in-carriageway cycle parking – Support

	<p>This is a totally good idea. There is nowhere close to the Coop to park a cycle. So it would certainly help those who cycle in to do their shopping there rather than using the car. It would also cut down the amount of parking required in the central part</p>
<p>1054907 Member of the public, (Bladon, Grove Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I object to the whole principle of imposing paid for parking in Woodstock. There are real parking challenges in Woodstock that aren't addressed by charging for parking. The impact will have a negative effect on the locality and the businesses in the town. Enforcement and greater provision in the planning process would be a better solution to the challenges.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I object to the whole principle of imposing paid for parking in Woodstock. There are real parking challenges in Woodstock that aren't addressed by charging for parking. The impact will have a negative effect on the locality and the businesses in the town. Enforcement and greater provision in the planning process would be a better solution to the challenges.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object I object to the whole principle of imposing paid for parking in Woodstock. There are real parking challenges in Woodstock that aren't addressed by charging for parking. The impact will have a negative effect on the locality and the businesses in the town. Enforcement and greater provision in the planning process would be a better solution to the challenges.</p> <p>Proposed Residents Permit Holder only parking areas - Object I object to the whole principle of imposing paid for parking in Woodstock. There are real parking challenges in Woodstock that aren't addressed by charging for parking. The impact will have a negative effect on the locality and the businesses in the town. Enforcement and greater provision in the planning process would be a better solution to the challenges.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object</p>

	<p>I object to the whole principle of imposing paid for parking in Woodstock. There are real parking challenges in Woodstock that aren't addressed by charging for parking. The impact will have a negative effect on the locality and the businesses in the town.</p> <p>Proposed new in-carriageway cycle parking – Object I object to the whole principle of imposing paid for parking in Woodstock. There are real parking challenges in Woodstock that aren't addressed by charging for parking. The impact will have a negative effect on the locality and the businesses in the town.</p>
<p>1054967 Member of the public, (Woodstock, B4437)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Some areas which currently are used as parking will be changed to double yellow</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I live in rural area just outside of Woodstock and I drive in to work as no bus route, dangerous road to walk down. I currently am able to park for free outside my place of work. There are too many workers to be limited to 2 permits for the business and being limited to 2-3 hrs paid ! Is unfair and costly in an already expensive area to live. I would have to quit my job and work somewhere where I can park for free</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Outside co op this would work for people wanting to nip into shop but I would say only a few spaces needed</p> <p>Proposed Residents Permit Holder only parking areas - Object There are far too many residents able to apply for permits which would seriously limit the parking available</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I live in rural area just outside of Woodstock and I drive in to work as no bus route, dangerous road to walk down. I currently am able to park for free outside my place of work. There are too many workers to be limited to 2 permits for the business and b</p>

	Proposed new in-carriageway cycle parking – No opinion
1055040 Local business, (Woodstock, High Street)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Clients need to be able to relax when discussing their eye health and glasses and not worry about running over on their parking. My staff need to park all day and as a business I have 6-7 employees who will need to park all day. Only getting 2 permits for the business and at £150 my business will suffer due to cost and staff not able to park! As a healthcare profession we need to be able to be there</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Not needed. Just enforce the 1 and 3 hours parking so cars move on</p> <p>Proposed Residents Permit Holder only parking areas - Object As a business which serves the local community we also need to be able to provide our essential services and be able to park.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object My patients need longer than 2 hours and don't need the worry of charges if they overstay their time. My business will suffer if patients have to leave</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
1055090 Member of the public, (North Leigh, Perrott Close)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I think it will have a detrimental impact on local businesses and also drive people to shop more online.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I think it will have a detrimental impact on local businesses and also drive people to shop more online.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object I think it will have a detrimental impact on local businesses and also drive people to shop more online.</p> <p>Proposed Residents Permit Holder only parking areas - Object I think it will have a detrimental impact on local businesses and also drive people to shop more online.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I think it will have a detrimental impact on local businesses and also drive people to shop more online.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055070 Member of the public, (Woodstock, Blackberry Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I visit my parents frequently and access to their drive is often blocked by people parking on double yellow lines.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I think that one hour free would be better than 30 mins because 30 mins is too short to achieve anything. I think some areas in the centre should remain non permit so that there can still be a flow visitors / customers through the town to keep the centre buzzing and the businesses alive. I would suggest areas close to centre such as park street where there are lots of spaces but few houses. If the whole of the centre is taken by permit holders then shop customers will not come into Woodstock because they wont be able to park.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Good idea but 20 mins is too short even to go to the coop so maybe 30 mins. Also permit holders should not be able to use / block these spaces.</p> <p>Proposed Residents Permit Holder only parking areas - Support</p>

	<p>This is a good idea but permit holder only spaces should not be the prime spaces in the centre triangle. Better to use the nearby roads such as park lane / browns lane, where a less frequent turn around of cars would be advantageous to reduce the amount of traffic in tight lanes. I think residents need somewhere that they can park their cars but its more important to get business users closer to businesses than residents close to their houses. Public spots in the centre triangle, permit spots around the centre.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I think one hour for free is sufficient. I do not think it makes sense to offer 2 hours free outside the Back Lane Tavern in Park Lane. Having family on Park Lane and having lived there myself this will just encourage people to park and go to the pub whic</p> <p>Proposed new in-carriageway cycle parking – Support If there were more spaces to leave my bike responsible then I would cycle to town more frequently. Perhaps it could be CCTV monitored too.</p>
<p>1054955 Member of the public, (Woodstock, Park Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I wholeheartedly support the changes to double yellow lines but I would like to add that these restrictions must be properly enforced. Getting in and out of our driveway is often difficult and at times impossible due to the number of cars left illegally parked opposite our gates in our narrow lane on double yellow lines right into the evening.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I agree with the idea, however, I think there need to be more bays protected for visitors to the town (not for use of permit holders). There are over 20 bays in Park Street between the Bear Hotel and the Church, where there are no residential properties that could be set aside for this purpose. This would help local shoppers and those visiting the Church and the Museum to find a parking space. Ideally the 'free' period should be increased to one hour to give people, particularly locals from the edge of town and the villages, more time in the town centre.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns</p>

	<p>I feel that a 20 minute stay is really not useful for many people and that this should be increased to 30 minutes which would still create churn but encourage those looking to park to use these rather than add to the number of people seeking those longer stay spaces.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Whilst I support this proposal in general, I feel that the residents of Park Lane are badly let down compared with the rest of the residents in the town centre. There are 19 properties in this small, narrow residential lane and nowhere near their properties where they are likely to be able to park for more than 2 hours, unlike every other property in the town. This situation is made worse by the inclusion of 2 hour free parking bays in this lane - objections to this listed below. Park Lane should be included as well.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I strongly object to the suggestion that non-pay parking spaces be made available in Park Lane. This narrow residential lane is already congested with traffic trying to negotiate what is effectively a single lane carriageway in places. Essentially, I fee</p> <p>Proposed new in-carriageway cycle parking – Support I think a good idea as currently no where to leave cycles.</p>
<p>1055115 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Whilst I fully support double yellow lines I feel they need to be enforced! Often have problems accessing my parents drive with my 2 year old daughter because people park on the lines and there's no enforcement. This applies in the evenings as well.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns Think they should be 1 hour free rather than 30 minutes. Also don't think ALL of the ones in the town centre should all be available to permit holders because it will limit turnaround.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I agree with the idea but think it should be 30 minutes given how quickly 20 minutes goes!</p>

	<p>Proposed Residents Permit Holder only parking areas - Support Think without these there will be significant displacement problems. Important to be able to have an opportunity to park close to house rather than tourists, commuters or shoppers taking up the spaces. Already see problems when events are on in the town or community centre. Think it should be enforced in the evenings as well.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Everyone will be driving around park lane looking for a space for free. It is a small, narrow lane that is already often congested. With the surgery as well access can be required urgently and therefore I don't support additional traffic in a lane already</p> <p>Proposed new in-carriageway cycle parking – Support Keeps bikes off the path.</p>
<p>1055107 Member of the public, (Woodstock, Blackberry Way)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Quite often cars on double yellow lines cause congestion in already tight areas of the town.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I think a minimum of one hour needs to be for free. I also think we have to be careful not to drive away customers from the towns businesses due to not wanting to pay to park.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I think 20 minutes is too short even for the ultra short stay bays. Going to the coop / getting a coffee can often take longer than this.</p> <p>Proposed Residents Permit Holder only parking areas - Support I think this could help add some order to the parking system in Woodstock. Specific areas for residents where the space turn around would be relatively low and areas for visitors suitable to a higher space turn around.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object The strategy should be kept simple. I do not think it is wise to encourage all visitors to head to the same preferred spaces because this will cause congestion in those specific areas.</p> <p>Proposed new in-carriageway cycle parking – Support I think we need more bike parking which would encourage cycling and be better for the environment.</p>
<p>1055144 Member of the public, (Woodstock, Cockpit Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support x</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support x</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support x</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Main problem in Cockpit Close is too many residents cars and too many people parking badly so not enough space. Often have to park at other end of street to house, and occasionally 2 or 3 streets away. Residents permits wouldn't change that and would make having visitors more tricky</p> <p>Proposed time limited bays (Max stay 2 hours) - Support x</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055158 Member of the public,</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns</p>

<p>(Middle Barton, Kirby Close)</p>	<p>Will lead to people parking on streets</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Not long enough to visit doctor</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Where do you park if you want to stay longer</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055163 Member of the public, (Woodstock, Boundary Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support We should encourage less car use throughout the County and more active travel.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Cat owners should not be incentivized to keep their property on the street for free! I say that as a car owner. We need to reduce car use, reduce pollution and congestion and encourage people to use public transport instead.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents should be able to park near where they live</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support We should encourage cycling for health and to reduce pollution. It needs to be accompanied by measures for safer cycling though</p>

1055145
 Woodstock Town Cllr
 & WODC Cllr
 (Woodstock & Bladon
 ward)

Proposed amendments to waiting restrictions (Double Yellow Lines) - **Concerns**

I am in favour of the effort to produce a possible solution to Woodstock's parking problems but there are a number of issues which I feel might be changed with benefit or which need further thought.

1. The Woodstock age demographic is high and this is represented by the church goers. Some of those even though they live in Woodstock would not be able to get to church without transport. If they have to pay for two hours parking just to go to church this could diminish the congregation considerably and affect the lives of these people significantly as they may not be the most affluent and most able to pay parking fees readily. Hensington Road Car park is too far from most of Woodstock's churches to be useful - it would still be too far for them to walk.

Might I suggest that Sunday morning until 1pm is free parking....perhaps in those sites where otherwise those without resident permits would have to pay?

(By confining the free period to Sundays would not I think seem outside equality on the basis of religion as I am not aware of meeting places in Woodstock for those who have other days of the week as 'holy days'.)

If parking was free only until 1pm on Sunday, that would avoid the situation which is one cause of frustration for central Woodstock residents, namely the use of parking in town to avoid the charges which visitors have to pay for parking in Blenheim when visiting Blenheim. I do not think many visitors to Woodstock/Blenheim coming in on Sunday would be leaving Woodstock before 1pm so they would still have to pay at some point for parking in Woodstock.

2. I do not feel the proposals have thought through the situation for the visitors to Woodstock who come to stay at the hotels/bed & breakfast etc accommodation. With the exception of The Bear most of these places have no parking for guests or very very limited parking off street. I am aware that those putting forward the plan suggest such people can park on Hensington Road? Can they? Much of the time even now Hensington Road Car Park is full. It is currently in the process of losing twelve slots for electric vehicles only, so the situation will worsen especially as the parking plan will displace some cars used by those working in Woodstock but without any sort of permit, away from the centre of Woodstock to the Hensington Road Car Park.

Over night certainly guests could park without paying but guests staying one night or more may arrive in the middle of the day with no spaces at Hensington Road and thus having to pay and having their (holiday) visit filled with worries about parking times, moving the car etc.. They may be staying several days and perhaps going into Blenheim for much of the day or going into Oxford on the bus. They cannot

be expected to come back to their car after three hours. Further they might have to rush out to their car before a leisurely breakfast in the hotel in order to pay for parking by 8am?

I think there needs to be thought and discussion with those who run guest houses/hotels to find some arrangement for visitors staying in Woodstock over night or longer in hotels. In my experience elsewhere, hotels sometimes offer parking to guests at a price with presumably some financial agreement with the local council about guests using their limited parking areas. Could there be discussion with the hotels on how this is covered and how any parking warden is aware that a guest car has paid for a place on the street through hotel accommodation agreements.

Woodstock is a tourist town and being accommodating to those who come to visit is an important part of promoting tourism which is of benefit to all Oxfordshire.

3. There is concern around town about how a lot of parking meters and notices about parking will be unsightly street furniture in an otherwise attractive town centre. I hope that real imagination and thought will be given to how these are sited. In London there are access points for electric car charging incorporated into lampposts in some residential areas. This allows very discrete car charging facilities. Could the parking payment sites be similarly incorporated into lampposts thus not adding more street furniture to the town centre?

4. There are a couple of inconsistencies in the maps which need checking.

a. The sheet DN52 shows correctly that the junction of Upper Brook Hill and Brook Hill and the bottom of Union Street is double yellow lines. This is how it is at present and something we had to argue for some years ago as the junction is a very blind and dangerous one. However the overall map of the parking arrangements puts residential parking going across this junction. No. This would not be appropriate.

b. There is parking in Union Street on the eastern side, adjacent but not on, the Hensington Road car park. It is widely used by residents of Union Street and is marked for residents only parking. I am not exactly against that but I was under the impression that the area of Union Street which forms a bit of a layby adjacent to the Car Park was in WODC ownership (as are the garages just further down the hill to the north of this area). If that is so, it is probably not within OCC's remit to determine. Maybe it has been discussed with WODC?

c. I am a little unclear about the situation in Park Lane. Some residents there have no off street parking. Yet the rather limited bits shown in Park Lane without double yellow lines seem to indicate free for all parking there (admittedly for only two hours at a time) Is that fair for the residents of Park Lane without off street car places?

We do need one parking place outside the surgery in Park Street as at present but I do not see it on this plan. Not everyone who has limited walking ability has a Blue Badge

5. Half an hour for free parking for those without permits seems a bit short given the queues and waiting time often experienced in Co-op and pharmacy or the Post Office particularly as people may have found a car parking place at the top end of Park Street and have to walk to and from the Co-op as well as spend time in the shop. Could free parking be extended by at least 15 minutes and, preferably, even allow all to have the first hour free? I do not think that would reduce 'churn' significantly and such an amendment would make a lot of residents living on the periphery of Woodstock and those coming in to shop from - for example - Bladon, much happier with the parking proposals.

There is reference in the accompanying paper to ultra-short parking slots of 20 minutes. I could not locate any of these and I am not clear their purpose. I cannot see the point if the first 30 minutes (preferably an hour) is free anyway

6. Are the cycle racks outside the Coop really needed? There are stands in the pedestrian snicket between Oxford Street and High Street and some on the cobbles in the passage behind the Town Hall. Both are rarely used. Cycle racks outside the Museum may be OK but when I raised sitting a town map there some time ago I was told conservation area would never allow it. Do OCC overrule conservation officers on highways matters?

There are also racks by the Hensington Gate bus stop on the A44 This latter almost always has one bike locked to the rack during the day but rarely any others.

7. It is good that the Plans seems to increase the double yellow lines on Oxford Street east side so they extend all the way down to the Causeway. This is needed but could they not also extend further up Manor Road as there is real concern about the amount of parking already experienced on Manor Road at weekends or holiday periods by visitors who use the green gates to get into Blenheim Park without payment.

8. There is a lot of concern from residents who live away from the centre of Woodstock about parking overflowing into their streets. This is already a problem when there are events at Blenheim when cars park in Cadogan Park and all over the Hensington Estate; up Manor Road; along Banbury Road etc.. It can be more than a minor problem when such visitors park so residents cannot get out of their own driveways.

In relation to this and the fact that we are almost certainly going to have problems of increased parking away from the town centre, would it be practical to provide some parking in Hensington Road itself? During Woodstock town events in the past when the town centre was closed off and/or many visitors

expected to the town, parking has been allowed down one side of Hensington Road. It seems to me that the portion of the road running alongside the (long closed to burials) cemetery could accommodate some parking - I suggest free - which would provide a bit of relief to those who find themselves displaced from town centre parking.

8. I am not sure how much this Plan has been discussed with Wake up to Woodstock, the group covering retail and commercial interests in Woodstock. Those involved in the commercial sections of Woodstock are very concerned about the effect the plan will have on their enterprises with a general fear that retail in Woodstock will suffer. Whilst there are some retail permits being offered, there is a lot of concern that two per outlet will not cover the number of people who come into Woodstock to work from outside and I doubt the Hensington Road car park will be able to accommodate them all. Not all those coming to work in Woodstock live on a bus route to Woodstock

It is difficult to see how those with, for example, four hour shifts are going to cope. I think particularly of those coming in to four and five hour shifts in the museum cafe arriving in the middle of the day when Hensington Road park is - in my experience - full. Either they will have to abandon their shift to go and move their car around Woodstock or get a fine for exceeding the time by two to three hours. I volunteer in the Museum cafe (walking in from home) but am not sure how those who come from outside Woodstock - if volunteers - will feel about having to pay fines just to volunteer. Some are currently saying they will have to give up volunteering. There must be other workers puzzling over similar dilemmas but probably these people will have to work out their own solutions. .

Proposed paid parking bays (Max Stay 3 hours) - **Concerns**

I think my concerns are in my comments to question 7

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Concerns**

See my point 5b in the comments I made to question 7

Proposed Residents Permit Holder only parking areas - **Support**

I am more concerned about how many residents permits there will be than the actual area for them as one pass per household seems a fair balance particularly if the residents already have some off street parking. Should we not perhaps differentiate between those who do have a garage or space off street and those who have nothing of that kind.

	<p>Proposed time limited bays (Max stay 2 hours) - Concerns See my comments in answer to Question 7</p> <p>Proposed new in-carriageway cycle parking – Object When the present cycle racks are barely used, do we need others taking up the already inadequate parking space? Specific slots for Motor Cycles might be more useful as a motor cycle taking up a slot which could be used for a car is a nuisance and designated</p>
<p>1055219 Local business, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The Feathers Hotel and Restaurant is an important and historic destination in the middle of Woodstock. It has an illustrious history dating back to the 17th century. Historians frequently visit it, as it is believed that Lady Randolph Churchill went into labour at The Feathers before she was rushed to Blenheim Palace, where she gave birth to Sir Winston Churchill. As a Restaurant, the Feathers once held a Michelin Star, and today it has Two AA Rosettes. As a Hotel, it has 21 boutique rooms to serve both the local residents of Woodstock as well as international guests, some of whom travel to London Oxford Airport, only a few miles away. As a Bar it was the first to hold the Guinness Book of World Records for offering the largest selection of gins on the planet. The current owner bought the Hotel and Restaurant recently in July 2021, and has made significant investment in highlighting the history of the Hotel and setting the goal of the kitchen to win a Michelin Star. Guests of the 21 rooms tend to stay for one, two or three nights at most. The Feathers is the nominated hotel of the Blenheim Palace Literary Festival and the owner of the hotel is sponsor of the University Lord Chancellors Lecture, the prestigious opening lecture of the Oxford Literary Festival. The Feathers is also the Hotel used exclusively by many Grand Prix teams, including the Renault Formula 1 team, throughout the year when teams are engineering, testing or competing at Silverstone. The main dining room of The Feathers restaurant has been renamed “The Churchill Room” to set a benchmark for service and cuisine, and its Michelin ambitions.</p>

The Feathers is as much a tourist destination in itself as well being fond base for visitors to visit Woodstock, Oxford and the Cotswolds.

Hotel guests tend to stay one, two or three nights. Guests are from a wide demographic, both young and old; from a diverse range in the disability spectrum; and from local, national and international geographies.

They all have one thing in common in contributing enormously to the economy of the town of Woodstock and the county of Oxfordshire. Guests of the hotel visit the local shops and restaurants and are generally regarded as very high value customers to the local businesses.

Our proposals are designed to accommodate the needs of guests at our hotel, and based on the concept of paid parking being able to be booked for one, two or three days; as well as for shorter periods of up to 3 hours.

The method of enabling this can vary from the simple ability to book for 24 hours to 72 at the physical machines through to digital apps like Ringo, Pay to Park etc.

For hotels, a hotel guest ticket system could also be adopted, whereby hotel guests can pay for parking at the hotel and receive a proof of payment to display or through a digital record of payment.

We note a scratch card system is being proposed for resident's visitors, and a similar scheme could be operated for hotel guests.

As parking is limited at Hensington Road to approximately 116 to 119 spaces, the goal would be to encourage the staff of the various businesses to park at the Hensington Road Car Park, to leave spaces for the customers of the various businesses in the centre.

One of the aims of the scheme is to encourage churn but there is no single definition of churn nor a defined frequency of churn. Some business may measure churn in hours but other businesses (like hotels) would measure the frequency of churn in one, two or three days.

The proposals as stated have significant implications for the operation of businesses in the affected area (which include The Feathers Hotel)

1. The duration of stay in the proposal is stated as limited to 3 hours. The Feathers Hotel have guests whose stays are most commonly one, two or three days.
2. The nearest car park is on Hensington Road but has only 116 to 119 spaces.
3. The issue of permits to residents will reduce the on road capacity available to visitors.
4. Our proposal is that options for stays of up one, two or three days are added to parking options in order that guest visitors can have options for on street parking.

5. We have researched a number of Councils who operate parking schemes in popular destinations and found that the existence of extended options as a way of balancing the needs of residents and businesses.

6. The West Oxfordshire parking strategy <https://www.westoxon.gov.uk/media/qiuidm2y/west-oxon-parking-strategy-final.pdf> states

8.4.5 Resident parking schemes usually use paper permits but it is also possible to use an online permit scheme that would reduce administration costs but there are issues with enforcement in locations where the mobile WIFI signal is unreliable. Temporary permits for contractors, businesses and hotels are possible where necessary. Permits can also be used to promote sustainable transport options, by offering discounts for electric or low-emission vehicles for instance.

7. In order to ensure modern means of payment we propose additional facilities for payment by phone and mobile/online payment be introduced.

8. These methods are used successfully in city centres, park and rides (<https://www.oxford.gov.uk/watereatonparkandride>) and railway station car parks (<https://www.apcoa.co.uk/parking-in/oxford/oxford-parkway-station>) where stays may exceed 3 hours at a time.

9. Woodstock is a tourist destination. We have looked to Cornwall County Council as a county with many similar tourist destinations within it, and have compiled a list of over 100 parking areas where parking permits of 24 hours (and even one week) are available. This is to cater for the types of duration that tourists visit a tourist destination, which would be from day-visitors to tourists on vacation for some days.

10. Additionally the car park on Hensington Road could be encouraged as a designated staff car park for local businesses through a business parking permit scheme. This would have the benefit of reducing the reliance of businesses on the on street parking to the benefit of residents and visitors.

Proposed paid parking bays (Max Stay 3 hours) - **Object**
See above.

Proposed Residents Permit Holder only parking areas - **Object**
See above.

Proposed time limited bays (Max stay 2 hours) - **Object**

	<p>See above.</p> <p>Proposed new in-carriageway cycle parking – Object</p> <p>See above.</p>
<p>1055232 Member of the public, (Woodstock, Boundary Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object I have an elderly sister who I take to the doctor and for shopping</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It will ruin business in the town</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object That's no enough time to do anything we just need a full time traffic wardens</p> <p>Proposed Residents Permit Holder only parking areas - Support That would be good for residents who live in the centre of town</p> <p>Proposed time limited bays (Max stay 2 hours) - Support That's plenty time for shopping</p> <p>Proposed new in-carriageway cycle parking – Support If it's all in one are that's a good idea</p>
<p>1055275 Member of the public, (Woodstock, Boundary Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object There is no need for them businesses will suffer</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This will cause a problems to businesses and cause restrictions when you want to visit the doctors</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object</p>

	<p>This is not long enough it will effect businesses.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Good idea for those living in the town centre</p> <p>Proposed time limited bays (Max stay 2 hours) - Support This is better and gives people longer to shop or have a coffee 3 hours maybe better</p> <p>Proposed new in-carriageway cycle parking – Support This will encourage more people to cycle</p>
<p>1055310 Local business, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object This will be very bad for trade. Woodstock is not the place for a quick visit. Trade comes from people spending lengthy amounts of time visiting many of Woodstock's shops and eateries. Smaller hotels will also suffer due to us not having our own parking, either driving people away or forcing them into other locations with parking. In Woodstock also there are many companies and therefore many staff members, many of which do not live in Woodstock. Woodstock is an expensive place to live and many of us who work in Woodstock full time cannot afford to live there.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object These will not be properly monitored. And these bays will take up needed space for regular parking that will definitely be needed.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns This is a good idea, however the current proposed permit system is not. The fact of the matter is nowadays many households have more than 2 cars. Also for many of the businesses, several members of staff drive. These staff members are constantly on rotation, so trying to rotate parking permits is impossible.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Object Any sort of time limit bays will put off people from visiting. Visitors will have time either for the smaller shops or for one of the restaurants. In essence for all businesses, this will cut trade in half.</p> <p>Proposed new in-carriageway cycle parking – Concerns Of course many people say they will switch to cycling in. However the reality is due to the weather volatility in England, being able to cycle to work is very unlikely. And as soon as me parking is giving to bikes, it means there is less parking for the m</p>
<p>1055334 Member of the public, (Woodstock)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object It's bad for local businesses, because a lot of employees rely on these spaces to park in while at work, and 3 hours isn't enough time to be able to park for</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Local people need more than 3 hours to park to go about they're day eg working...</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object There is no use in a 20 minute stay, don't need to refine the types of parking bays.</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Maximum of 2 hours isn't enough with people working full days in woodstock</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1047964 Member of the public, (Enstone, The Paddocks)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object</p>

	<p>Working long shifts within Woodstock parking would cost me a lot to pay for a whole day and further this maximum stay of 3 hours would mean I keep needing to move my car</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Object there already isn't enough parking and often residents drive into the centre regardless so it would be pointless</p> <p>Proposed time limited bays (Max stay 2 hours) - Object 2 hours isn't a long time and would mean I would have to move my car every 2 hours</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055338 Member of the public, (Woodstock, Glyme Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Won't work</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Why should we pay to park outside your work</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 minutes is a pointless timeline</p> <p>Proposed Residents Permit Holder only parking areas - Object . I'm</p> <p>Proposed time limited bays (Max stay 2 hours) - Object X</p> <p>Proposed new in-carriageway cycle parking – Object Not</p>

<p>1055350 Member of the public, (Enstone, The Paddocks)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Really no need.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Employees for business within Woodstock work longer than 3 hours, can't really move my car mid shift on a Saturday lunch.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Going to cause congestion which is already bad enough in Woodstock</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Work</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055354 Local business, (Woodstock)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object We work full time in Woodstock, and for those that do not live there, parking would become extremely expensive, and take a large chunk of our wages</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Taking away the already limited parking in Woodstock</p>

	<p>Proposed Residents Permit Holder only parking areas - Support Residents should be able to park with ease</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns A lack of long stay parking for all those working in Woodstock, and who don't live there</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055333 Member of the public, (Yarnton, Spencer Avenue)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support We need the actual double yellow lines, to avoid the congestion on the streets..</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object As i work in Woodstock i will not be able to park free of charge anywhere. Sometimes i am working even 12 hours per day. If i will have to pay for all those hours i will rather look for another job.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns 20 min it is not enough time to visit the GP or to do your shopping at the Co-OP</p> <p>Proposed Residents Permit Holder only parking areas - Object As Woodstock is a touristic town, we will loose all the people visiting us. The businesses will not survive only with the local people. It is allready hard for businesses to find staff, but with the fees for parking will me more difficult. I do live in Yarnton and i can travel by bus to work, but unfortunately i do not have a bus in every morning at 7am,or after midnight, this is the reason why i am dependent of my car.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object All the reasons above.</p> <p>Proposed new in-carriageway cycle parking – Support</p>

	<p>As i work in Woodstock and lived there for 4 years, i've noticed that the cyclists don't have a parking for them bikes when they are visiting the town.</p>
<p>1055365 Member of the public, (Great Rollright, Church End)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Impossible to park as it is!!</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object When staying at a hotel in Woodstock we had to keep moving the car in the day which was a nightmare as a guest</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object As above. If they'd been introduced it would have been so frustrating as a hotel guest</p> <p>Proposed Residents Permit Holder only parking areas - Support Only fair for residents</p> <p>Proposed time limited bays (Max stay 2 hours) - Object As above</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055364 Member of the public, (Chipping Norton, Church End)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The current parking arrangements work perfectly well.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Used to live in Woodstock. Have family in Woodstock. This will harm local businesses and be disruptive for residents many of whom do not have off street parking. It is an important feature of Woodstock that parking is free and it ensures people visit from lots of local areas. Additionally many people who work in Woodstock will have to leave as parking all day will be cost-prohibitive.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object There is no need for this. The current arrangements work well. This is just a council money making scheme at the cost of the residents and businesses of Woodstock.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns Current arrangements work well.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object As above.</p> <p>Proposed new in-carriageway cycle parking – Object There isn't enough space for this.</p>
<p>1055361 Member of the public, (Woodstock)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Parking restrictions. Busy already so will just make it worse...</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object It's already so busy. We aren't all made of money (just because it's in Woodstock) and some of us would just like a quick stay. Or have a long shift and would cost everyone a fortune.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Will reduce busy roads.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns do you get a permit for working in a place on that road?</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns N/a</p> <p>Proposed new in-carriageway cycle parking – Concerns</p>

	N/a
1055368 Member of the public, (Woodstock, High Street)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object People could be out longer than 3 hours after they've parked and 3 hours might not be long enough</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object 20 minutes isn't long enough even for a short stay</p> <p>Proposed Residents Permit Holder only parking areas - Object Other people around woodstock need to be able to park in Woodstock who are visiting the area</p> <p>Proposed time limited bays (Max stay 2 hours) - Object People could go for a pub meal and be there for longer than 2 hours</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
1055325 Member of the public, (Woodstock, Marlborough Estate)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The current extent of yellow lines is sufficient</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object If only there was a permanent traffic warden in Woodstock the present restrictions would work. A "resident" warden would be less expensive than installing, maintaining meters and policing them to see who is over staying! Charging for parking is a money making exercise. If the scheme indicates that only one visit per day no matter how short can be made, people will be deterred from booking restaurants, visiting shops and the museum if they are limited to one visit.</p>

Moreover, 3 hours max is inadequate, the museum for example relies on volunteers to run reception, the café, the library and the garden. Many of them live some distance from Woodstock and are obliged to travel by car as there is no bus connection, their shifts are longer than 3 hours. The volunteer gardeners also need to bring equipment and plants etc and work for longer than three hours. Are these people expected to pay to volunteer?

Proposed 'ultra-short stay' bays (Max stay 20 minutes) - **Object**

20 minutes is barely enough time to visit more than one shop especially the pharmacy. (For example I was in there for over 30 minutes yesterday waiting for a prescription)

Proposed Residents Permit Holder only parking areas - **Object**

Central Woodstock residents purchased houses knowing there was no on-road parking, for £65 per year they would then have private parking which no one else can use even when the residents are not present. There will be empty spaces and policing (at cost) will be necessary to move illegal non-residents on!

In areas like New Road, there is currently a churn of parking and almost always a place to park. If space is limited to "residents only" the same will apply, and there will be overspill (more than there is now) on to Shipton Road where no restrictions are planned especially around morning drop off and afternoon pick up (and at other times) at the junior school and further along the road for Marlborough school. It will be near impossible and indeed dangerous for the 7 or 8 coaches that daily negotiate Shipton Road to drop off and collect pupils.

Proposed time limited bays (Max stay 2 hours) - **Concerns**

These bays are meant for visit's to the doctor. There is no indication of how they would be restricted to doctor visitors only or whether they would be "policed" (at more cost). What is to stop any one using them?

Proposed new in-carriageway cycle parking – **Concerns**

Proper off road bike parking should be provided.

<p>1055454 Member of the public, (Woodstock, Hight Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object It strongly affects my work in many way it will affect trade and parking for me at work</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I work in a hotel with no private parking it will ruin our business</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Will ruin trade for our hotle/restaurant</p> <p>Proposed Residents Permit Holder only parking areas - Object We have no private parking in out hotel will ruin trade</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Same reason as before</p> <p>Proposed new in-carriageway cycle parking – Object Same reason as before</p>
<p>1054436 Member of the public, (Woodstock, Green Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object Visitors to Woodstock need more than 3 hours. If they cannot stay for the day they won't bother coming and all the shops and restaurants will fail.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object This is not long enough. it takes longer than this to get a prescription etc.</p> <p>Proposed Residents Permit Holder only parking areas - Object There will be no businesses left and no tourists. I strongly oppose to residents having two permits per household. There will be no parking left for any tourist, businesses or residents that live in the greater</p>

	<p>vicinity. The residents with permits will take all the spaces available, there just are not enough spaces. I would be devastated to see shops and restaurants close.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object I object to such limited parking times. It does not support our thriving town. I object to any pay and display in our historic Woodstock.</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055503 Member of the public, (Woodstock, Cadogan Park)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns In general I support the restrictions, however in total the changes will push parked cars out onto uncontrolled roads such as Cadogan Park and Princes Ride. In the case of Cadogan Park, this road is only 5m wide (same width as the service road on the A44) and already suffers from poor / inconsiderate parking of vehicles. This will become more frequent / semi-permanent so residents need protective measures such as marked bays, selective double yellow lines and 'H' bars such as used on the A44 service road.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns In general I support the restrictions, however in total the changes will push parked cars out onto uncontrolled roads such as Cadogan Park and Princes Ride. In the case of Cadogan Park, this road is only 5m wide (same width as the service road on the A44) and already suffers from poor / inconsiderate parking of vehicles. This will become more frequent / semi-permanent so residents need protective measures such as marked bays, selective double yellow lines and 'H' bars such as used on the A44 service road.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns In general I support the restrictions, however in total the changes will push parked cars out onto uncontrolled roads such as Cadogan Park and Princes Ride. In the case of Cadogan Park, this road is only 5m wide (same width as the service road on the A44) and already suffers from poor / inconsiderate parking of vehicles. This will become more frequent / semi-permanent so residents need protective</p>

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<p>1055559 Member of the public, (Woodstock, Green Lane)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - No opinion</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - No opinion</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support</p>

	<p>My objection is that no thought has been given to the main car park in Hensington road with regard to a time limit a possible 3 hrs stay free . I use the guide hall adjoining, for an Art Class each week . We all have problems finding a space if we are lu</p>
<p>1055593 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns I am concerned about the cost of instillation and upkeep of the ticket required machines and their on street placement in an historic town could prove unsightly and out of keeping with the character of the town. The additional cost of hiring parking enforcement officers is a concern. If they are not provided and the restrictions are not regularly and strictly enforced this whole parking amendment process risks being perceived as just a money making exercise if the ongoing proper infrastructure is not in place from the beginning and does not remain in place. Do the costs of the ticket machine instillation and ongoing enforcements justify the need for change in the first place?</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Object I object to the proposed changes to on-street parking in central Woodstock and the introduction of permit parking areas. In New Road and some other affected roads the properties without off street parking are the smaller more affordable properties. The introduction of a parking permit currently costing £65.00 (with no guarantee that it will not increase) will therefore have a greater negative impact upon lower income households and families, solely because they do not have the luxury of their own off street parking that is the norm for predominantly larger properties in Woodstock. In the current economic climate with heating, food and other household requirements dramatically increasing this is an especially unfair and unnecessary additional expense. Areas like New Road and Brook Hill will become two tier parking areas with one half of the roads lucky enough to have off street parking paying nothing and the other half being out of pocket for the requirement to park outside or near their property. This is divisive and unfair. In New Road at the top end there is a large parking area that was obviously designed for the use of residents in the adjacent blocks of houses and indeed this is how it is used. At the consultation I attended I was</p>

	<p>advised that as there were no specifically numbered or allocated spaces this area would be covered by the parking permit regime despite the spaces obvious purpose. The additional expense of scratch cards to allow visitors to park is a further unacceptable expense for the affected properties, especially those who receive regular visits from family or carers, where the limit of 50 per annum could prove restrictive.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Time limited bays in New Road will reduce the availability of already limited on street parking for New Road residents</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055616 Member of the public, (Woodstock, Union Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Not clear from summary document</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns Proposals need to link with arrangements for the car park run by West Oxfordshire</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Good idea</p> <p>Proposed Residents Permit Holder only parking areas - Object For Union Street in particular any parking proposal needs to take account of arrangements for the car park which is used by residents. The plans show whole of Union Street as residents parking however there are limited spaces available as most of road is double yellow lines.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – Support Woodstock needs more cycle parking</p>

<p>1055626 Member of the public, (Woodstock, Park Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support I support the formal organisation of parking in woodstock</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Good for elderly people trying to shop and support local businesses.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns An hour is preferable, as 20 minutes is too short to do anything.</p> <p>Proposed Residents Permit Holder only parking areas - Support Allocated parking for residents would be preferable to the current situation where we and other locals have to compete for spaces with visitors, often not finding a space and parking too far away. The amount of cars looking for spaces in Park Street causes a tremendous amount of pollution on busy days.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support This gives people plenty of time to shop, lunch and wander.</p> <p>Proposed new in-carriageway cycle parking – Support Cycling is better for the environment and should be seen to be encouraged.</p>
<p>1055662 Member of the public, (Woodstock, Rosamund)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns If people visiting Woodstock or Blenheim have to pay to park in the town centre they will just park in the local neighbourhoods. Which would mean we would have even more people parking inconveniently in our neighbourhood.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns As above</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Local residents can use to visit shops</p>

	<p>Proposed Residents Permit Holder only parking areas - Support Residents deserve to be able to park</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns As other comments</p> <p>Proposed new in-carriageway cycle parking – Support Promote cycling</p>
<p>1055652 Member of the public, (Woodstock, Flemings Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object The parking problem is not as bad as it is made out to be. I cannot think of a single occasion when I have not been able to park somewhere, even if it was not as close as I would have preferred. The proposals have not been thought through and will lead to a parking problem. See comments under relevant following sections. Extending double yellow lines obviously will reduce parking spaces and make problems. These proposals will only lead to parking transferring out of town to residential areas and clogging up those streets.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object The current 3 hour bays would work if enforced. I have heard on many occasions from others that these bays are rarely enforced. Paid parking costs will escalate over time, eg Oxford City. West Oxfordshire has benefitted over many years for the policy of free parking. Why change something that works well?</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Far too short a time. Can only work if full time traffic warden was monitoring. Insufficient number anyway.</p> <p>Proposed Residents Permit Holder only parking areas - Object Strongly object. The number of permits that will be issued , residents, their visitors and businesses will effectively use up all the parking spaces if I interpret the proposals correctly. The exemptions for permit holders "who will be exempt from charges and time limits" in proposed paid parking bays. If the total number of permit holders exercised this exemption, all the bays will be full 24/7. Business holders all day,</p>

	<p>residents at home at two per property , resident's visitors at 25 visitors per annum, will swamp the available spaces. I understand residents alone are double the number of parking places. This surely needs rethinking, it is unworkable and will kill off the retail businesses as nobody will be able to park and more importantly ,effect the patients that need to visit the Surgery and Chemist.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object The whole of New Road is accessible to parking at the moment and is not oversubscribed as it is "out of the way" to visitors. Just a token few bays outside the Community Centre is hardly an improvement, especially as New Road will be Resident's parking on</p> <p>Proposed new in-carriageway cycle parking – Object I am all for more cycle parking, but not in-carriageway, reducing the capacity further. There is a wide pavement alongside Fletchers House, for instance.</p>
<p>1055663 Member of the public, (Woodstock, Flemings Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I am concerned about the proposed extensions and feel it is likely to make things worse and not bring benefit. Parking in Woodstock can be difficult but enforcement of current regulations would help greatly and should be done before changes as proposed are considered. As a resident I believe that the proposal will make things much more difficult and put local businesses at significant risk.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I believe that the current restrictions should be enforced but charging will deter visitors and shoppers. Charging is likely to encourage drivers to go to areas with free and easier parking such as supermarkets and larger shopping areas and therefore disadvantage Woodstock businesses. The proposed charge for 3 hours is high and evidence from other OCC areas suggests that the charge, once levied could be increased substantially (as per example of Jericho in Oxford).</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns I don't think 20 minutes is long enough. 30 minutes would be more realistic even for 'quick' stop e.g. to shop at Co-op. Not all residents can hurry whether due to older age, having charge of children or any</p>

	<p>other reason. Also if the exemption for those with residents permits extends to these bays they are unlikely to be available anyway.</p> <p>Proposed Residents Permit Holder only parking areas - Object I strongly object to the proposed residents permits scheme as outlined in the information from OCC although I do not object in principle to the idea of a residents parking scheme. The proposal to give permit holders dedicated bays plus exemption from charges and time restrictions in the other areas seems entirely unbalanced in favour of residents of central Woodstock at the expense of residents from the rest of the Town and the businesses. On a numbers basis it would seem likely that the extremely generous provision for the central residents including very many scratch cards for their visitors will mean very little available parking for anyone else. It certainly will not help the churn which has been raised as a benefit of these proposals. Also my observation from other areas with dedicated residents only bays is that they are often underfilled whilst all the nearby restricted parking bays are full and so drivers have the frustration of not being able to park despite empty spaces. As the proposal allows the permit holders to park in either residents or timed bays this situation will be even worse than observed elsewhere.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object This is only necessary in conjunction with the plan for this road to be restricted to residents parking and I object to the proposed plan for this as indicated in above response. If it does go ahead I do not think 2 hours is sufficient and would suggest 3</p> <p>Proposed new in-carriageway cycle parking – Concerns I support more cycle parking but cannot see why this is proposed as on carriageway which will further reduce available parking. Further thought should be given to the better placement of this cycle parking.</p>
<p>1055681 Local business, (Woodstock, Market Street & Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object A 3 hour cap on parking is simply too short as many visitors come and spend the day wondering around, shopping eating and drinking in the town. This should be put up to 6-8hrs. We have visitors come into our</p>

	<p>gallery to enjoy a coffee and also purchase and look at our exhibitions, added to other stops in the town it cannot be done in 3 hours.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Not long enough to actually do anything in!</p> <p>Proposed Residents Permit Holder only parking areas - Object One permit per household. Also as a owner of two buildings which are also my own gallery business premises, of which I seem to work most weeks at 7 days a week, I feel that I should be allocated the same as a resident. I cannot function without being able to park. This is my main worry. I cannot as previously said function without myself being being able to park na some of my employees. Though a few do arrive by bus anyway. I need two permits. If no-one can park then I would close my business's. It has been a hard struggle to stay open as it is with Covid, Brexit, Ukraine, increase in prices of literally everything, and now with heavy parking restrictions I think it will prove too much.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns I do not object but these would need to be limited, and be situated near the Co op and chemist where I could see need but only for an hour.</p> <p>Proposed new in-carriageway cycle parking – Concerns I cannot see that many visitors would be cycling there from any distance, Locals can walk, local employees, and those with shopping etc. As a business owner I am often laden down with files, loading and unloading of artworks, cafe provisions none which co</p>
<p>1055717 Local Cllr, (Woodstock)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object No comment</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object No comment</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object No comment</p> <p>Proposed Residents Permit Holder only parking areas - Object No comment</p> <p>Proposed time limited bays (Max stay 2 hours) - Object No comment</p> <p>Proposed new in-carriageway cycle parking – Object No comment</p>
<p>1055760 Member of the public, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support The area's outlined are quite dangerous</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Would prefer it to be free, but enforcement is necessary, and I appreciate this comes at a cost</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support To encourage churn in the parking to support the businesses</p> <p>Proposed Residents Permit Holder only parking areas - Support It is very difficult to park as a resident in Woodstock and permits is the only way to enforce this. Also all the town workers take all the parking, leaving no room for anyone else to actually park!!!</p> <p>Proposed time limited bays (Max stay 2 hours) - Support This would stop workers parking in Woodstock all day meaning no customers can park</p> <p>Proposed new in-carriageway cycle parking – Support Yes would encourage cycling</p>

<p>1055761 Member of the public, (Woodstock, Market Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support the town needs churn</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support IF this in enforced it would be great but it would require reliable and consistent enforcement.</p> <p>Proposed Residents Permit Holder only parking areas - Concerns i think 2 zones are needed - 1) centre of town and 2) areas that suffer from displacements</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns i don't understand what this would achieved</p> <p>Proposed new in-carriageway cycle parking – Support more bikes, less cars</p>
<p>1055724 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - No opinion</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object If the current scheme is causing problems then it needs to be enforced properly rather than having the free parking taken away and residents without the luxury of a driveway being expected to help fund it. If visitors to the town cannot park in the centre because it is full and they cannot then park in a residential area because of permit holder only areas then they will leave. This will do nothing to increase the footfall</p>

	<p>into local businesses. At the moment if the centre is full they can park elsewhere. If these areas are causing problems then there are other things that can be done such as introducing double yellow lines.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - No opinion</p> <p>Proposed Residents Permit Holder only parking areas - Object I currently have a rectangular area in front of mine and my neighbours houses on New Road which is for parking our cars. Whilst it is not designated parking for each house, it's intention at the time of building the houses was obviously for parking cars belonging to the owners of the homes. I have now been told that I will have to pay £65 to do this just because it classed as a road, not a driveway. Having lived in Woodstock for 23 years, but never being able to afford to buy a bigger house, I feel this disproportionately affects those of us on lower incomes with smaller houses where we have no driveway. Neighbours opposite me will not have to do this because they have larger houses with driveways. As I live so close to town I never need to park there, so I am being expected to pay for a permit to park outside my house in order to fund a scheme that I will never use.</p> <p>Proposed time limited bays (Max stay 2 hours) - No opinion</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055765 Local business, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object Upper Brook Hill, Brook Hill and Union Street are currently used for parking by businesses keen to park away from the town, thereby not clogging up the centre of town for visitors. If these have double yellow lines or restricted parking for residents only then there will be insufficient spaces in Woodstock for the business owners, their staff and visitors to park.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns People should be encouraged to come to Woodstock for the variety of entertainment on offer, whether it is to visit the retail outlets and/or the restaurants and hotels and should not be restricted to a time limit. If they wish to stay for longer than 3 hours (and pay accordingly) then that option should be open to them.</p>

	<p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Good for picking up prescriptions from the chemist, visiting the Post Office or one shop quick visits.</p> <p>Proposed Residents Permit Holder only parking areas - Object There are insufficient parking bays in the identified areas of this survey to limit to resident only spaces as the spaces need to be used for residents, business owners, retailers, restaurant owners and hotels and their staff and visitors. These 3 groups are all essential to the successful operation of the town, so one group cannot be given priority.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object For the same reason as 3 hour parking bays. People should be able to pay for the time they wish to stay for and not be limited. Once the restrictions in Woodstock are known amongst the local community, then people will choose to stay away rather than be e</p> <p>Proposed new in-carriageway cycle parking – Support Every encouragement should be given to people to leave their car at home and use a bicycle when appropriate to do so.</p>
<p>1055775 Member of the public, (Woodstock, New Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support Only useful if these are actually enforced, otherwise people will continue to ignore</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Should help with turnover of cars</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Support this, but 20mins long enough? Could maybe be a little longer to give people slightly more time, maybe 30 or 45 mins</p> <p>Proposed Residents Permit Holder only parking areas - Support Worried about people taking up already limited parking in side streets if charges come in for the centre.</p>

	<p>Proposed time limited bays (Max stay 2 hours) - Concerns Agree with the idea, but location seems wrong. Park Lane is already congested and tight, so free spaces this close to town will force cars down this route regularly, causing traffic difficulties</p> <p>Proposed new in-carriageway cycle parking – Support Great idea. Limited parking for bikes currently, considering many cyclists visit our town</p>
<p>1055771 Local business, (Woodstock, High Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Sensible waiting time on double yellow lines should be allowed for delivery vehicles and loading business vehicles if all official parking spaces are filled</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support Stops people leaving cars all day in Woodstock and going off elsewhere to shop/work, etc. Ensures flow of traffic. Think appropriate however to offer first hour's parking free of charge.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support Sensible idea. Very useful for quick essential visits eg collection of medication from pharmacy</p> <p>Proposed Residents Permit Holder only parking areas - Support Residents have to be able to park near to their property, particularly as many residents are retired.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support Good to have this option for shoppers/visitors not planning to stay for lunch, etc. However do think first hour's parking should be free of charge.</p> <p>Proposed new in-carriageway cycle parking – Support Keen to encourage cyclists</p>

1055791
Local Cllr,
(Woodstock)

Proposed amendments to waiting restrictions (Double Yellow Lines) - **Object**

1. The Consultation relates to an ultra-controversial, and substantially divisive issue and as such should not be taking place in a timeframe that overruns a pre-election period. This is not good practice and places constraints upon parish and town councils in discussing and debating the issues.
2. During the period of the consultation Councillors associated with the Party advocating the consultation twice circulated materials to households either stating an earlier closing date or stating the consultation had ended, whilst it was still ongoing (evidence on file available upon request). The poster locally by OCC also referred to Town Centre consultation but it really is for other parts of the Town too.
3. The Report to the March Cabinet meeting when the agency Agreement with WODC was determined for revocation back to OCC authority the funding sources for implementing the scheme were unrealistic and unduly vague in specifying contribution from Woodstock Town Council and moreover from s106 funding. When the decision in principle to support a consultation was taken by Woodstock Town Council there was no reference to s106 funding which presumably would according to the Cabinet report entail s106 allocations at the expense of other things.
4. The Cabinet Member for Highways said to full-Council at OCC in December that he had worked with Woodstock Town Council to develop the scheme. This is false. He never worked with Woodstock Town Council and only attended an informal meeting in a kitchen sideroom for less than 30 minutes. The interaction with Woodstock Town Council therefore has been exaggerated and misrepresented by OCC.
5. The amount of proposed residents permits is highly excessive compared to the spaces available, and the lack of zoning for residents permits means they can park anywhere in the Town such that for example Town Centre residents with permits can park in permit spaces in New Road. All this creates more of a problem than currently, with likely resident permit holders competing amongst themselves for all the spaces in the Town.
6. Businesses should not be permitted to park in the Town with permits.
7. Pay and Display machines should not be incorporated in the scheme. There is no assessment of potential impact on business, and these would comprise a substantial competitive disadvantage. Pay and display should not subsidize parking permits.

Proposed paid parking bays (Max Stay 3 hours) - **Object**

There is no indication of a specific plan for enforcement operations and without enforcement the scheme will not work as people will overstay anyway. Pay and Display represents a danger to local business

	<p>sector as it comprises a substantial competitive disadvantage compared to Witney, Yarnton garden centre's retailers and Kidlington, which take less time to drive to than it would take to walk to the Town Centre from many of parts of the edge of Woodstock. It is also unfair to visitors from neighbouring villages who rely on Woodstock as a service centre.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object This is useless and impractical. The time is too short, difficult to enforce, and impractical as it would take half that time to travel between a car and the shop/till and back. This would quickly be regularly abused by overstaying. It is unrealistic.</p> <p>Proposed Residents Permit Holder only parking areas - Object There is scope for considering residents permits but in this scheme it is objectionable to make them be subsidised by Pay and Display, and more specifically by residents from other parts of the Town. There are also too many permits being considered per household, plus businesses permits, which are far more than the number of relevant spaces available. This would enable residents to leave their vehicles in situ for extended periods and adversely impact custom in the Town.</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Two hour bays are reasonable provided they do not entail Pay & Display. if the parking problem is as bad as perceived then there would be enough revenues from penalty charge notices to run the scheme without charging for parking on top.</p> <p>Proposed new in-carriageway cycle parking – Object The streets are narrow and space is precious such that cycle parking should remain on pavements and not in the carriageway. The layout around the Town is not very suitable or safe for cycling as a means of routine travel.</p>
1055795 Local business, (Woodstock, High Street)	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Above</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object</p>

	<p>The people like me which commute from other town to work, where shall we park? And the rest of members of staff? And residents? And guest? Is such a small town with no parking at all and everyone comes from other towns, cities or villages. Is going to be the ruin for most of us!!</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Please read above</p> <p>Proposed Residents Permit Holder only parking areas - Object Read above</p> <p>Proposed time limited bays (Max stay 2 hours) - Object Same</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055787 Member of the public, (Old Woodstock, Manor Road)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns I can't see any mention of more double yellow lines in the proposal. I think they are needed beyond where they currently end all the way through Old Woodstock as people are parking half on the pavement down the hill and on the causeway and up the hill when they can't find parking in Woodstock or the surrounding roads. I not seen anyone get parking tickets - why are current parking restrictions not enforced?</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object I think this will isolate residents in Old Woodstock, we'll end up having to pay going to the doctors(I have waited 50 minutes a few times to get called through) or post office and coop - not everyone in Old Woodstock has the health or time to walk into Woodstock and it's an unnerving experience with the narrow poorly maintained pavements, high walls and ever increasing number of HGV's crashing through day and night on poor quality rippled road surfaces. I think the parking just about works as it is and the costs involved in setting up paid parking and all the extra pavement furniture and wardens etc is not suitable. I don't agree with buses and coaches going through/around Woodstock town or the large vehicles Blenheim send in/out of the Woodstock gate. I have some sympathy for Woodstock town</p>

	<p>residents wanting permits but there is not enough parking factoring in the businesses, hotels etc. The new residential developments and the increased events at Blenheim Palace have put more pressure on parking also - poor planning decisions made over the years have also contributed sadly.</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Try enforcing the current restrictions</p> <p>Proposed Residents Permit Holder only parking areas - Object Old Woodstock becomes an isolated settlement with no facilities and people wanting to go to Blenheim Palace for free will park on the pavements up this end guaranteed!</p> <p>Proposed time limited bays (Max stay 2 hours) - Object The 2 and 3 hour bays will be used by people walking into Blenheim Palace. If they can't find a space their they park in the surrounding roads or failing that on the pavements down the hill towards the Causeway or up the hill in Old Woodstock. I seen vehi</p> <p>Proposed new in-carriageway cycle parking – Concerns Think I support this however cycling from Old Woodstock on the A44 is not safe, my daughter got knocked off her bike by the Black Prince cycling to pick up the papers from the newsagent to do her paper round few years back, no one stopped to check she was</p>
<p>1055841 Member of the public, (Woodstock, Hensington Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Support The Yellow Lines need to be upheld and not ignored as has been the case over the last few years. The public ignore them and park where they want in the Coop area of the town</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Support A fair system requires a timed parking allocation so that the town can thrive and public don't use it as a Blenheim Palace free car park</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Support</p>

	<p>To enable shoppers to use the town and keep business thriving. To stop Blenheim Palace using it as a free car park</p> <p>Proposed Residents Permit Holder only parking areas - Object It would stop visitors to the town parking and it turn stop businesses thriving. Home Owners bought houses knowing there were no spaces allocated.</p> <p>Proposed time limited bays (Max stay 2 hours) - Support A limited time encourages visitors but stops residents and Blenheim parking - both impact on the demise of our towns daily visitors</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>
<p>1055952 Local business, (Woodstock, Oxford Street)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Object As a business that struggled though a Pandemic, Inflation/rising costs and loosing confidence due to the Russia/Ukraine situation you now want to introduce parking charges, I find it incredible. Football has decreased due to online and charging would just finish us off.</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Object as above</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Object Visitors need be able to visit the following: Hairdressers, retail shops, pubs/restaurants/ opticians without a time and cost restriction.</p> <p>Proposed Residents Permit Holder only parking areas - Object To give parking permits for properties in Woodstock would not help the churn. Properties have been purchased fully knowing they have no parking with the property and just because they enjoyed lockdown and lack of visitors they decided they want a permit which just increases the price off the property.</p> <p>Proposed time limited bays (Max stay 2 hours) - Object</p>

	<p>You can't spend a morning in Woodstock without the pressure of time restrictions.</p> <p>Proposed new in-carriageway cycle parking – Support More bicycles on the road at present</p>
<p>1056679 Member of the public, (Woodstock, Cockpit Close)</p>	<p>Proposed amendments to waiting restrictions (Double Yellow Lines) - Concerns Why should i pay for parking on front of my flat .</p> <p>Proposed paid parking bays (Max Stay 3 hours) - Concerns Well if you gone start charging no one gone come to Woodstock</p> <p>Proposed 'ultra-short stay' bays (Max stay 20 minutes) - Concerns Not good</p> <p>Proposed Residents Permit Holder only parking areas - Concerns This should be free for the people who lives on the property</p> <p>Proposed time limited bays (Max stay 2 hours) - Concerns Not good</p> <p>Proposed new in-carriageway cycle parking – No opinion</p>

B. Email Responses	
Traffic Management Officer, (Thames Valley Police)	The Police have no objection.
Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>Amendments to waiting restrictions (Double Yellow Lines) – Concerns Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – Concerns Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – Support</p> <p>We would like to raise the following specific comments on the proposals:</p> <ul style="list-style-type: none"> • 20 minute ultra-short stay bays. The idea is readily understandable and seems attractive, but in practice would be almost impossible to enforce. The risk is that these bays are likely to become some of those most prone to abuse as no ticket will need to be displayed nor a virtual ticket logged for a parking period. These bays are also directly adjoining the bus stop clearways on Oxford Street. Motorists expecting to find a space are likely to be frustrated, and the “line of least resistance” will be to encroach on the bus stops. This ultimately makes it impossible for buses to pull properly into the stop, and can result in it being practically impossible to use the wheelchair ramp. There is a stronger case for this space to be dedicated to at least 1 No. 12m loading bay in each direction on Oxford Street, with additional space being re-purposed to cycle parking to facilitate much more convenient intermodal public transport journeys, as well as visit the businesses and retailers on this side of the town centre by active travel modes. More generally we suggest that the 30 minute free parking, controlled by a ticket, is both more useful and more readily enforceable, and if a separate shorter stay category is needed then these bays should have a maximum 1 hour stay, payable for

the second 30 minutes, which is likely to offer a level of welcome flexibility to support customers of local traders.

- **Chargeable short stay parking.** We support this proposal. The charging structure offers a good balance between facilitating passing car-borne trade, including 30 minutes free parking, but disincentivising longer car-borne trips especially from the immediate locality where walking and cycling offer high relevant alternatives to many people. However, the maximum competition for these spaces is likely to be between traders residents and visitors during the day, especially in the and around the main retail frontages. Exemptions to charging for residents across all these bays seems to incentivise residents using these bays during trading hours – entirely contrary to the wider aims of the scheme. While we realise the need to facilitate resident parking, we wonder if that exemption is really appropriate, certainly between 9am and 5pm, for all those bays on the main retail frontages. Many of these bays, if not all, might also have 2 hour maximum stay during the day as short stay bays, given that longer stays would justify finding a space elsewhere outside the immediate town centre area, and maximising the likely availability of parking for casual shopping and social visits.
- **Loading bays.** No specific provision is made to ensure that space is available for commercial deliveries. Rather, it is proposed that loading is exempt from charging in the limited stay bays. We find this rather unsatisfactory as it maintains a clear conflict on the same space which as proposed, can also be used by residents without charge, as well as visitors. This activity is essential to the vitality of Woodstock and if not properly provided for is most likely to lead to bus stops and double yellow lines being abused. In the latter case at the western end of Market Street and Market Place, this prevents buses from being able to safely turn. We have made suggestions for 2 loading bays on Oxford Street, and as many as 4 might be justified on High Street/Market Place/Market Street, strategically located to ensure that safe and reasonably efficient deliveries can be made to the main business frontages.
- **On street cycle parking.** We strongly support this – 6 cycles can easily be parked in the space occupied by a single car. It also supports national policy and a specific County target to see a 50% increase in cycling journeys by 2030. There are only about 18 spaces proposed, at just two sites on Park Street and High Street East. This new provision is obviously welcome, but seems inadequate

	<p>to meet the level of cycle use that policy is seeking to achieve. The racks at the eastern end of the High Street might also be vulnerable to being hit by larger vehicles making a left hand turn.</p> <p>1. Conclusion</p> <p>While we broadly support the intent and many of the basic principles of the scheme, we find that it fails to sufficiently cater for the needs of sustainable modes, and bus operations and customers in particular. We are concerned that the proposals might even worsen current operating conditions for bus in Woodstock town centre</p>
Email response, (29/03/2022)	<p>Amendments to waiting restrictions (Double Yellow Lines) - Concerns Paid parking bays (Max Stay 3 hours) – No comment ultra-short stay' bays (Max stay 20 minutes) - No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I write following your letter of 11 March 2022, regarding a matter which has previously been before the Woodstock Traffic Advisory Committee, and which appears to have been overlooked in this latest review.</p> <p>Namely a 'pinch point' on the elevated section of Oxford Street (between Nos 41 and 81 Oxford Street) where two 'Keep Clear' signs were put in place some years ago on a temporary basis. Temporary because 'Keep Clear' signs are advisory only. And temporary because it was agreed that this location could be subject to a Traffic Management Order (installation of double yellow lines) when a broader traffic review made this possible. The time for which is now.</p> <p>The location and the problem - 1 The location is outside house No 73 Oxford Street which had not been built when double yellow lines were originally installed on the elevated Slip Road. When the current lines were installed, that site was</p>

occupied by waste land, which had a grass slope down to the Slip Road. Which enabled vehicles to proceed without difficulty. So double yellow lines were not installed along the then grass edge.

However, in about 1995, a large house surrounded by a high wall, was built on that site. And, although built entirely on land owned by the developers, the West end of its high wall extended by about 1 metre, onto land previously available to passing vehicles. A development which has impeded traffic ever since. See photograph of 26 March 2022 attached.

The solution adopted in 2004, see attached documentation, was to install two 'Keep Clear' signs. As this could be done without the expense and legal complexity of a Traffic Management Order. However, it was known then, and has been apparent since, that these signs offered no more than a temporary solution to traffic flow at the pinch point.

Experience since 2004 Can be summarised by reference events which have occurred in the last year:

1 There is a single car parking space between the two 'Keep Clear' signs. As can be seen from the photograph, how much space this allows passing vehicles depends on (1) the size of vehicle parked in this space and (2) how closely that vehicle is parked to the Oxford Street wall.

2 Several times a year, vehicles parked in this one space are damaged by other vehicles trying to pass. Thus recently, a parked Land Rover had its side badly damaged, and its front fender torn off. The offending driver not stopping to report the event.

3. Traffic flow has become a more pressing issue with the growth of home delivery services from supermarkets, such as Ocado and Sainsburys, and mail order companies such as Amazon and Dpd. With vehicles finding that they are unable to pass, and so having to back considerable distance along the Slip Road. Or finding it more convenient to park on the A44, so blocking the main road below.

4. We have also had instances of an emergency ambulance being able to reach the seriously ill via The Slip Road.

Recommendation - The Double Yellow lines, which start outside No 41 Oxford Street, should be

	<p>extended to the West end of No 73 Oxford Street, This would facilitate unimpeded traffic flow from the main A44 road to the Junction of Oxford Street, Brown's Lane and Harrison's Lane.</p> <p>you will be aware of the large number of rooms, and thus potential vehicles, associated with hotels without car parking. Eg The Feathers and King's Arms.</p> <p>You may, however, be less aware of the extent of holiday let properties within Central Woodstock; AirBnB and similar.</p> <p>Thus immediately abutting the grounds of my own property at 75 Oxford Street, there are 4 holiday let houses. And a further 2 close by, a total of 6 in all.</p> <p>Which suggests that the number of holiday let's within the Woodstock Conservation Area, may be substantial. As may be the number of parking places to which their owners are accustomed.</p> <p>Also to note, that a complete list of such properties cannot be identified by solely searching AirBnB. As there are a number of companies offering holiday lets.</p> <p>These properties are of significance in that observation shows that each individual let may produce 2 more cars. Eg two couples sharing a weekend away.</p>
Local Business, (Woodstock, High Street)	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment</p> <p>Paid parking bays (Max Stay 3 hours) – Object</p> <p>ultra-short stay' bays (Max stay 20 minutes) - No comment</p> <p>Residents Permit Holder only parking areas – No comment</p> <p>Time limited bays (Max stay 2 hours) – No comment</p> <p>New in-carriageway cycle parking – No comment</p>

	<p>I appreciate that it is an obvious and easy way for WODC and Woodstock Town Council to boost their income, it is such a shame that you plan to introduce parking charges. Just as I shop in Witney rather than Oxford because the parking is free, for the same reason I often shop in Woodstock or have a walk around the shops because I can park free of charge. I recommend friends and relatives visit Woodstock because it is beautiful and the parking is free. I pop to the fish and chip shop in Woodstock, or the Coop, or bring friends for coffee, because it is convenient – and the parking is free. Introducing parking charges will discourage such visits, and impact on local shops.</p> <p>My domiciliary care business is located in the High Street and we are fortunate in having some limited parking space to the rear of the building which is used on a daily basis by our office team. Other staff/carers attend the office for adhoc meetings, training, to collect PPE or to pass time between visits to Woodstock residents on their client list. If they cannot park behind our building, they use spaces around town. If the 2 permits you plan to issue have to be car-specific, then they will be of little support to our care staff. Whilst you will make some money out of the carers, they will understandably expect us to refund them. Would you be willing to refund us for these refunds?</p> <p>Sadly we know which way this is going, but I still wish to register my opposition to the introduction of charges.</p>
<p>Email Response, (29/03/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Concerns Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) - Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I support the general principles of the proposed changes to on-street parking, the introduction of a charging regime and the issue of parking permits. I look forward to an improved level of parking enforcement and to the rationalisation of the existing waiting time periods.</p> <p>Specifically, I support the proposals for:-</p>

- 30 minutes Free of Charge parking and the charges for 1 hour, 2 hour and 3 hour parking.
- the identified locations for charged on-street parking and for the proposed "ultra-short stay parking areas".
- the identified streets for permit holders only parking (subject to modifications as set out below)
- the mechanism for issuing town centre resident's parking permits and business permits (subject to modifications as set out below)

Suggested modifications.: Road traffic is one of the major contributors to greenhouse gases. Taking into account the County Council's targets for reduced car dependency as part of the climate change agenda, I suggest that permits should not be issued lightly, and to that end I would recommend that:-

- Town centre residents should be restricted to no more than one permit per household (not two as per the proposals).
- Business permits should not include permits for employee commuting parking, but only issued where frequent customer service requires it e.g. deliveries from florists or escorting home buyers to property viewings by estate agents.
- Business permits and town centre resident's permits should be of equivalent cost. I see no reason why businesses should pay more for a similar service.
- Permit costs should reflect the going rate for vehicular storage. For example, a lock up garage in Woodstock will cost about £50 per month. An on-street parking permit must be valued at least as 50% of this cost i.e £300 per annum. The proposed rate of £65 is absurdly low and is not a realistic reflection of the value of a permit. Such a charge may encourage some householders to seek lock up garage rentals where possible and this may act as a small deterrent to excessive permit applications.

A review of the precise boundaries of the permit holder only parking areas should be undertaken so as not to exclude residents on the fringes who have no off-street parking. Brook Hill is a case in point where the houses next to Spencer Court have no parking facilities. A modest extension of the parking permit zone would overcome this particular difficulty. See attached plan

The provision of additional on-street parking could easily be accommodated by the removal of discreet lengths of double yellow lines in Hensington Road. This has been mooted before and there was mixed

	<p>town reaction. Given the increasing pressures on parking it would seem an opportune moment to reconsider this.</p> <p>Strict management of licences for builders, skip providers and scaffolding operators must be applied to the use of road-space for construction. Licenses must limit space and contractors must be required to make provision for parking, materials storage and welfare provision on site wherever possible.</p>
<p>Member of the public, (Woodstock, Rosamund Drive)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Object Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – Object Residents Permit Holder only parking areas – Object Time limited bays (Max stay 2 hours) – Object New in-carriageway cycle parking – No comment</p> <p>Friends of Old Woodstock is a local association for communication (not campaigns). We STRONGLY OBJECT to the proposals on the grounds that charging for parking in Woodstock is unnecessary and probably harmful to the town, and the permit scheme is far too generous in the number of permits proposed.</p> <p>Furthermore, we protest at the manner of this consultation. Direct consultation between this town only and our County Council is unheard of, and especially when already OCC has a declared interest in the outcome, that of abolishing free parking in West Oxfordshire.</p> <p>The approach of your Officers and County Councillor to our Town Council was undemocratic and breached Parish Council rules, and party politics seemed to be involved in the vote taken on that occasion. This whole consultation is unwanted and appears to be underhand in some respects. Shame on OCC.</p>

	<p>Current parking limitations in Woodstock have worked well in the past, particularly when properly enforced, which has not been the case for some time. In my personal experience, full time Traffic Wardens bring the best results, those who become well known and experienced with local people and others using the parking spaces in the town. Some joint funding between the Councils could produce successful management and parking availability if full but sensible management and parking enforcement were provided.</p> <p>To introduce parking ticket machines into the town is entirely unnecessary and would be expensive to user and taxpayer. They are undoubtedly expensive to install and maintain, ugly and bring unpleasantness, conflict and divisiveness which is entirely unwanted in our town. We say NO to parking ticket machines.</p> <p>Moreover, the proposed scheme is so detailed, controversial and complicated, it would require intensive and expensive enforcement, possibly more than one Traffic Warden could handle, and confusion seems likely.</p> <p>The permit scheme seems necessary for residents and businesses, as Woodstock has such a high proportion of residents actually in the town centre. However, the proposed scheme has potentially hundreds more permits than there are parking spaces, and we think that one permit per household and one permit per business should be considered, with scratch cards purchased for visitors.</p> <p>Following our Town meeting on 26 April, please note the strength of feeling AGAINST the current proposals, and the need to stop progress on implementing them.</p>
Member of the public, (Woodstock, Manor Road)	<p>Amendments to waiting restrictions (Double Yellow Lines) – Object</p> <p>Paid parking bays (Max Stay 3 hours) – Object</p> <p>ultra-short stay' bays (Max stay 20 minutes) – Object</p> <p>Residents Permit Holder only parking areas – Object</p> <p>Time limited bays (Max stay 2 hours) – Object</p> <p>New in-carriageway cycle parking – No comment</p>

	<p>I wish to raise my objection to the planned parking charges. My reasons are: I live on Manor Road Woodstock a 17th century listed terraced house with no parking area as my house opens onto the A44. Many houses do not have parking in Woodstock due to the historical nature of many of our lovely homes. I am reliant on being able to park my car elsewhere and I understand I will not be entitled to apply for a residents permit as only certain streets can apply.</p> <p>The proposal will make it harder for me to park my car and we are likely to see more visitors to Woodstock look for free parking areas rather than pay to park in the town. I feel the proposal does not consider Woodstock as a whole and what impact it will have on us all.</p> <p>I would like to seek clarification that residents permits will be available to all residents in Woodstock that live along the A44 that have no parking linked to their homes and if it is not available I would like it to be made clear what will be done to ensure that we have parking available to us.</p> <p>So as the proposal currently stands I strongly object.</p>
Member of the public, (Woodstock, New Road)	<p>Amendments to waiting restrictions (Double Yellow Lines) – Support Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – Support New in-carriageway cycle parking – Support</p> <p>We are hugely supportive of the proposals as are many of our New Road neighbours.</p> <p>One of the additional and major current on street parking challenges we, as New Road residents, regularly face, occurs at peak work return time (6pm to 7pm weekdays) where there is often no remaining parking available until later in the evening. This is primarily due to evening events being held at Blenheim (with chargeable onsite parking), the Community Centre, or the Masonic Lodge at the southern end of</p>

	<p>New Road. The latter, in particular, holds large evening gatherings multiple times per week, each lasting two or three hours with many attendees preferring to use New Road as a convenient parking facility rather than the Union Street free Car Park, thus displacing New Road residents parking at this peak time.</p> <p>Under the plans, were the New Road restrictions to be extended to 7pm rather than 6pm, this would not only relieve the current difficulty in residents parking on street during this peak return time, but would also prevent a worsening situation were the Union Street Car Park to commence charging at any point in the future. Would an extension to 7pm, at least for New Road, be something that could be considered under the proposals?</p>
<p>Email response, (24/03/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – no comment Residents Permit Holder only parking areas – no comment Time limited bays (Max stay 2 hours) – no comment New in-carriageway cycle parking – no comment</p> <p>I write as a Woodstock resident to oppose the proposed introduction of parking charges in the town. Indeed the same principle applies to the whole of WODC.</p> <p>And if the parking meters are to be operated by the same contractor who manages to mishandle the parking meters in St Giles , Oxford, even more reason to oppose the change.</p>
<p>Member of the public, (Woodstock, Oxford Street)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Concerns Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – Support New in-carriageway cycle parking – Support</p>

	<p>I am writing in connection with the Central Woodstock: proposed changes to on-street parking and introduction of permit parking areas. As a resident of Central Woodstock, I am very much in favour of these well thought out proposed changes and have returned the consultation questionnaire accordingly.</p> <p>However, I would like take this opportunity, with proposed changes to parking provision in the offing, to raise a specific issue where the proposals could be improved. Could I refer you to the Draft Traffic Regulation Order Map Tiles: Tile Ref: DO52. At the top the map, there is a red hatched section of the Oxford Street slip road which extends into Brown's Lane. The east end of the hatching extends across the entrance to Angel Yard (not marked on the map). This section of road is marked "Keep Clear". Heading west there is then a 7.5 metre long unmarked section of road, followed by a further section marked "Keep Clear". These two Keep Clear sections will presumably not be included in the Proposed Permit Parking Area.</p> <p>My concern lies with the 7.5 metre long section of road between them. At its narrowest point, this section is 4.40 metres wide and is bounded by a high stone wall on the south side and a low stone wall on the north side. Cars parked on this section, particularly when facing west are often some distance from the side, leaving a very narrow gap for vehicles to pass. I have personally observed on several occasions that Council Refuse vehicles have been unable to pass . There is obviously the potential for emergency vehicles being unable to pass.</p> <p>Additionally, if a car is parked towards the eastern end of this section, it is very difficult to make a left hand turn out of Angel Yard without making a series of tricky manoeuvres. While I believe the best solution would be to do away with parking altogether on this section for the reasons given above, if the loss of a single parking space cannot be contemplated, I would urge that the width of the Angel Yard "Keep Clear" section be extended 1.5 metres westwards, still leaving a 6 metre length parking space beyond. Then, at least exiting Angel Yard to the left would be somewhat easier without the loss of a single parking space.</p>
Member of the public, (Woodstock, Andrews Square)	<p>Amendments to waiting restrictions (Double Yellow Lines) – Concerns Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support</p>

Residents Permit Holder only parking areas – Support
Time limited bays (Max stay 2 hours) – Support
New in-carriageway cycle parking – Support

I am firmly opposed to all the measures suggested because I believe they are wrong in principle. I have completed and submitted responses to the online survey and explained my objections as best I can but surveys give no space for and ask no question of alternative ideas.

In order not to be simply negative I am emailing you since your letter indicated that one could do so, with some suggestions which I hope you can bring to the notice of others and which might then be considered going forward, before hasty and ill-considered decisions are taken.

The first consideration is to identify what is the most important issue that needs resolution. The second is to find the most effective way of resolving it.

The biggest problem facing car-parking in Woodstock is one of supply. There are insufficient places for all those who wish to park here (a problem about to be made much worse with the large housing estates planned or in progress on all the outskirts of town). Taking it as a given that a thriving central Woodstock is desirable on all grounds, it must also be accepted that this will involve car-use, however much it may be deplored by some. The retail, accommodation, leisure and service industries in the town, and mechanical and industrial businesses around it, all require personnel, some of whom will need or want to come to work by car, as is their right, and choice. The town needs them to want to work here, and also requires consumers of all these businesses and industries to want to come and spend. Some consumers live centrally enough to walk from home. Some walk round from Blenheim. Some use public transport. Many would like to come by car and some do although the parking squeeze in Woodstock puts many off, anecdotally.

The parking scheme that is proposed solves none of these problems. To the contrary, it makes them worse by removing existing parking bays from general public use - for very short-stay bays, for cycles, for residents only, etc; and adding the further deterrents of charging and fining to those that remain. Woodstock tradespeople would eventually feel the consequences in an already delicate trading environment; and so indeed would consumers.

It is clear that the only proper solution short of closing Woodstock down for business must involve the Town Car Park, and Blenheim. The Town Car Park is at least an available space but is insufficient as it stands. A majority of bays daily is taken by residents and those who work in Woodstock. The quantity remaining is not sufficiently reliable to give confidence that visitors will find parking when they need it. The Car Park footprint cannot be expanded as it stands, except upwards. The construction of a multi-storey would be a solution, but anxieties about its aesthetic impact would prohibit it.

There is a possible fix, however, some of which must certainly have come under scrutiny before. This involves the former Police Station site and the area of the former library. To this could be added the Fire Station. I agree that a Fire Brigade presence is desirable and something for Woodstock to be proud of, but does it have to be where it is? Its location has disadvantages from the Brigade's point of view, most prominently the awkwardness of egress in an emergency. There are other sites in and around Woodstock or even Bladon which would be far more convenient, and this might well be something that Blenheim could/should offer material help with. If all of that area were taken as one, space would exist for a two/three-layered parking arrangement to be constructed along with its associated entrances and exits, and still some surrounding parking too. What makes it possible is the slope in the ground on the Police Station side. This has to be seen to be appreciated but it is considerable. A multi-storey could be built into the incline to a much lower profile and would not loom over the town. Some sensitivity would be required in design and construction but if Woodstock is not worth that then Paris was not worth a Mass.

Blenheim's role in all this is potentially multi-faceted, as in a situation where the biggest problem is lack of space one thing Blenheim has plenty of is just that, but it needs to be persuaded to do the right thing for the town, even to the extent of some arm-twisting if necessary. Blenheim is apt to put its own concerns front and central, though its PR is so good it mostly persuades that it has Woodstock's interests at heart also. It is however only PR. If it could do without involvement with the town and its petty concerns, except as sources of revenue, it would do so. Yet town and palace are intertwined symbiotically. Blenheim's visitor numbers are inflated over time by it and Woodstock together being a "destination" - more than if it were gloriously isolated in the country. Blenheim needs Woodstock's bedrooms, cafes, eateries, pubs and other attractions. It also needs Woodstock for its workforce to live/shop/raise its families in. Woodstock in turn is far more prosperous and lively because of Blenheim than it would be without it. So they need each other but it's an unequal relationship in terms of power and land-holding. Blenheim needs

	<p>to contribute much more in practical terms and one way of doing this would be for it to apportion some land, even within the Palace walls, for a car park for people who work in Woodstock. This should be a gift to the town. Ifs and buts would be raised but none incapable of solution. How many spaces might that release in the car park and on the streets? And perhaps Central Woodstock residents in need of parking space could rent parking spaces at Blenheim with their Parking Permits instead of taking up public bays in the town.</p> <p>There are also issues of land-ownership around the Police and Fire Stations and the former Library which involve Blenheim. Here too Blenheim needs to come to realise that its need for the town is matched by an obligation to its proper functioning, of which adequate parking could scarcely be a more important aspect, something Blenheim has turned a blind eye to for many years.</p> <p>A final point is that the introduction of permit schemes and pay-and-display bays is never reversed and is a slippery slope. These things form a cycle of need - they cost money so need to raise revenue to pay for the costs, which are always rising, so the tariffs rise, along with the fixed penalties that follow as people feel unjustly got-at and seek to evade them. The citizenry does not feel well-served by its local officials when a system of catching them out is set up. Better not to have allowed it in the first place. Look at the logic. Make more space, rather than restricting further the space that there is.</p>
<p>Member of the public, (Woodstock, Oxford Street)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Concerns Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – Support New in-carriageway cycle parking – Support</p> <p>Overall, I support the proposals as a significant improvement on the status quo. However, I should like to make the following 3 points;</p> <p>1. In the section on proposed short stay parking areas and the section on proposed permit holder areas, the references to Oxford Road should I believe correctly be to Oxford Street. The name changes at the</p>

	<p>south entrance to the town from Oxford Road to Street and remains so until the Black Prince pub going north. Without a change the notices might be invalid.</p> <p>2. Would it be possible to create additional 5/6 parking places outside no 1-11 Oxford Street. At present these spaces are used for casual unauthorised parking on the pavement.</p> <p>3. A final comment; Could a bollard be sited at the turn from Oxford St into High Street.</p> <p>At present, cars and vans , mainly visiting visiting the Co-op,park on the pavement on the corner. As a result they both obscure the sight line of vehicles turning into High Street and block access across the road for pedestrians. They must also be a nuisance to the residents of 50-46 High Street.</p>
<p>Member of the public, (Woodstock, High Street)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Object Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – Object Residents Permit Holder only parking areas – Object Time limited bays (Max stay 2 hours) – Object New in-carriageway cycle parking – Object</p> <p>I see no benefit at all from the proposed scheme it seems expensive to introduce and maintain</p> <p>The most efficient and effective change would be to introduce a one way system down the High St and Market St allowing for pedestrianisation and an increase in the number of parking bays.This could be created in conjunction with traffic calming.</p> <p>This is so obviously the solution why has nobody suggested it !!!!</p>
<p>Email response, (20/03/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – No comment ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p>

	<p>I viewed the proposals on Saturday, and congratulate you on the clarity of the mapping and labelling. After viewing them with your colleague, I made a supplementary suggestion to him which he thought worth emailing to you for further formal consideration.</p> <p>On the slip/service road between The King's Arms and the junction with Brown's Lane and Harrison's lane, after Number 67, there is access to Angel Yard (not marked on your maps) which as a result of more recent developments there now affords car entry to garages and private parking for eight properties. At the bottom of Angel Yard there is a "Keep Clear" area which, as inspection would reveal, has shrunk over the years (presumably to extend the on-street parking). As a result it can prove impossible to turn left from that area - even with a five-point turn in a Mini! A return to the previous measurements would therefore be highly desirable for many reasons. For instance even a right-turn into Angel Yard would often prove impossible for any emergency vehicle.</p> <p>I hope you do indeed regard this issue as worthy of inclusion in your deliberations.</p>
<p>Member of the public, (Woodstock, Green Lane)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Support Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – Support New in-carriageway cycle parking – Support</p> <p>I support these proposals.</p>
<p>Email response, (17/03/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment</p>

	<p>New in-carriageway cycle parking – No comment</p> <p>I wish to say how inconsiderate and thoughtless it is to impose parking charges at a time of huge rises in the cost of living. We would all like to walk or use alternative modes of transport. I feel there has been no consideration for those of our community who are of the elderhood and cannot walk to the shops. This will also increase pressure on all the streets around the centre as people look for parking to avoid the extortionate charges that the council is proposing. There is also no allowance for those wishing to spend the day in Woodstock. I feel that Woodstock needs more parking and not to be a cash cow for Council.</p>
<p>Email response, (01/04/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – Object Residents Permit Holder only parking areas – Object Time limited bays (Max stay 2 hours) – Object New in-carriageway cycle parking – No comment</p> <p>One group who might be particularly discriminated against by these proposals are those of us who work in Woodstock, do not live on or near a bus route and/or have to transport bulky objects to and from our workplace from time to time.</p> <p>The car park is one solution but, presently, many residents who live close to it use it for long-term parking so that frequently the already too few spaces are filled by 9 am when I arrive. Thus I have no option but to park in what will become the restricted area. At our business, 7 individuals share the working week (one person each day), all with their own vehicles – 6 of whom have the same travel problems as myself.</p> <p>A trade permit would not help as we do not share the same registration number.</p>

	<p>I suggest the Council gives thought to restricting some or all of the residents' bays to operate between, say, 5.30pm and 9.30 am, thus making some spaces available when those residents who work away from Woodstock might release spaces to be used by persons such as myself. A more straightforward alternative is to enlarge the current town car park, to allow for long-stayers.</p>
<p>Member of the public, (Witney, Schofield Gardens)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I am writing out of concern that you will soon be making a charge of £5-00 for 3 hours parking in Woodstock and surrounding areas.</p> <p>The Church I attend is Woodstock Baptist situated on the High Street in Woodstock. Apart from attending services there each week my husband and I run an under 5 toddler group called Noah's Ark each Wednesday morning from 12-1pm.</p> <p>This is a service for Mums and younger children to be able to come for safe play. This is so important for them.</p> <p>Should you go ahead with this charge then we will have to consider closing this venue after running for 13 years. This is very sad and deprives children of a young age to learn how to play together.</p> <p>We are of pension age and cannot afford these weekly charges, neither can Mum's and Grandparents who presently come along.</p> <p>PLEASE will you reconsider this parking charge which will benefit all concerned</p>

	<p>and help to keep Woodstock, the shops, Museum and Blenheim Palace as places of interest</p>
<p>Email response, (06/04/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>Please please please can I ask (or plead) that you do not put up parking meters in our beautiful town? We currently have 1 hour, 2 hour and 3 hour parking slots which most people adhere to.</p> <p>Charging for...</p> <ul style="list-style-type: none"> • Church goes on a Sunday, weddings and funerals • Mothers/carers with toddlers coming to groups from neighbouring villages • Volunteers who run our local groups • Elderly and the less abled who struggle to walk from the free car park • Resident and business permits <p>...all seems a bit harsh.</p> <p>If you want parking managed in our town, surely a traffic warden would be suffice.</p>
<p>Email response, (06/04/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p>

	<p>Thank you for the formal proposal document concerning the above. My wife and I have read with deep and serious concern the proposals for the above and our primary objections are as follows:</p> <p>1 We do not believe that residents of Woodstock should not have to pay for parking on the grounds that they pay Council Tax, further more for the same reason we do not believe residents in the central area as defined should not have to pay For parking outside their own property.</p> <p>2. We feel that businesses which pay significant property rates should be exempt for at least two places if you do not wish to deter enterprise should charges be introduced. Because Charities significantly reduced business rates we would recommend only one space should charges are introduced.</p> <p>3. we believe that meters and machines in the Central area will detract from the appealing appearance of shops and, houses and public and cultural buildings.</p> <p>4. We do not believe the overall cost of the scheme will in no way reduce reduce the stated problem and result instead in the residents not visitors carrying the financial burden of the scheme and not the County and Local Authorities.</p>
<p>Email response, (07/04/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Object Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – Object Residents Permit Holder only parking areas – Object Time limited bays (Max stay 2 hours) – Object New in-carriageway cycle parking – Object</p> <p>Inappropriate street furniture and signage in a conservation area; unnecessarily elaborate scheme for enforcing what we already have; loss of trade by discouraging visitors; Instituting policy of excessive restrictions, which can be done by simply enforcing the restrictions already present.</p>

Email response,
(01/04/2022)

Amendments to waiting restrictions (Double Yellow Lines) – No comment
Paid parking bays (Max Stay 3 hours) – Object
ultra-short stay' bays (Max stay 20 minutes) – Object
Residents Permit Holder only parking areas – Object
Time limited bays (Max stay 2 hours) – Object
New in-carriageway cycle parking – No comment

No-one would prefer to pay for parking unless significant benefits accrue. Many town centre residents, who chose to live in houses, knowing the parking difficulties, will derive significant benefits from a residents parking scheme, but benefits to the whole of the rest of Woodstock and surrounding village populations and businesses are, at best unclear and there are a number of disadvantages, some definite, others probable, which I will attempt to highlight. A year or two back, renewed enforcement of the town parking regulations, after years of neglect, resulted in an immediate freeing up of parking spaces in the town. This caused difficulties to town centre residents. The proposal to find a solution to please everyone is therefore laudable, but under its present format, I believe will cause many more problems, than it solves.(UNINTENDED CONSEQUENCES – OK FOR TOWN CENTRE RESIDENTS – PROBLEMS AND IRRITATIONS FOR REST OF US).

Disadvantages.

1. Avoidance of parking fees will cause displacement of parking from the Town Centre to residential streets. Population is increasing, parking already takes place in wholly unsuitable, narrow, poor view, winding roads all over the town. In my own road, 12 minutes walk from the town, there was no parking at all until a few years ago, now up to 30 vehicles may be parked here. You have to fight your way, on the wrong side of the road, against oncoming traffic with no view ahead. More houses are planned. The position will soon become intolerable. Any further displacement of traffic would require double yellow lines, in what was once a rural area. Displacement of traffic from the town centre, may include Bear Close, Brook Hill, Banbury Road, Green Lane, Shipton Road, Boundary Close, New Road, Cadogan Park, Princes Ride and so on. In the attempt to improve conditions for a few, there appears to have been no thought whatever to safeguarding these streets 5 or 10 minutes away from the centre.
(DISPLACEMENT NOT ADEQUATELY COVERED – DISAPPOINTING LACK OF VISION IN NOT

ANTICIPATING CURRENT AND FUTURE PARKING ISSUES AWAY FROM TOWN CENTRE – NEED PROPER TOWN WIDE SOLUTION - NOT JUST CHANGE TOWN CENTRE AND LET REST -GET ON WITH IT).

2. Success of the hoped for churn of parked vehicles in the town is not at all clear. If all the proposed resident permits are issued, plus the other categories, that leaves precious few spaces for much else doesn't it? Once again, the bias towards town centre residents as opposed to the rest of us seems inappropriate. I hate to have an us and them attitude, but it seems to me, that some will be granted the benefit of 24/7 parking, whilst the rest of us fight for scraps. There are far too many resident permits proposed - and probably too few free short stay areas.(TOO MANY RESIDENT PERMITS PROPOSED – MORE FREE SHORT STAY AREAS).

3. Businesses will no doubt speak for themselves, but one of the attractions of West Oxfordshire/Cotswold towns has always been the free parking. I think if it were me visiting a pleasant, small Cotswold town for a spot of shopping and lunch, I might well go on to Chipping Norton, Burford, Stow-On-The-Wold, or somewhere one didn't have to pay for parking, or having to be mindful about having to leave because time was up. I would have thought this proposal would not assist local businesses, and could prove terminal to some.(WILL HARM TRADE AT LOCAL SHOPS ETC)

4.Despite the parking issues, Woodstock is still an attractive town, under great pressure to maintain its specialness, in the face of modern day issues. I do not agree solutions to the issues should include anything that destroys the intrinsic charm of the place. This includes the provision of parking meters, yet more signage, or roundabouts or one way streets, for that matter.(FURTHER URBANISATION/UGLY STREET FURNITURE DESTROYING CHARM OF SMALL TOWN)

5. I live 12 minutes from the town. I am 77 years old. I do not have/ need a Blue Badge, yet do not always feel like walking to town and back with heavy shopping. I regularly use the Co-op., the Butchers, Greengrocers, the Doctors Surgery and the Chemists. I am concerned that, if this scheme does not work, in that, free parking spaces are even more difficult to find that they are now, or that I have to pay every time I go into town, I will just stop going there. Once again, I feel that this proposal is crowbarring a solution, which could have a number of disastrous unintended consequences. Of course, once its done,

	<p>it will be doomed to success, because its champions will be happy with the outcome and they clearly have a loud voice. (HOW IT MIGHT AFFECT PEOPLE LIKE ME)</p> <p>6.I cannot believe that the correct solution to parking issues, should not involve some kind of joined up local government thinking and cooperation. If any restrictions on parking are to be made, surely the most significant step would be to make the main (WODC) car park subject to say, a 3,4 or 5 hour limit to stop all day parking there. It would of course help, if Blenheim Estates' (largely unpopular) housing applications, were rejected, unless they assisted in a meaningful way, to provide some additional parking for the town. It is significantly due to the increase in population on what was formerly their land, that has made parking such a difficult issue. Finally, money to pay for enforcement , which could easily be on a part time basis, shared with enforcement duties in other local communities, could be raised from the (reduced) number of resident parking permits. I do hope Oxfordshire County Council are not seeking to raise large amounts of cash from this scheme, at the same time as pleasing only a small proportion of the local population.</p>
<p>Member of the public, (Woodstock, Vanbrugh Close)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Concerns ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <ol style="list-style-type: none"> 1. No parking scheme will work unless regulations are enforced by a permanent parking warden (perhaps why the present scheme is so ineffective); 2. Parking spaces must be reserved for patients visiting Woodstock Surgery and Pharmacy - ideally behind the Bear Hotel; 3. Blenheim, largely responsible for the volume of visitor traffic, ought to give, or at least lease, a piece of land adjacent to Woodstock centre for tourist parking; 4. There should be a permanent park-and-ride on the site of Blenheim's occasional park-and-ride at the southwest corner of the Bladon roundabout.

	<p>The intervention of Blenheim, after all a major cause of Woodstock's dire parking problem, is vital to its solution.</p>
<p>Member of the public, (Woodstock, Oxford Street)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Concerns ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>Thank you very much for confirming my eligibility for a Woodstock Resident's Parking Permit. Stupidly I had read 13-93 as applying to odd numbers only! I'm sorry to have wasted your time on such a mistake.</p> <p>I do have another matter that I'd like to raise.</p> <p>I'm not sure if you are the right person to approach but I wonder whether if it might be possible to consider placing bollards at the kerb end of the proposed marked metered spaces outside 62 Oxford Street. In line with the existing parking arrangements, it appears that these spaces will be aligned at right angles to the pavement kerb. There is no intrinsic objection to this arrangement but there is a tendency for cars parked in these spaces to narrow the passageway along the pavement by being parked with their wheels butted close up against the kerb so that their body work intrudes over the pavement. This is especially the case with larger vehicles and vans with long rear body overhangs when parked rearwards to the kerb. For able pedestrians this is a nuisance but this section of pavement is frequently used by disabled elderly residents from the sheltered accommodation on Upper Brook Hill. Many use a mobility scoot or need a wheel chair. For them a parked vehicles intruding over the pavement is more than a nuisance, it can prevent access altogether.</p> <p>There are other places in Woodstock where bollards have been installed to protect pavement from parked vehicles as, for example, in Park Street outside the County Museum. I hope that this section of Oxford Street might be considered for similar treatment.</p>

<p>Member of the public, (Woodstock)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Concerns ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I am a Woodstock resident. I am in favour of some form of improved control and policing of the town centre parking, in particular all day parking by hop/restaurant/hotel staff, and also in light of the many new proposed dwellings which will be built around the town.</p> <p>But the main reason for my message is to bring to your attention a point which has been raised previously for discussion in town but never progressed - to allow the use of Hensington Rd for additional parking by installation of parking bays along the road.</p> <p>I live in Hensington Road. It is the only through road which crosses the town from east - west, apart from the A4095 Bladon rd on the periphery. Because of this, it is used as a cut - through by many vehicles. Lots of them drive far too fast. Hensington Rd is a residential street with a 30mph (20 near to the school) limit & speed calming humps. Because of the speed and volume of traffic, the council is making repairs to these humps continually, every spring. A majority of the drivers show no respect for us residents with the way that they drive through here - they just want to arrive to wherever it is they are headed. The road is straight but fairly narrow, and the pavements are also narrow. Hensington Rd has 2 schools along its length (contiguous with Shipton rd); it just should not be a through road... The constant noise & excessive speed of these vehicles is stressful and dangerous.</p> <p>I would support parking in Hensington rd. It would create welcome additional parking for the nearby town centre, and additionally help to control or discourage the speeding through traffic.</p>
<p>Member of the public, (Woodstock)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – No comment</p>

	<p>Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I've lived in Woodstock since 1967 and realise there have always been difficulties providing enough parking spaces. But I think the system at present proposed will have a very bad effect on the abilities of all retailers , the Oxfordshire County Museum, the Parish Church, the Community centre etc to attract and retain trade. Woodstock depends on its visitors and I think this scheme will discourage them. The provision of parking meters will (a) narrow some of the pavements so mobility scooters, wheelchairs, pushchairs and disabled people will find it hard to move round the town, and (b) cost a ridiculous amount of money to supervise with sufficient traffic wardens, penalty office time etc. I feel strongly that nowadays when everyone's cost of living is increasing , the finances of this scheme are unjustifiable.</p>
<p>Member of the public, (Woodstock, Oxford Road)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>The document entitled 'Statement of Reasons' which has been circulated to the public highlights in the paragraph entitled 'Proposed permit holder only parking areas' the inclusion of '...steps to mitigate potential displacement into adjoining roads and residential areas.' Although we have established that the service road on Oxford Road (on which I live) is not directly affected by the Parking proposals, I would submit that it could be susceptible to potential displacement. I recognise the need for parking space in the vicinity of central Woodstock and we already experience many parked visiting vehicles (of varying sizes). This is inevitable and tolerable provided the length of stay is limited. It can be inconvenient in the extreme if the parking is inconsiderate (blocking or inhibiting access to driveways, for example) and especially if it extends over several days or, occasionally, weeks. It can also be dangerous if the size of parked vehicles inhibits the access of emergency vehicles.</p>

	<p>I would submit that there is no need for an extension of the arrangements being proposed for central Woodstock, but I would make a plea that the whole of the service road should be subjected to a maximum length of stay. I suggest that a restriction of a maximum of 23 hours would be reasonable and practical in preventing long-stay parking and the associated issues which we see quite frequently.</p>
<p>Member of the public, (Woodstock, Banbury Road)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Support Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – Support New in-carriageway cycle parking – Support</p> <p>I wish to convey my warmest possible support for the parking proposal for Woodstock, now open for consultation.</p> <p>As a town councillor and occasional mayor/deputy mayor between 2004 and 2021 I worked hard with other councillors and citizens to devise a parking scheme suitable for Woodstock's specific and unique problems – chronic congestion and constipated turnover. The keynotes of the proposed solution were vigorous enforcement of parking restrictions in the town centre and parking permits in the controlled zones for those residents who had no reasonable alternative.</p> <p>The district council, blinded by their stupid and ignorant political slogan of 'free parking' prevaricated YEAR AFTER YEAR, REFUSING EVEN TO Acknowledge, let alone respond actively to our proposals; and the matter languished till now.</p> <p>It is essential that progress be now made and the county council's proposals adopted without further prevarication by a minority who can see further than their own selfish dislike of paying for the privilege of being allowed to park on the community's road space for short and effectively policed periods. The whole purpose of that kind of road pricing is and should be to deter thoughtless and wasteful USE OF ROAD SPACE TO THE acute prejudice of other road users.</p>

	<p>More power to OCC's elbow. Don't be put off by the pig-headed slogan-brandishing idiots in Witney, where the problems are quite different.</p>
<p>Member of the public, (Woodstock, Park Lane)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Support Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – Support New in-carriageway cycle parking – Support</p> <p>I spoke with you briefly at the Woodstock Car Parking proposals exhibition at the Community Centre, following which I spoke with several neighbours, and I would now like to ask your advice concerning the way forward concerning the strengthening of enforcement of the current double yellow lines, on both sides of the Lane by our gateway (Park Lane, Woodstock) to prevent the current access obstructions that happen on an almost daily basis.</p> <p>My understanding from a number of conversations through the years, with OCC, WODC and the Police, is that additional markings can be placed on the kerbside, to strengthen the level of enforcement, that will hopefully deter / reduce the current levels of illegal parking.</p> <p>We have a history of being blocked in / out of our own driveway, we have widened our entrance gates by removing a stone wall, to help with access, but we are still blocked in by one badly parked vehicle, or several illegally parked vehicles in a row. I could give dozens of examples, send you pictures etc. etc., and we have no recourse when a car blocks access. The Police see the matter as WODC's problem (now OCC), and WODC don't tend to warden the Lane, and even if they do ticket a car (we have seen one or two tickets in the 50 years my family have lived here), this still does not get the offending car removed. Our entrance is generally blocked at some stage, every day of the week.</p>

We therefore need a deterrent please, and unfortunately the planned parking changes for Woodstock, that I generally think are well thought out, will inevitably make the situation in Park Lane (free two-hour parking) much worse.

Park Lane is narrow with up to seven parallel parking spaces, it is almost a dead end from the High street, vehicles needing to turn around to exit via the High Street or exit via Rectory Lane. The Lane is already regularly congested with cars looking to park for the Doctors surgery, for the Back Lane Tavern, resident cars, plus lorry deliveries to the Back Lane Tavern, Woodstock House and the Bear Hotel, and very often lorries have to sit and wait for cars to move, before they can get past. Additionally, there are the usual waste bin collections, as well as private 'green' bin collections , most days of the week, for the Bear Hotel, chemist and Chinese restaurant. In the summer tourist season coaches regularly drop off/pick up Bicester Village shoppers for lunch at the Chef Imperial Chinese restaurant, parking across the Park Lane junction, such that traffic can't easily reverse back onto the High Street, to clear a 'blockage' in Park Lane. Doctor patients drop off on the corner by the Doctors surgery, further increasing congestion. Cars entering / exiting via Rectory Lane get blocked by food deliveries to the Back Lane Tavern rear kitchen entrance.

We then find that car drivers get frustrated with the congestion, and often just park opposite our driveway gates, meaning our car is stuck in / out of the driveway. Sometimes we can carefully manoeuvre in / out with a series of turns, many drivers will sit in the Lane and wait, but some get very frustrated, start tooting etc., and just last week I was menacingly threatened by a van driver, the van I believe to have later been parked outside the Back Lane Tavern. And in the evening Back Lane Tavern customers illegally park for hours on end.

The proposals to make Park Lane the only two hour 'free parking' in the Town Centre beyond thirty minutes will almost certainly make the congestion and illegal parking worse. Commuters will drive to the Lane on the 'off chance' of finding a free space, increasing congestion, pollution, noise etc., , driving into a Lane that normally they would never need to use. Additionally, whilst the doctor's surgery is in Park Lane, there is the occasional need for ambulance access, and we have seen ambulances delayed in the Lane.

I will separately complete the parking questionnaire with detailed reasons why I think Park Lane is the wrong place for the 'free parking'. I suggest 'free two-hour parking', would be much better suited for the wider Park Street with just 19 resident houses and over 80 'bay' spaces . Park Lane has 18 houses and just 7 'parallel' spaces. Park Street is bay parking, easier and quicker to park, and no need to drive up the road and turn around to exit, there is a large non-residential area from the Bear Hotel to the Church, the Bear Hotel has to provide guest parking, such that the area in front of the hotel seems to me to be the obvious place for 'non-permit' parking. Commuters would know where to drive to, spaces would be free on a Sunday morning for church goers, it would help with wedding and museum guests, and probably generate a lot more income because commuters could find a space quicker and pay, rather than waste time looking for a space.

My wife currently works mainly from home, but could be returning sometime to work in Oxford, using Park and Ride, and I babysit my grand-daughter two / three days per week, the hours and days likely to extend to include taking and picking up from nursery, more so, because we are happily expecting another grandchild in the summer. Car access is therefore essential for our family, I can't expect nursery staff to wait around for me to collect grandchildren, just because my car is stuck in our driveway (we appreciate that a resident permit should greatly help us when we come home and can't access our own driveway).

I can forward some diary records, pictures of congestion, illegal parking, lorries blocking the road, our guttering knocked of three times by lorries driving on the path etc. etc., if this helps? I will separately suggest that Park Lane should ideally be resident only, like the other narrow roads in the centre, and, if possible, the end space should be converted into a disabled space.

Can you therefore please advise me how to formally request a change to the line markings and get some enforcement in the Lane please?

Further to my earlier e-mail below I have just found out that many respondents to the questionnaire are evidently suggesting 'one hour' free parking in all 'pay' areas in Woodstock, which if approved will hopefully cancel the need for the free 'two hours' in Park Lane.

I would then suggest, to generate some of the lost income, that a section of Park Street by the Bear Hotel becomes 'pay only', no permits, and all vehicles pay on arrival, irrespective of how long they stay i.e. no

	<p>free period. Commuters who want to pay can then drive straight there and will probably find a space easier than circling the town. My previous e-mail assumed two hours free, then pay and display, but I now think an area of 'pay only' would generate more income and be clearer for local commuters and tourists alike. Park Street generally has the most free spaces, we always drive there when we can't access our own driveway.</p> <p>Whilst I suggest the free one hour everywhere would considerable help Park lane, particularly if Park Lane is resident only, I would still appreciate my request re the kerb markings to support the double yellow lines be considered, because the current deterrent doesn't seem to deter the type of driver that we now encounter regularly opposite our driveway gates.</p>
<p>Member of the public, (Woodstock, New Road)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – No comment ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Object Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>We are opposed to the proposed permit holder only parking areas for New Road, Woodstock</p> <p>We park in front of our property during the day and evenings and do not see the need to pay for a permit for what we already can do and pay for through our road tax..</p> <p>We cope with the overflow from tourists, residents from other parts of town and the school run already. The layby adjacent to No 85 – 87 is used by those in the houses nearby or going to lodge meetings As the parking restrictions in town and adjacent roads are rarely or unevenly enforced, we do not believe that resident only areas would be enforced with any more rigour.</p> <p>Additionally we see no need for time limit restrictions outside the community centre – who would this benefit? Those who work there already park on the road outside.</p>

	<p>Few use the parking available to them behind community centre.</p> <p>We did an informal survey over 2 weeks and found that on many days the lot behind was empty and on 1 day a maximum of 3 cars were parked in the lot.</p> <p>It would make more sense that the parking area which is reserved for the use of the community centre businesses and their clients be used more effectively to alleviate any concerns they may have regarding parking.</p>
<p>Email response, (10/04/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Support Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – Support New in-carriageway cycle parking – Support</p> <p>I personally am very hopeful that this will be the final consultation with a positive outcome to benefit both impacted residents and businesses,</p> <p>Parking discussions have taken place within WTC for over 10 years. Many proposals, passionate pleas from residents, requests / valid and sensible requests and proposals for improvements by WTC to WODC and OCC.</p> <p>Over the last 10+ years multiple surveys and consultations, the overall results are always the same, Residents Parking Permits coupled with increased and correct enforcement to accommodate impacted residents and improve parking churn for the businesses.</p> <p>All these Surveys, Consultations, reports and hours spent on the subject have always been disregarded but hopefully and finally this Consultation after 10 years is FINAL.</p> <p>I have documented a WTC parking chronology detailing this, see attached but to summarise:</p>

2012 Oct - WTC requested a parking review by WODC – Completed over 1 year later.

Nov 2013 - Result 'marginal increase in enforcement to facilitate parking churn. WTC then requested a Public Consultation (never happened)

Jan 2013 - WTC requested the removal of the Taxi bay –lan Hudspeth agreed to take this on – IT IS STILL THERE! Also requested a disabled bay outside the CoOp – Not implemented

2014 April - WTC parking consultation completed - Conclusion WTC to enter into discussions with WODC & OCC - No action on recommendations except one - WODC took on the recommendation to increase parking enforcement to the level we have today. i.e. enforce the 1 hour bays but not the 2 & 3 hour bays in order that residents have somewhere to park within easy reach of their home.

2014 July WTC voted in favour of resident permits - WTC to inform / request resident permit scheme to be introduced - NO action

August 2014 - 91 residents wrote in objecting to the increased enforcement and pleading for a resident parking scheme - No Action - except to acknowledge town residents' concerns some 12 months later in August 2015

May 2015 - I Hudspeth agreed that better enforcement was required but that you should not enforce something that would penalise residents. No Action

May 2015 - WTC voted unanimous for resident permit, Letter written to WODC - No action

Jan 2016 Again WTC voted for resident permits - No action
WODC agreed another parking survey

Oct 2016 – WODC wrote a 122 page report on parking for the district - highlighting residents permits as a recommendation – NO ACTION

WTC requested an OCC parking consultation – again, no action

March 2016 – WTC wrote to WODC informing of the 3 parking spaces taken up by bins outside the Kings Arms Hotel – No Action

November 2016 - WTC perused dialogue with WODC – WODC disregarded

November 2016 - First mention of Pay & Display - ignored

December 2016 - WTC informs WODC of Woodstock parking issues. Follow up on the Motorbike parking bay after 5 years of chasing – Still today, no motorbike bay

July 2017 - Even WUTW got to a point of frustration and raise concerns of No Action ever being taken to address parking issues in Woodstock – Still no action.

July 2017 - WTC follow up on the Motorbike parking – still no action

April 2018 - 122 residents write into WTC pleading for improvements and parking permits – NO ACTION

May 2018 – Another review suggested - Ian H informs he is working with WODC to consider Resident Permits – No Action

July 2018 – Ian Hudspeth informs that an overall review of parking in Woodstock will be conducted

September 2019 – WODC agree to conduct another Survey

December 2020 – WODC conclude their parking review with a conclusion to inform OCC as the responsible body. - No action except to inform OCC

September 2021 - OCC present a well thought out and thorough parking proposal to be put to the people of Woodstock in the form of another parking Consultation.

March 2022 – OCC Parking Consultation

	<p>May 2022 – Hopefully positive action to benefit both residents and businesses but we need to wait and see!</p> <p>I would like to thank OCC, both the Consultation Team and Officers and the current OCC administration for their well thought out and considerate parking proposal. I sincerely hope for the benefit of Woodstock that it is successfully implemented.</p>
<p>Local business, (Oxford Street, Woodstock)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – concerns Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I am the owner of a business on Oxford st. I have had my business there for almost 5 years now and have worked in Woodstock my whole working life. I worked in the jewellers that was there before me for 5 years and have worked at the Kings Arms hotel for 3 years.</p> <p>I have multiple concerns regarding the new parking restrictions. A few which I am sure you have already heard from other people and then one which you probably haven't heard yet. I am on the committee for Wake up to Woodstock and I put this concern to them last week and they now also support this concern fully.</p> <p>This whole proposal is very resident friendly. It has been pushed by residents in the town council for the residents and absolutely no thought has been put in to the businesses and the people who work in the town. We are the people that keep our town running. We are the reason people come back to visit time and time again and we feel forgotten. No where in your proposal does it say any mention of where workers will park their cars. Most of the surrounding roads to Woodstock will be made permit holders only forcing us all to park quite a distance from town. I have absolutely no problem walking to work. In the summer I used to park my car at the edge of Blenheim and walk into work for 40 mins. Unfortunately I</p>

can no longer park there due to the parking area being closed off. I will always try to park in the car park but this is full by 9am.

SAFETY

My concern comes in the winter when it gets dark at 4pm and for the people who work late at night in the hotels who would have to walk home in the dark. It is probably something that would not cross your mind but walking a distance in the dark in a quiet, often empty area for a large number of women is scary, threatening and an unwanted risk. Please do not see me as a paranoid millennial because this is real and it angers me that it can be disregarded. Woodstock has a number of predatory men and even more when they have been drinking.

I have on multiple occasions, particularly when I was at work in the kings arms when either colleagues, myself and punters have felt threatened when walking to their car in the evening. Fortunately at the time we were very lucky to have a manager, Steve, who was aware of this and he took care of us and would walk us to our cars if someone was lingering. I had a colleague who once had to walk round Woodstock three times terrified until the person following her gave up and she could go to her car. Other girls had men waiting at their cars for them at the end of their shifts. On the extreme end of the spectrum we once watched a Woodstock man follow a female customer out of the pub she tried to tell him to leave her alone. Later on she was raped and has subsequently left Woodstock.

I apologise for this horrible concern but something must be done to safeguard women especially young women who fall victim to these predators and asking them to park down quiet streets outside of town is not acceptable. I would rather park in town and pay thousands in parking for myself and my colleagues than walk on my own in the dark to my car.

Unfortunately this is a very real risk and I must stand up for my fellow female colleagues in Woodstock.

I am a victim of rape. I am not the only one. I would not wish the trauma it has caused me on my worst enemy and so if there is something I can do to prevent assaults or even just the horrendous feeling of threat then I will.

Blenheim have said that people who work in the town can park in their car park but this is still a walk in the dark in an even quieter area and it does not solve anything for the young women walking home at the end of their shift in the middle of the night.

This must be acknowledged and dealt with accordingly or you will see people leaving the town. We shouldn't have to be scared and dread our walk home.

MAXIMUM STAY

The maximum stay of 3 hours is not encouraging tourists to come and visit and spend money in our beautiful town. People come to our town to have lunch and mooch around the shops for the day. If you're telling people they can only park 3 hours they will not come. We will all lose significant amounts of business and subsequently Woodstock will lose its wonderful shops. Woodstock doesn't have any empty shops and we are proud of that because we know it's the best place to have a shop because people can come here and stay for the day and enjoy themselves and therefore spend money with us which is what we want! This should be raised to at least 8 hours.

HOTELS

Where do guests staying in hotels for the weekend stay?

People phone up and ask if there is parking. The hotel says no there's only on street paid parking with a maximum stay of 3 hours. Customer doesn't book room and therefore doesn't come to Woodstock.

Also going back to my earlier point. Where will their staff park?

If you're going to charge for parking then you have to be able to give people the option to pay for an extended period of time.

FREE UNDER 30 MINS

This is not long enough. We want people to be able to come and pick up their groceries at the multiple shops and park for free. If they can't park for free they'll just end up going to Sainsbury's or somewhere where they can park for free. We have wonderful butchers and green grocers we want to be able to encourage people to be able to use them all and not rush off because the parking is running out. You can't even pick up a prescription in 30 mins. I believe this should be put up to an hour.

	<p>PERMITS FOR RESIDENTS</p> <p>I completely understand and appreciate that the residents would want permits for to be able to park their cars outside their houses. But if you give every household 2 permits you will eat up a lot of parking spaces and you're encouraging more people to park their cars in the centre of town for a long period of time instead of finding storage elsewhere. They should only be given one per household. They are also priced incredibly low. Especially as you are looking to charge businesses more than double this. This is not fair. Lots of the residents have paid for garages and parking spaces elsewhere. If you offer the cheaper parking in town you're just encouraging more cars that will stay there for longer in town.</p> <p>I could go on and on about this but you have probably heard all of the other arguments elsewhere. My main concern is for the safety of my employees and the other women who work in our beautiful town.</p> <p>A lot of these cars that already park in the town and the car park will still be there after the restrictions go in and there must be somewhere for us to park. In my opinion what is already in place should just be enforced.</p> <p>I understand you would like to encourage greener ways for people to get to work but this is just not going to happen. Personally my two colleagues drive between 45mins - 1hr to get to work and there is no direct bus route. Lots of the villages around do not have the bus network set up to provide sufficient numbers of busses to get people to Woodstock for work. The two roads in and out of Woodstock are very busy and cycling on them is not for the faint hearted. Also no one wants to turn up at work all sweaty and smelly!.</p>
<p>Member of the public/Local Cllr, (Woodstock)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment</p> <p>Paid parking bays (Max Stay 3 hours) – Object</p> <p>ultra-short stay' bays (Max stay 20 minutes) – concerns</p> <p>Residents Permit Holder only parking areas – Concerns</p> <p>Time limited bays (Max stay 2 hours) – No comment</p> <p>New in-carriageway cycle parking – No comment</p>

I should be transparent and say that I am both a resident in the centre of the town, and also a Town Councillor.

Firstly, I would like to thank OCC for finally addressing the parking issues that Woodstock, and other towns in West Oxfordshire, experience on a daily basis. I have lived here for 6 years and, in that time, have seen the problem repeatedly ignored by WODC and OCC (despite empty promises from Ian Hudspeth) as well as Woodstock Town Council. It is, of course, a subject that is very divisive amongst residents and, little short of finding the funds to build a bigger car park or persuading Blenheim to build a park and ride, I am not sure that there is any solution to this issue.

I have filled in my consultation form, however wanted to write to you directly to reiterate some of my concerns, particularly reading some of the comments online from residents who live outside the town centre:

1. I do believe that proper enforcement will create churn in the town which is much needed for residents, visitors and shop owners. That said, I think it would be more palatable if the period of free parking was extended from the proposed 1/2 hour to 1 hour.

2. I think it would be more appealing to visitors if the paid for parking after this time was simply £1 per hour for a maximum of 3 hours, so a visitor could come to Woodstock for 4 hours and pay only £3. This would not only be beneficial for shoppers, but also for hotel guests. If this is not feasible within the costs of enforcement, I believe OCC should be more transparent as this would silence those complainants who are suggesting this is a money making scheme. It would also be reassuring if parking charges could be set for a period of time as the escalating prices in Oxford, I believe, are making some fearful that these proposed charges could go up significantly at any time.

3. Another argument being used by the opposers is that there will be more permits given out than there are parking spaces in the town centre. Of course this is based on the ridiculous assumption that everyone with a permit would come and park in the town centre at the same time! I understand that it is too expensive to install pay and display in the roads that will suffer from displacement, hence it has been suggested that these should be permit only roads, however surely it wouldn't be more expensive to divide

	<p>permit areas into two zones - one which is permit holders only, and the the other being the town centre where the parking is shared between permit holders and pay and display.</p> <p>As I say, whilst it is impossible to please everybody, I do very much hope and trust that OCC will genuinely take on board concerns that are voiced over elements of the proposal. Thank you again for all your work on this.</p>
<p>Local business, (Woodstock, Oxford Street)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Concerns ultra-short stay' bays (Max stay 20 minutes) – Concerns Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>Firstly and most importantly – in line with Government agenda that the UK is aiming for Carbon Net Zero by 2050 all households (and visitors) should be encouraged to use green and renewable transport: buses, bikes and walking. The money to implement the new parking proposals should be used instead to encourage, enable and develop renewable transport and links in and around Woodstock.</p> <p>We agree with all the comments listed from Wake Up to Woodstock. Please see additional comments below in red</p> <ul style="list-style-type: none"> • Members of staff and owners of business will have to park their cars some way from the town centre should the proposal go forward for short term parking be implemented. There is a concern that lone staff members will have to walk often late and in the dark to their cars. The safety of our staff and the vulnerable is paramount at all times. WUTW believes that some consideration should be made for certain key staff members by way of exemption permits. <p>This is of paramount importance for safety. At Stella Mannering and Co and we have an all female team as do many of the other businesses in Woodstock. In addition we are constantly loading and unloading vehicles on a daily basis. Sometimes these items include large, bulky objects – for example heavy rolls of fabric so it is imperative we have parking as close as possible and long stay parking available. In addition many of our clients are elderly so close parking is essential for our business.</p>

- Residents should only have 1 permit per household and WUTW feels that a charge of £65 is not a high enough fee for this new benefit.
We agree that two permits per household is excessive in a small town – and would reduce visitor’s parking ability to the detriment of Woodstock. £65 is too low for annual charge in affluent Woodstock and not comparable with Jericho for example.
- WUTW believes that businesses who occupy premises in the town centre should have the same access to permits as residents.
Absolutely – Woodstock is so vibrant because of the amazing independent offer of retail/restaurants etc and its current great accessibility. These businesses not only make Woodstock attractive to residents and visitors alike but are essential for local economy.
- Businesses such as hospitality who have guests staying over-night must be able to have scratch cards or some form of parking permit to allow their guests to park in and around their business premises should they be staying over-night or longer. Without an option this may render some business unable to trade. WUTW suggests that some limited scratch cards for visitors be made available for elderly or vulnerable guests.
Potentially devastating for Woodstock’s hospitality and retail offer. Overnight and long stay guest/tourists at the hotels and bed and breakfasts require close parking to where they are staying. The adverse affect could potentially deter people visiting Woodstock altogether.
- A cap of 1hr free parking rather than 30 minutes should be in place as many visitors to Woodstock would not have enough time to shop. Again, this could cause some business to have to close. Absolutely agree, not only for tourists and shoppers but we have clients and suppliers visiting on a daily basis that may require more than 30 minutes parking.
- A 3 hour cap on parking is simply too short as many visitors come and spend the day wondering around, shopping eating and drinking in the town. This should be put up to 8hrs. Again agree, not only for tourists but we have clients and suppliers visiting that may require more than 3 hours.

	<ul style="list-style-type: none"> • Woodstock is next to the Blenheim World Heritage Site and as such rows of parking machines in among 13th century buildings will be ill fitting. WUTW suggests that close consultation with WODC and Woodstock Town Council should be undertaken to minimise the impact of this street furniture. The design of the new parking meters and signage (if they go ahead) must be carefully considered to complement historic Woodstock. • A proper secure plan of where visitors to Woodstock can park within close walking distance of the town is vital for the ongoing security of the town. We have seen how ill-thought out parking plans have devastated once vibrant towns to mere shells with boarded up shop fronts. Once regular shoppers simply move to free parking out of town shopping centres. 100% agree – Woodstock needs to remain safe and attractive and with the centre continuing to be the vibrant heart of the town. Accessibility & ease of parking is crucial. • We suggest that there should be a trial year of enforcement only or a trial year of the parking plan as we are very concerned that if it does not work well, Woodstock centre will suffer. Woodstock is a stunningly beautiful tourist town and will certainly suffer if these new proposals take place, because accessibility is key. The reduction of parking places and shortening of parking time will mean tourists will either be unable to park or park for less time – this will have negative affect on the entire Woodstock economy.
Email response, (11/04/2022)	<p>Amendments to waiting restrictions (Double Yellow Lines) – Support Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – Support New in-carriageway cycle parking – Support</p> <p>Firstly, I am so very grateful you and your team at OCC are taking this Woodstock Parking Consultation forward, it is long over due which is not a fault of OCC but more to do with WODC continuously ignoring Woodstock Town Council and residents efforts to have the parking situation addressed.</p>

With regards the current OCC Parking Consultation currently taking place for Woodstock. As I have highlighted in previous emails, WODC have conducted surveys and consultations over the past 10 years with the result always being the same;

Woodstock needs tighter enforcement coupled with Residents Parking Permits to benefit both town centre residents and businesses.

These results have always been disregarded by WODC as the situation gets worse each year, especially as Blenheim ramp up their visitor attractions year on year. Blenheim have in recent years starting charging for parking during their events as has The Bear Hotel now routinely charging to parking.

Consider the following timeline from WODC on this matter;

- October 2016 - WODC Parking Strategy published. (Attached) - NO ACTION
- April 2018 – 1 Hour bays being enforced in Woodstock town centre by WODC Parking Team, (WODC agreed not to enforce the 2 & 3 hr bays to facilitate residents parking, but of course there is no way to differentiate between residents and business employee cars so this solution barely works)
- September 2018 - Heart of Woodstock (HOW) published and shared with WTC and WODC their paper and analysis. (Attached) - Also ignored.
- April 2019 - WTC wrote a parking proposal, voted through WTC and published to WODC and OCC (Attached) - Ignored
- November 2019 – WODC performed a Woodstock parking survey – residents permits were clearly highlighted as a requirement.
- December 2020 - WODC publish the results of the - No ACTION

From the 2016 WODC Report, see below some key comments:

Recommendations: WODC to provide information and recommendations to OCC to develop resident permit parking schemes where there are valid concerns about the ability of residents to park on their street.

Text and quotes taken from this WODC 2016 Parking Review document in relation to Woodstock:

- Annual charge for the residents parking permits (£60 per year per vehicle in Oxfordshire).

- If a majority of the residents of a street or area are in favour of a permit parking scheme then they can request that a scheme be implemented. The scheme would have to be approved, implemented and managed by the County Council because it has responsibility for the highway but WODC would also need to be consulted about such a scheme. Surveys would then be carried out to establish the requirement for a scheme and the potential costs and benefits. All schemes need to be self-financing, funded by the annual charge.
- Annual charge for the residents parking permits (£60 per year per vehicle in Oxfordshire).
- The main conclusions from the survey about Woodstock town centre on street parking are:
 - o Rectory Lane / Park Lane is full every day
 - o Park Street is virtually full for most of each day
 - o High Street is full every day
 - o Market Place and Square is full every day
 - o Oxford Street is full for most of Saturdays but does have some spaces on weekday afternoons
- The majority of parking in the town is done on-street; less than a third of the parked vehicles were in the car park.
- The lack of parking space is damaging the local economy and new businesses are dissuaded from coming.
- Often difficult to park in the town
- WODC to provide information and recommendations to OCC to develop resident permit parking schemes where there are valid concerns about the ability of residents to park on their street.
- The Town Council has requested that OCC carry out a consultation exercise to evaluate various parking proposals and that WODC consider the need for resident parking in the town

From the 2020 December WODC Survey (No Action)

<https://meetings.westoxon.gov.uk/Data/Cabinet/20201216/Agenda/8%20Parking%20in%20Woodstock%20-%20Public%20Consultation.pdf>

- Recommendation: "That no further action be taken, other than to advise the Oxfordshire County Council of the outcome of the survey."
- "The District Council is responsible for parking in the off-street car parks that it owns or manages and the County Council is responsible for the on-street parking throughout the district"

From the WTC motion successfully voted through WTC in April 2019 (No Action)

WTC spent a considerable time writing a proposed solution based on resident requests. This document of recommendations to WODC successfully voted through WTC in relation to increased enforcement coupled with a limited resident parking permit scheme. This was sent to WODC Parking Enforcement Offices and WOD Councillors. Despite following up numerous times, this was never even acknowledged and certainly no action taken by WODC.

Resident parking on-street in Woodstock (See Attached Adobe document of pictures taken)
During the first CoVid lockdown in March 2020 when we were all told to stay at home, I did my 30 minutes of exercise which we were allowed only do by walking around town on the first Saturday of this lockdown. Only the essential businesses were open; The Pharmacy, the CoOp, the Post Office and the Newsagent. As you can see, with all of us residents staying at home, there are not actually than many residents cars who park on the streets of Woodstock. Many residents either do not have a car or have off street parking. These cars are already parking on the street, it is not a case that residents will suddenly go out and buy more cars. I feel sure your Parking Officers understand this but thought it might be worth mentioning.

Residents pleading for a residential parking scheme

As the parking situation has deteriorated over the years due to multiple factors, reading through the WTC minutes I see two occasions where it is documented that many residents wrote in pleading WTC to address their concerns on this matter;

- August 2014 - 91 town centre residents wrote into WTC expressing their concern to the lack of consideration by WODC parking actions.
- April 2018 – 122 Woodstock residents wrote into WTC in April 2018 pleading for residents permits following the proposed enforcement of all parking spaces in town. WODC ignored this request but agreed not to enforce the 2 and 3 hour bays as a temporary solution. This is still in place today.
- May 2018 - 70 town centre residents joined a group to collectively write in pleading for the parking situation to be addressed

WODC - Witney Resident's Certificate of Exemption

I have often pointed out to WODC Councillors that a Residents Parking Permit scheme already exists in Witney town centre and why can this not be replicated in Woodstock but emails pointing this out have

	<p>always been ignored, I have never received a reply. How is it possible that WODC provide / approve of resident parking permits / residents certificate of exemption for Witney town centre residents but not Woodstock town centre residents when clearly there is a parking problem for town centre residents in Woodstock? I could never understand, nor have I ever received an explanation as to how this is possible for Witney but not Woodstock.</p> <p>https://www.westoxon.gov.uk/parking-travel-and-visitors/parking-resident-s-certificate-of-exemption/</p> <p>I would also like to convey my appreciate to you and your team in OCC for the amount of time and thought that has gone into this consultation, it is very thorough and thoughtful taking into account multiply parking needs and issues. I truly hope this Consultation will be taken as that, a Consultation and not a 'vote'. I very much appreciate we have experienced professionals managing this and reviewing the results as this - OCC are the professionals and very familiar with Consultations.</p>
<p>Member of the public, (Woodstock, New Road)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Objection ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Objection Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>We are writing to oppose plans by Oxfordshire County Council to introduce paid resident parking permits and paid on street parking in Woodstock.</p> <p>We cannot see how what is proposed would alleviate any traffic issues and believe that, if imposed, it has potential to significantly worsen the situation for the majority of Woodstock residents, potential visitors to the town and all businesses in the town or providing services to the town.</p> <p>Paid Resident Permits Few houses in the very centre of Woodstock have parking. If parking permits/visitor permits are introduced, residents of those houses and their visitors will gain permits to park 2 cars per property plus visitor cars in the centre of Woodstock from 8.00am-6.00pm and on into the evening, dramatically</p>

	<p>increasing the number of vehicles permitted to park all day/evening in the centre. Meanwhile, residents of roads just outside the centre would have to pay for permit/visitor parking when there is no need for it (8.00-6.00). E.g. there is currently room on New Road during the day and certainly enough spaces to accommodate school drop off/pick up, people popping into town, visiting trades people etc. The total number of resident permits/visitor permits that would be issued would in fact deny spaces to potential customers of businesses in Woodstock and reduce the 'churn' this scheme aims to provide.</p> <p>Paid On Street Parking With regard to 20/30 minute free parking and paid meter parking; 20/30 minutes is insufficient time for many customers to e.g. pop to the Co-op, post office, chemist, have coffee at a café etc. and busy families cannot spare time to make multiple trips to the town centre to do so. Customers who currently drive into the centre from houses on the edge of Woodstock and surrounding villages would inevitably choose to shop where they can do these things in one visit and without having to pay, e.g. Long Hanborough Coop, Sainsbury's, Kidlington and slightly further afield. Parking meters would be unsightly, jarring against the historic character of Woodstock and of course would depend on enforcement, as do the present parking time limits. Once charges are introduced, the price is liable to be increased, as evidenced by significant council parking charge increases in Oxford.</p> <p>In summary, the proposed scheme is too onerous and would not achieve its aim. The only residents who would gain are those who previously had no permitted parking with their homes in the centre of Woodstock and the County Council by levying permit charges on residents and parking charges in town. In this financial climate, residents, traders and visitors can ill afford these additional costs.</p> <p>We urge the County Council to re-think this proposal, which is not the right approach for Woodstock or West Oxfordshire.</p>
Member of the public, (Woodstock, Brook Hill)	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – No comment ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment</p>

New in-carriageway cycle parking – No comment

We are not opposing the general introduction of charges nor designated permit parking areas but do wish to object to the extent of the scheme. The statement that the proposals 'includes steps to mitigate potential displacement into adjoining roads and residential areas'. In our view there is at least one further area of the town that will be adversely affected by the displacement - Brook Hill, beyond the junction with Union Street.

Along this stretch of Brook Hill and into Glyme Close, all but 4 houses have a drive and/or garage. So the direct impact to most of these properties will be minimal, other than the nuisance of more and more vehicles parked along these roads. But, for the 4 houses, no's 21, 22, 23 and 24 Brook Hill, only on-road parking is available. Currently on weekends, Brook Hill, Glyme Close and even Green Lane are often full of visitors' cars, the majority of which appear to head into Blenheim Park through the green gate near the pedestrian crossing and the Black Prince pub. So, we already have a situation in which we often cannot park near to our houses. You may know that these houses are above a retaining wall and are accessed by steps at either end of the 4 houses, so if one is carrying anything of reasonable weight, such as food shopping, the challenge increases significantly.

In addition, in the last few years, there has been a significant increase in the number of cars parking on these roads on weekdays, especially Brook Hill, in and opposite the layby, making it difficult to find a space during or at the end of the work day.

The proposals as drafted will only increase the number of drivers who will be seeking a space on these roads to park, thus further affecting us. This could be displaced vehicles from other areas affected by the proposals (e.g. houses with more than 2 vehicles) and staff attending businesses in the town. In both instances, those vehicles are likely to be parked all-day or for multiple days at a time.

There seems to be another inconsistency in the proposals in that the inclusion of resident's parking permits, and the very large number of spaces available in the centre of town, will have the impact of increasing the value of houses such as those along Park Street. On the other hand, the scheme as currently proposed will likely adversely affect the value of the 4 houses on Brook Hill. It will quickly become evident to any potential buyer that parking is going to be problematic, thus either decreasing the

	<p>asking price or encouraging bidders to offer a lower price. Surely, such inconsistent impact of the scheme cannot be allowed to occur.</p> <p>So, our proposal is that the resident's parking area be extended into Brook Hill, near to no's 21, 22, 23 and 24, and that the residents of these properties be eligible to purchase parking permits. We think that 4 marked resident's parking bays would be sufficient but they need to be marked as only available for use by these 4 properties and not residents in other areas of the town with parking permits.</p> <p>We look forward to seeing the inclusion of this proposal in the parking scheme for Woodstock. We have discussed our thoughts with the neighbours at no. 24 has asked that we confirm that she is in agreement with our suggestion.</p>
<p>Member of the public, (Woodstock, Oxford Street)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – No comment ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I speak as a resident, owner of a business located in the town between 1996 and 2016, former chairman of Wake up to Woodstock and former chair of the local NAG. My most salient concern is as follows: Residents' parking v needs of businesses in the town - It seems to me that council has caved in to a well orchestrated residents' pressure group. The reality is that no resident of central Woodstock could have bought or rented a property in this location without knowing that there is not and never has been an automatic 'right' to park in the town centre. Woodstock enjoys a diverse and interesting range of businesses, serving the local community and also visitors to the town. These businesses cannot rely on trade from local residents alone who might be able to walk from their homes into Woodstock. They also need to attract locals from the increasingly outlying developments which are not well served by public transport and visitors from near and afar who will want to travel by car.</p>

	<p>It is the businesses of the town which provide the 'lifeblood' of the community and I am extremely concerned that the proposed concessions in favour of residents' parking will make the ability of visitors to find suitable parking very difficult and will therefore threaten the ability of these businesses to survive.</p> <p>Planning issues and Blenheim Palace - A crucial observation would be that the planning process in and around Woodstock is failing the town. It has been a long held view of mine and others that the key to Woodstock's problems in regard to parking lies within the remit of the trustees / directors of Blenheim Palace. There is simply not enough space in the town to cater for the parking needs of visitors and residents. The only land that could provide more parking for the town is in the ownership of the Palace, whether that be the site of the former Police Station, the recreation area / sports field and surrounds in New Road, the courtyard outside the Town Gate or within the grounds of the Palace itself. The commercial property development activity of the Palace is making vast revenues from their ongoing programme of house building in numerous locations in and around the town. These developments can only proceed with permission from WODC, so there seems to be a massive opportunity for 'bargaining' to take place, which is simply being 'missed'.</p> <p>One way system - parking along Hensington Road - It was with some amazement / bemusement that I had to see Woodstock Town Council refusing the OCC / pandemic inspired opportunity to instigate a one way system along Market St / Town Square / High St, with diagonal on street parking and additional permitted parking along Hensington Rd. I remain convinced that at the very least, a one way system would help to reduce traffic speeds, create a safer environment for pedestrians as well as increasing the amount of parking spaces, regardless of whether paid parking is introduced or not. Is this not the time, now that OCC seems to be 'overruling' WODC policy in many regards to push through a trial along the lines of what was previously proposed??</p>
Member of the public, (Woodstock, Brook Hill)	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – No comment ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p>

I write in respect of the proposed changes to parking in Woodstock. I am not opposing the general introduction of charges nor designated permit parking areas but I do wish to object to the extent of the scheme. The statement that the proposals 'includes steps to mitigate potential displacement into adjoining roads and residential areas'. In our view there is at least one further area of the town that will be adversely affected by the displacement - Brook Hill, beyond the junction with Union Street.

Along this stretch of Brook Hill and into Glyme Close, all but 4 houses have a drive and/or garage. So the direct impact to most of these properties will be minimal, other than the nuisance of more and more vehicles parked along these roads. But, for the 4 houses, no's 21, 22, 23 and 24 Brook Hill, only on-road parking is available. Currently on weekends, Brook Hill, Glyme Close and even Green Lane are often full of visitors' cars, the majority of which appear to head into Blenheim Park through the green gate near the pedestrian crossing and the Black Prince pub. So, we already have a situation in which we often cannot park near to our houses. You may know that these houses are above a retaining wall and are accessed by steps at either end of the 4 houses, so if one is carrying anything of reasonable weight, such as food shopping, the challenge increases significantly.

In addition, in the last few years, there has been a significant increase in the number of cars parking on these roads on weekdays, especially Brook Hill, in and opposite the layby, making it difficult to find a space during or at the end of the work day.

The proposals as drafted will only increase the number of drivers who will be seeking a space on these roads to park, thus further affecting us. This could be displaced vehicles from other areas affected by the proposals (e.g. houses with more than 2 vehicles) and staff attending businesses in the town. In both instances, those vehicles are likely to be parked all-day or for multiple days at a time.

There seems to be another inconsistency in the proposals in that the inclusion of resident's parking permits, and the very large number of spaces available in the centre of town, will have the impact of increasing the value of houses such as those along Park Street. On the other hand, the scheme as currently proposed will likely adversely affect the value of the 4 houses on Brook Hill. It will quickly become evident to any potential buyer that parking is going to be problematic, thus either decreasing the

	<p>asking price or encouraging bidders to offer a lower price. Surely, such inconsistent impact of the scheme cannot be allowed to occur.</p> <p>So, our proposal is that the resident's parking area be extended into Brook Hill, near to no's 21, 22, 23 and 24, and that the residents of these properties be eligible to purchase parking permits. We think that 4 marked resident's parking bays would be sufficient but they need to be marked as only available for use by these 4 properties and not residents in other areas of the town with parking permits.</p>
<p>Local business, (Woodstock, Oxford Street)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Concerns ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – Support</p> <p>We have noted our concerns relating to the scheme below.</p> <p>Although we feel there should be some form of residents parking available for occupiers living within the centre of Woodstock, we feel the allocation of two parking permits to residents will result in their being no parking for visitors to Woodstock, in particular High Street and Market Street. The allocation of one permit per household we feel is sufficient. The proposed cost of £65 per permit should be higher so as to cover the operating costs for the scheme.</p> <p>You have commented issues have been raised that the current parking does not sufficiently cater for residents, however a residents parking scheme could be implemented without the need to have paid parking for visitors. The parking bays can easily be monitored for those overstaying the time limit allowed.</p> <p>The allocation of business permits should be issued on a needs basis for the business applying.</p> <p>There should be a number of parking bays, in particular on High Street and Market Street that are excluded from any residents/business permit scheme.</p>

	<p>The proposed scale of charges for the paid parking is simply too high. The cost for parking in the neighbouring towns of Kidlington and Banbury are much more affordable and currently Witney and Chipping Norton is free of charge.</p> <p>Many of the local hotels do not have private parking. The proposed parking scheme does not cater for those staying in Woodstock. Furthermore a cap of 3 hours parking for a visitor to Woodstock is not sufficient if they are visiting to shop and eat locally.</p> <p>Local retail shops rely heavily on tourists. Charging such high parking fees we feel will prevent tourists visiting Woodstock town before or after visiting Blenheim.</p> <p>We support the addition of cycle parking and feel this would be a benefit to residents and shops in Woodstock.</p>
<p>WODC Cllr, (Woodstock & Bladon), and Woodstock Town Cllr</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Concerns Paid parking bays (Max Stay 3 hours) – Concerns ultra-short stay' bays (Max stay 20 minutes) – concerns Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – Concerns New in-carriageway cycle parking – Object</p> <p>I am in favour of the effort to produce a possible solution to Woodstock's parking problems but there are a number of issues which I feel might be changed with benefit or which need further thought.</p> <p>1. The Woodstock age demographic is high and this is represented by the church goers. Some of those even though they live in Woodstock would not be able to get to church without transport. If they have to pay for two hours parking just to go to church this could diminish the congregation considerably and affect the lives of these people significantly as they may not be the most affluent and most able to pay parking fees readily. Hensington Road Car park is too far from most of Woodstock's churches to be useful - it would still be too far for them to walk.</p>

Might I suggest that Sunday morning until 1pm is free parking....perhaps in those sites where otherwise those without resident permits would have to pay?
(By confining the free period to Sundays would not, I believe, seem outside equality on the basis of religion as I am not aware of meeting places in Woodstock for those who have other days of the week as 'holy days'.)

If parking was free only until 1pm on Sunday, that would avoid the situation which is one cause of frustration for central Woodstock residents, namely the use of parking in town to avoid the charges which visitors have to pay for parking in Blenheim when visiting Blenheim. I do not think many visitors to Woodstock/Blenheim coming in on Sunday would be leaving Woodstock before 1pm so they would still have to pay at some point for parking in Woodstock.

2. I do not feel the proposals have thought through the situation for the visitors to Woodstock who come to stay at the hotels/bed & breakfast etc accommodation. With the exception of The Bear, most of these places have no parking for guests or very, very limited parking off street. I am aware that those putting forward the plan suggest such people can park on Hensington Road? Can they? Much of the time even now Hensington Road Car Park is full. It is currently in the process of losing twelve slots for electric vehicles only, so the situation will worsen especially as the parking plan will displace some cars used by those working in Woodstock but without any sort of permit, away from the centre of Woodstock to the Hensington Road Car Park.

Overnight guests could park without paying but guests staying one night or more may arrive in the middle of the day with no spaces at Hensington Road and thus having to pay and having their (holiday) visit filled with worries about parking times, moving the car etc.. They may be staying several days and perhaps going into Blenheim for much of the day or going into Oxford on the bus. They cannot be expected to come back to their car after three hours. Further they might have to rush out to their car before a leisurely breakfast in the hotel, in order to pay for parking by 8am?

I think there needs to be thought and discussion with those who run guest houses/hotels to find some arrangement for visitors staying in Woodstock overnight or longer in hotels. In my experience elsewhere, hotels sometimes offer parking to guests at a price with presumably some financial agreement with the local council about guests using time limited parking areas. Could there be discussion with the hotels on how this is covered and how any parking warden is aware that a guest car has paid for a place on the street through hotel accommodation agreements. Woodstock is a tourist town and being accommodating to those who come to visit is an important part of promoting tourism which is of benefit to all Oxfordshire.

3. There is concern around town about how parking meters and notices about parking will create unsightly street furniture in an otherwise attractive town centre. I hope that real imagination and thought will be given to how these are sited. In London there are access points for electric car charging incorporated into lampposts in some residential areas. This allows very discrete car charging facilities. Could the parking payment sites be similarly incorporated into lampposts thus not adding more street furniture to the town centre?

4. There are a couple of inconsistencies in the maps which need checking:

a. The sheet DN52 shows correctly that the junction of Upper Brook Hill, Brook Hill and the bottom of Union Street is double yellow lines. This is how it is at present and something we had to argue for some years ago as the junction is a very blind and dangerous one. However the overall map of the parking arrangements puts residential parking going across this junction. No. This would not be appropriate.

b. There is parking in Union Street on the eastern side, adjacent but not on, the Hensington Road car park. It is widely used by residents of Union Street and is marked for residents-only parking. I am not exactly against that but I was under the impression that the area of Union Street which forms a bit of a layby adjacent to the Car Park was in WODC ownership (as are the garages just further down the hill to the north of this area). If that is so, it is probably not within OCC's remit to determine. Maybe it has been discussed with WODC?

c. I am a little unclear about the situation in Park Lane. Some residents there have no off-street parking. Yet the rather limited bits shown in Park Lane without double yellow lines seem to indicate free for all parking there (admittedly for only two hours at a time) Is that fair for the residents of Park Lane without off-street car places?

We do need one parking place outside the surgery in Park Street as at present but I do not see it on this plan. Not everyone who has limited walking ability has a Blue Badge

5. Half an hour for free parking for those without permits seems a bit short given the queues and waiting time often experienced in Co-op and pharmacy or the Post Office particularly as people may have found a car parking place at the top end of Park Street and have to walk to and from the Co-op as well as spend time in the shop. Could free parking be extended by at least 15 minutes and, preferably, even allow all to have the first hour free? I do not think that would reduce 'churn' significantly and such an

amendment would make a lot of residents living on the periphery of Woodstock and those coming in to shop from - for example - Bladon, much happier with the parking proposals. There is reference in the accompanying paper to ultrashort parking slots of 20 minutes. I could not locate any of these and I am not clear as to their purpose.

6. Are the cycle racks outside the Coop really needed? There are stands in the pedestrian snicket between Oxford Street and High Street and some on the cobbles in the passage behind the Town Hall. Both are rarely used. Cycle racks outside the Museum may be OK but when I raised siting a town map there some time ago I was told the conservation area would never allow it. Do OCC overrule conservation officers on highways matters?

There are also racks by the Hensington Gate bus stop on the A44 This latter almost always has one bike locked to the rack during the day but rarely any others.

7. It is good that the Plans seems to increase the double yellow lines on Oxford Street east side so they extend all the way down to the Causeway. This is needed but could they not also extend further up Manor Road as there is real concern about the amount of parking already experienced on Manor Road at weekends or holiday periods by visitors who use the green gates to get into Blenheim Park without payment.

8. There is a lot of concern from residents who live away from the centre of Woodstock about parking overflowing into their streets as a result of the imposition of parking fees. This is already a problem when there are events at Blenheim when cars park in Cadogan Park and all over the Hensington Estate; up Manor Road; along Banbury Road etc.. It can be more than a minor problem when such visitors park so residents cannot get out of their own driveways.

In relation to this and the fact that we are almost certainly going to have problems of increased parking away from the town centre, would it be practical to provide some parking in Hensington Road itself? During Woodstock town events in the past when the town centre was closed off and/or many visitors expected to the town, parking has been allowed down one side of Hensington Road. It seems to me that the portion of the road running alongside the (long closed to burials) cemetery could accommodate some parking - I suggest free - which would provide a bit of relief to those who find themselves displaced from town centre parking.

	<p>9. I am not sure how much this Plan has been discussed with Wake up to Woodstock, the group covering retail and commercial interests in Woodstock. Those involved in the commercial sections of Woodstock are very concerned about the effect the plan will have on their enterprises with a general fear that retail in Woodstock will suffer. Whilst there are some retail permits being offered, there is a lot of concern that two per outlet will not cover the number of people who come into Woodstock to work from outside and I doubt the Hensington Road car park will be able to accommodate them all. Not all those coming to work in Woodstock live on a bus route to Woodstock</p> <p>It is difficult to see how those with, for example, four hour shifts are going to cope. I think particularly of those coming in to four and five hour shifts in the museum cafe arriving in the middle of the day when Hensington Road park is - in my experience - full. Either they will have to abandon their shift to go and move their car around Woodstock or get a fine for exceeding the time by two to three hours. I volunteer in the Museum cafe (walking in from home) but am not sure how those who come from outside Woodstock - if volunteers - will feel about having to pay fines just to volunteer. Some are currently saying they will have to give up volunteering. There must be other workers puzzling over similar dilemmas but probably these people will have to work out their own solutions.</p>
<p>Member of the public/Local group (Heart of Woodstock)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Support Paid parking bays (Max Stay 3 hours) – Support ultra-short stay' bays (Max stay 20 minutes) – Support Residents Permit Holder only parking areas – Support Time limited bays (Max stay 2 hours) – Support New in-carriageway cycle parking – Support</p> <p>I would like to express my warmest appreciation to you, to your colleagues at the County Council and to Councillors Andy Graham and Tim Bearder, for taking on the unenviable task of tackling the thorny issue of parking in Woodstock. This has been a matter of heated debate for several years here but to date, no Administration has been prepared to commit to sorting the problem out on our behalf. It takes political courage and energy to do so, which has been lacking hitherto.</p> <p>I am writing this email both in my personal capacity, and also as leader of Heart of Woodstock (HOW). This is comprised of a large group of residents (and some businesses), formed over 4 years ago in order</p>

to research precisely the reasons why the town centre and the roads just beyond it, were becoming increasingly congested and clogged up, thus prohibiting the churn which was desired by all sectors of the community. It was hoped that this might result eventually, in some resolution of the situation on behalf of all our community.

I was also the co-author of the Woodstock Parking Report, which WODC requested of us as a fact finding attempt. It formed the basis of the questionnaire/survey subsequently instigated by the District Council... but the findings of this survey (in favour of enforcement plus a resident permit scheme), were never acted upon by the District Council, despite all the earlier promises to do so.

Summarising broadly, the causes of the current parking “constipation” in central Woodstock are:

1. The 75 to 100 shop/business employees’ cars which daily park in the centre and stay there all day without moving. This influx of commuters to Woodstock begins as early as 5.30am with the hotel/pub staff.
2. Blenheim visitors seeking to evade purchasing either an annual pass during the year, or a car parking ticket when Blenheim choose to make an additional charge for parking during some of its Events.
3. Hotel (and other outlet) overnight guests. This includes guests of The Bear hotel which has its own car park but chooses to charge its guests £10 for use of this facility.
4. Local Contractors seeking to avoid paying for a Council permit.
5. Commuters to Oxford wishing to avoid the charge at the Park & Ride, by parking in our town and then catching the bus.

Contrary to what was popular belief until recently, local residents are not the cause of Woodstock’s parking problem. Quite the opposite in fact. Local residents in the impacted areas are becoming increasingly “imprisoned” during the day. They are afraid to move their cars in case they are unable to get back to park upon returning home.

I have been highly impressed by the detailed thought and professionalism which has gone into the County Council's parking proposals. I believe these would go a long way towards a solution for parking here. Thank you most sincerely to all the authors of this scheme.

You are probably aware that many of the people who live beyond the boundaries of the parking proposals, are seeking to derail the entire process. Some of these people come from local villages but most live in Old Woodstock, or in roads such as Green Lane and Glyme Close. Sadly these people want the current status quo to be maintained. They are vehemently against any form of parking charges, because they take the view that this will deter punters from coming here. They also resent having to pay to park in "their town". They fail to recognise also, that a cultural shift is required to discourage multiple vehicle ownership and unnecessary car journeys and this can only be achieved by some form of charging mechanism placed upon the car driver. Parking has become a divisive issue within the community. This is a tragedy.

You should be aware also, that "Free parking" throughout West Oxfordshire is now being used by local Conservatives as an electoral tool, which I see as a blatant attempt to stir up negativity to the entire parking scheme, without making any positive contribution to the debate.

The car parking situation in Woodstock can only get worse. Blenheim is expanding its activities to generate the profits they believe they need. This means many more event days. It also means the building of many more houses on our periphery, without the town necessarily having the infrastructure to sustain such growth. Woodstock House is allegedly seeking to be a "cultural centre", which will add to the problems experienced already by residents in Rectory and Park Lanes.

In my comments within the consultation, I have suggested that one improvement overall which might be incorporated within the parking proposals, is to increase the suggestion of half an hour free parking to ONE HOUR FREE. I believe this would go some way to healing the divisions being encouraged by the naysayers. It would take much of "the sting" out of their arguments. I appreciate that this would alter the time line whereby the costs of the scheme would become neutralised. However, I really do think that this one consideration might be really helpful to heal divisions here. It would also bring our free parking period into line with the one hour free parking now being permitted within Vale of White Horse District.

	<p>Needless to say, there is concern about the visual attractiveness of a series of parking meters in our beautiful town centre. I share this concern. Every care needs to be made to minimise the impact of any street furniture/signage which might be installed. We must conserve the positive aesthetic value of Woodstock's heritage. Please consider this aspect seriously. It would be so easy to destroy the beauty which has been built up by preceding generations.</p> <p>Once again, thank you most sincerely for all the effort, time and money which has clearly been expended by the County Council in drawing up such a comprehensive and thoughtful scheme for Woodstock. We desperately need this to be instigated. I hope that both the Officers and politicians involved in this venture will have the courage to bring this scheme substantially to fruition, at the earliest possible date.</p>
<p>Member of the public, (Woodstock, New Road)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – No comment ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I do still think that extending the end time for the restriction to 7pm rather than 6pm would certainly help in cases when people who like myself, work in Oxford can finish work and get home and still be able to park after 6pm particularly if I have to work beyond 5pm then negotiate heavy rush hour traffic. I do not get home until between 6-7pm.</p> <p>If Blenheim or the Masonic Hall have events I always have real trouble trying to find somewhere to park.</p> <p>Extending by 1 hour to 7pm should ensure our resident parking is residents and not people attending events</p>

<p>Member of the public, (Woodstock, Oxford Road)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – No comment ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I have a particular concern regarding Oxford Rd where I live. Currently there are 23 possible parking spaces which could be used without restricting access to our houses.</p> <p>Every day most of these spaces are used by 'all day Parkers' who either work or live elsewhere in the Town and by outsiders who park, then catch the bus into Oxford or Witney.</p> <p>It would seem sensible for these spaces to be controlled with say 2 hour stay to enable shoppers and visitors to enjoy Woodstock.</p>
<p>Member of the public, (Woodstock)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – Concerns Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I write to register my concern regarding the above changes being proposed by Oxfordshire County Council. I attended the open consultation evening at Woodstock Town Hall on Monday 21st March. I hoped for greater clarity on the proposals but came away feeling it is a muddled scheme which will be detrimental to Woodstock.</p> <p>If the current free parking regulations were enforced, there might well be the degree of 'churn' which seems to be the driving force for the introduction parking charges.</p>

Ultra-Short stay parking areas:

I don't think 20 minutes is realistic for the quick-stop bays. It relies on there not being queues in shops when you want to 'pop in' for an item or make a transaction in the Post Office. Why can't they be treated as having 'free first half hour' parking?

Residents Permits:

Whilst this is attractive for the town centre residents and their visitors, this could restrict available spaces for people wishing to support the town's shops and businesses.

Woodstock considers and promotes itself as a tourist town, an ideal base for exploring Oxford and the Cotswolds. As far as I'm aware, The Bear and The Marlborough Arms are the only hotels with private parking. What provision has been made for visitors wanting to stay for more than one night at The Feathers, The King's Arms or one of the Guest Houses/B&Bs? The proposed scheme does not give a warm welcome!

Ticket Price:

The County Council have stated parking charges (where applicable) will range from £1.00 to £5.00. I suspect this tariff will only be held for a short period and it won't be many months before a hefty increase is imposed with no public consultation.

Hensington Road Car Park:

Although taking out numerous parking spaces, credit is due to the Local Authority for installing EV charging points. I suspect this Car Park is used for free long-term parking by visitors to nearby Ashford Close, which has limited visitor parking, and as a Park & Ride by drivers commuting by bus to jobs in Oxford, not directly contributing to the town but blocking spaces which could be used by out of town shoppers and workers who live in towns and villages too far away to cycle/walk to Woodstock and have no available public transport options.

The Blenheim Factor:

I believe consideration must be given to the unique situation with additional pressures on parking in Woodstock arising from Blenheim Palace, with its World Heritage Site status generating very high visitor

	<p>numbers. When the Palace introduces a Parking fee for the duration of special events a significant number of their visitors prefer to seek free parking in the residential side roads throughout the town.</p> <p>More worrying, in recent years vehicles have parked half on/half off the pavements on both sides of the A44 (the only through road). This behaviour caused particular concerns in Old Woodstock during Blenheim's 'Standing with Giants' event in 2020 when parked cars caused obstructions stretching from The Black Prince right up to the town's northern boundary. This behaviour is also often seen at weekends and bank holidays when visitors want to park near the free entry gates to the Blenheim Park.</p> <p>As you will be aware, Blenheim have a massive programme of house building in Woodstock with scant regard to provision of adequate enhanced infrastructure. With hundreds of additional homes will come associated vehicles adding to the problem.</p> <p>In summary, I think this is all probably a done deal, but if Car Parking Charges are imposed in Woodstock the County Council will have an obligation to ensure the scheme is properly and fairly enforced. I believe the proposed scheme will either push the problem parking to the wider residential areas, or people will stop wanting to come to Woodstock. I therefore strongly object to the introduction of Parking Charges.</p>
<p>Email response, (15/04/2022)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – No comment Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>Woodstock has a thriving night time economy with a greater proportion of bars, restaurants and hotels than other towns of its size. These are staffed by predominantly young people earning close to minimum wage. These people do long shifts, often starting early and not finishing until up to 1am.</p> <p>The proposal makes little allowance for these staff to have parking space in the town centre. Your first response to this will may be, that's ok parking is free from 6pm (which means you can park from 5.30)</p>

	<p>and with a 3 hour paid limit these minimum wage staff could park from 3pm if they start earlier. Or you may be thinking that all they need to do is pop out and move their car into the town centre half way through their shift when the parking becomes free.</p> <p>But we need to add a touch of reality, they will park outside the zone to save money and sometimes it just isn't practical to take a 20 min break before it gets dark.</p> <p>There is a lady working in Woodstock who is a victim of rape. Much as we would love to think of Woodstock as safe place, unfortunately this is not the case as she has experience of receiving unwanted attention and being followed, even when making a short journey across the well lit streets of central Woodstock. She is in fear of these proposals, not just because it's a minor inconvenience to her but because she (and other vulnerable people) will have to walk in darkness to either the Hensington Road car park or one the the street outside of the controlled zone.</p> <p>And this does not just apply to hospitality staff. In the winter it is dark at 4pm so this will affect the shop workers, estate agents, museum staff etc.</p> <p>In reality, we will be sending vulnerable people into the car park or distant streets in darkness (from 4pm). That's not something I'm comfortable with implementing and I hope you're not either.</p>
<p>Member of the public, (Woodstock, Brook Hill)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Object Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I object to part of the plans – that the parking permits for residents do NOT go far enough, in that 21-24 Brook Hill have not been included.</p>

	<p>Most of the houses in the main stretch of Brook Hill have either a driver and/or garage. But I live at 21 Brook Hill, one of four houses (21-24 Brook Hill) where only on-road parking is available. Your plans are going to push more cars to park down Brook Hill. I don't disagree with your overall plans, but if you're going to do this, there needs to be 4 parking permits for 4 marked resident parking bays that can only be used by these 4 properties (21-24 Brook Hill) and not residents in other areas of the town with parking permits.</p> <p>Currently on weekends, Brook Hill is often full of visitors' cars, and the majority of them appear to head into Blenheim Park. So, we already have a situation in which we often cannot park near to our houses. You may know that these houses are above a retaining wall and are accessed by steps at either end of the 4 houses, so if we are carrying anything of reasonable weight, the challenge increases significantly.</p> <p>I would like to make a further proposal that the area at the bottom of each flight of steps at either end of the 4 houses is marked as no parking. Quite often, we get cars parked entirely across the access to the steps, meaning it is only possible to access the steps by walking on banked grass. This was a major problem while my father was still alive – he had very restricted mobility. This needs to be addressed, as it is a healthy and safety hazard for anyone with restricted mobility to walk on the banked grass.</p> <p>I look forward to seeing the inclusion of these proposals in the parking scheme for Woodstock.</p>
<p>Local group, (Wake Up To Woodstock)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>I am the Chair of Wake Up To Woodstock, a not for profit organisation that circa 70 businesses based in Woodstock subscribe to with the aim of promoting the town as a place to visit. Tourism is of utmost importance to Woodstock, which is why I am writing in.</p>

Woodstock has a thriving and successful business community with many Hotels, Restaurants/guest houses and independent shops and we're extremely pleased that, despite the challenges of recent times, we do not have any vacant premises in the town. This mixture of both residential properties and businesses is what makes our town so sought after.

We have taken the proposals that have been released for consultation and studied them. We have set up a working group from the business community to analyse and feed back their thoughts and shared these with our members. These comments I believe reflect the overall views of our members.

Firstly, we believe that the continuation of free parking would be the best option. We recognise that improved solutions for town centre residents, changes to the time limits, better enforcement, possible introduction of a park and ride, a one way system with 'fishbone' parking to create more spaces, expansion of the Hensington Road car park etc. are all suggestions that have been made previously. A combination of some of these measures would be our preferred solution as Woodstock will be at a competitive disadvantage compared with other West Oxfordshire destinations if parking is charged.

At it's most simple I would suggest that parking times have not been enforced adequately and a simple solution is to keep things as they are, for a year, while parking is enforced?

Moving on, if the view of OCC is that charged parking is the way forward then I would make the following comments/suggestions as to how the scheme as presented could be improved.

1. Potentially vulnerable members of staff need protection. Members of staff and owners of businesses will have to park their cars some way from the town centre. There is a real concern that late at night (and after dark at 4pm in the winter) staff from these businesses will have to make their way to either the Hensington Road Car park or the more distant streets outside the controlled zone to get to their cars. Some of these staff are young and female and therefore vulnerable when alone.. The safety of our staff and the vulnerable is paramount at all times and WUTW believe that some consideration should be made for certain staff members by way of exemption permits. We realise that from 6pm parking is free but some shifts start early in the afternoon and continue until up to 1am. Much as we'd all like to believe Woodstock is a safe place, unfortunately anecdotal evidence suggests this isn't 100% true.

2. Residents should be entitled to one permit instead of two. Unfortunately there simply isn't the space for two permits per house. Also, it is often the case that in a two car household the second car is often used infrequently and this would not create the 'churn' desired by OCC. The town centre residents also have the best access to alternative active travel options.
3. The charge of £65 per resident permit is too low. This should be raised and brought into line with the business permits, or the business permit brought into line with the residents. Businesses have had a bad two years and no business automatically earns more than residents.
4. Businesses that have guests staying overnight must have a form of permit (maybe scratchcard) to allow their guests to park in the town for the duration of their stay. There are a number of businesses with accommodation that do not have a car park. This includes The Kings Arms, The Feathers, The Woodstock Arms, The Star, The Blenheim Buttery and the Crown plus guesthouses. With the current proposal a customer would have to wait until 3pm to check in and then need to be out at the meter again before 8.30 the following day. Whilst this solution might be feasible (although not contributing to a relaxing break) for guests who stay one night, there is no solution for guests staying 2 nights or more. They cannot even use the Hensington Road car park as it has a 12 hour limit. These guests are residents in our town centre whilst they are here and should be allowed to park in the town. This is also the primary reason why there isn't enough space for two permits per house.
5. A cap of one hour free parking rather than 30 minutes should be in place. Many visitors would find it difficult to complete their shopping in 30 minutes. For example, a trip to a number of shops, a visit to the doctors and collect a prescription, even a visit to church on a Sunday. A 30 minute limit could create multiple visits instead of a single visit and I don't think this would be the churn we desire.
6. The maximum 3 hour time limit is not long enough. People come to our town to shop and maybe have a lunch, or visit one or both of the museums and have a lunch. Three hours isn't long enough to comfortably do this, we think a maximum of 5 hours would be better.
7. The ticket machines are a concern. Woodstock is next to the Blenheim World Heritage site and dates from the 13th century. WUTW suggests that close consultation with WODC and the Woodstock Town Council should be undertaken to minimise the impact of this street furniture.

	<p>8. Whatever is implemented should be on a trial basis. WUTW suggests that whatever the final solution is it should be trialed with a review after 12 months, as was done recently with redirecting lorries to avoid Burford.</p> <p>As you can, we are very concerned that the plans presented for consultation pose a significant risk to the Woodstock business community, we are concerned that if implemented without change, this thriving community could be de-stabilised and we could lose some currently viable businesses. We know the situation isn't ideal for either residents or businesses at times so we just need to make sure that the solution is fair to all stakeholders.</p>
<p>Member of the public, (Woodstock)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Object Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – Object Residents Permit Holder only parking areas – Object Time limited bays (Max stay 2 hours) – Object New in-carriageway cycle parking – No comment</p> <p>As a resident of Woodstock I am writing to oppose the proposed parking restrictions in Woodstock.</p> <p>The proposals seem to be based on the Oxford City model. Because such measures work in Oxford which is a much bigger and economically vibrant city does not mean that they will work in Woodstock. The proposals are flawed for the following reasons:</p> <ol style="list-style-type: none"> 1. It is a well established fact that the retail offering in Woodstock has been declining for the past 10 years approx and continues to decline. These proposals will make a bad situation worse and can best be characterised as taking a "sledgehammer to crack a nut". 2. The financial costs and associated revenues of the proposals are estimates not based on reality. There is scant information provided for enforcement and other associated costs.

	<p>3.It is not for the County Council to facilitate unlimited on street parking for prestige properties in Central Woodstock. The owners of these properties should approach Blenheim Palace to explore the possibility of a commercial agreement.</p> <p>4.The impact of displacement parking for residents in streets in close vicinity of central Woodstock have not been adequately addressed. If the proposals for charging residents for on street parking are taken forward then such provision needs to encompass a wider area than currently proposed including extending the provision of double yellow lines on adjacent streets.</p> <p>5. Woodstock already suffers from "parking blight" and is a "ghost town" when Blenheim Palace has events with visitors to the Palace seeking free parking in the town without due regard to local residents. These proposals will make a bad situation worse. The town will cease to a desirable destination.</p> <p>The planners and the decision makers need to carefully re evaluate the impact of the current proposals on the economic vibrancy of the town and to discard them.</p> <p>Simpler low cost proposals based on the principle of transparency that seek to encourage motorists to park for shorter periods of time in central Woodstock need to be formulated and then consulted on.</p>
<p>Local business, (Woodstock, High Street)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Object Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – Object Residents Permit Holder only parking areas – Object Time limited bays (Max stay 2 hours) – Object New in-carriageway cycle parking – No comment</p> <p>Short-term parking in the High Street - please take into consideration the safety of members of staff, working in businesses in the centre of town. It is essential that their safety is considered, ie when returning to their cars after work, particularly if late at night or when it is dark. Consideration should be given by way of exemption permits.</p>

	<p>Businesses occupying premises in the town centre should have the same access to permits as residents.</p> <p>Please also consider offering parking spaces for over 3 hours for visitors wishing to spent the day in Woodstock. These should be long enough to encourage people to spend a relaxing period of time in Woodstock, but not long enough for people to leave their cars in Woodstock and travel elsewhere (as mentioned on the survey form I completed).</p> <p>It is essential that the entire parking situation encourages visitors to Woodstock, to shop and enjoy the facilities in as easily manageable way as possible. If this does not occur then potential visitors will go elsewhere.</p>
<p>Member of the public, (Woodstock, Lewisfield Way)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – Object Paid parking bays (Max Stay 3 hours) – Object ultra-short stay' bays (Max stay 20 minutes) – Object Residents Permit Holder only parking areas – Object Time limited bays (Max stay 2 hours) – Object New in-carriageway cycle parking – No comment</p> <p>Kindly note the following points in response to the public consultation on proposed parking scheme for Woodstock:</p> <ol style="list-style-type: none"> 1. The Consultation relates to an ultra-controversial, and substantially divisive issue and as such should not be taking place in a timeframe that overruns a pre-election period. This is not good practice and places constraints upon parish and town councils in discussing and debating the issues. 2. During the period of the consultation Councillors associated with the Party advocating the consultation twice circulated materials to households either stating an earlier closing date or stating the consultation had ended , whilst it was still ongoing (evidence on file available upon request). The poster locally by OCC also referred to Town Centre consultation but it really is for other parts of the Town too.

	<p>3. The Report to the March Cabinet meeting when the agency Agreement with WODC was determined for revocation back to OCC authority the funding sources for implementing the scheme were unrealistic and unduly vague in specifying contribution from Woodstock Town Council and moreover from s106 funding. When the decision in principle to support a consultation was taken by Woodstock Town Council there was no reference to s106 funding which presumably would according to the Cabinet report entail s106 allocations at the expense of other things.</p> <p>4. The Cabinet Member for Highways said to full-Council at OCC in December that he had worked with Woodstock Town Council to develop the scheme. This is false. He never worked with Woodstock Town Council and only attended an informal meeting in a kitchen sideroom for less than 30 minutes. The interaction with Woodstock Town Council therefore has been exaggerated and misrepresented by OCC.</p> <p>5. The amount of proposed residents permits is highly excessive compared to the spaces available, and the lack of zoning for residents permits means they can park anywhere in the Town such that for example Town Centre residents with permits can park in permit spaces in New Road. All this creates more of a problem than currently, with likely resident permit holders competing amongst themselves for all the spaces in the Town.</p> <p>6. Businesses should not be permitted to park in the Town with permits.</p> <p>7. Pay and Display machines should not be incorporated in the scheme. There is no assessment of potential impact on business, and these would comprise a substantial competitive disadvantage. Pay and display should not subsidize parking permits.</p> <p>On the basis of the above I object to the scheme.</p>
<p>Local business, (Woodstock, Market Place)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Concerns ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment</p>

	<p>New in-carriageway cycle parking – No comment</p> <p>Some comments as a retailer and resident of Woodstock.</p> <ol style="list-style-type: none"> 1. Please be sympathetic to the introduction of Meters in this medieval town, reliant on visitors for its unique charm. 2. A stay of one hour with out charge would be useful. 3. A three hour maximum stay is limiting to visitors who may wish to eat and visit shops...6 hours would be more suitable as the max time 4. Employees in shops should be considered as residents preferred parking...I have several employees over the age of 75 and long walks is out of the question for them.
<p>Member of the public, (Woodstock, Park Lane)</p>	<p>Amendments to waiting restrictions (Double Yellow Lines) – No comment Paid parking bays (Max Stay 3 hours) – Concerns ultra-short stay' bays (Max stay 20 minutes) – No comment Residents Permit Holder only parking areas – Concerns Time limited bays (Max stay 2 hours) – No comment New in-carriageway cycle parking – No comment</p> <p>Are you able to let me know:</p> <ul style="list-style-type: none"> - do the plans for resident parking bays match the no. of residents who need them? - how is Park Lane (as opposed to Park Street) being designated? It's not mentioned in the documents. <p>It is a very quiet, narrow residential Lane, very susceptible to noise. We're already very badly disrupted due to works vehicles accessing Woodstock House, which is past Park Lane at the end of the Rectory Lane car park, and with cars rewing/doors slamming from people using the Back Lane Tavern pub (which has opened to our detriment - noise and antisocial behaviour late at night steps away from people sleeping) in this otherwise completely residential area.</p>

If Park Lane is not designated as residents parking (without the free 30' for any vehicle), this will increase with cars potentially changing every 30' in a narrow lane.

I do appreciate that you have to look at this in the round, and I am generally in favour of the scheme - I commute for work and as things stand can often have to drive round and round Woodstock to find anywhere to park when I get home, and at weekends it's the same all day - but it must not make things worse for residents.

You have Park Lane as non resident-only parking - can I ask that this is reconsidered please, for the reasons given? residents in Park Lane will not ever be able to park here without paying...the only place in Woodstock that penalises residents in this way.

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Divisions affected: *Marston and Northway*

CABINET MEMBER FOR HIGHWAY MANAGEMENT 26 MAY 2022

OXFORD: MARSTON NORTH CONTROLLED PARKING ZONE PROPOSED AMENDMENT TO RESTRICTIONS AT ELMS DRIVE

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed amendment to the hours of operation in the Marston North Area Controlled Parking Zone (CPZ) in respect of **Elms Drive**, which will allow parking only for permit holders only between 9am & 5pm Monday to Fridays (thereby replacing the current restriction allowing for permit holder parking only at all times / days of week).

Executive summary

2. Following feedback from residents and the local county councillor on the operation of the current restrictions introduced in 2021, an amendment to the hours of operation Marston North Area Controlled Parking Zone and Waiting Restrictions in respect of Elms Drive which will allow parking only for permit holders only between 9am & 5pm Monday to Fridays (thereby replacing the current restriction allowing for permit holder parking only at all times / days of week) has been proposed.

Financial Implications

3. xxx funding has been provided for consultation on the proposals. Should the speed limit proceed to implementation then xxx is available for this work.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Contact Officers: Tim Shickle 07920 591545
 Jim Whiting 07584 581187

May 2022

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Resident, (Oxford, Elms Drive)	<p>Object - I object to the proposals for the following reasons:</p> <ul style="list-style-type: none"> • It doesn't address concerns about parking by non-visitors at weekends • It doesn't improve the practically unenforceable nature of the Access Only Restrictions (I acknowledge that this issue is probably out of scope for the TRO, but I would like to suggest that it is at least a related issue) • It doesn't allow short visits by tradespersons without the requirement for a visitor permit <p>1. They proposals as made will, at certain times, not restrict parking to residents and visitors only. Instead, the proposals appear to allow for unrestricted parking in the street outside of the permit holder hours of 9am to 5pm, Monday to Friday. This means that 'visitors' to the area i.e., non-MA permit holders, in particular those attending events at OxRAD and Marston Saints, which mostly if not all happen at weekends, will be able to park in the street (assuming that they are not deterred by the Access-Only signs – see point 2). This represents a significant relaxation of the rules compared to the ones in place currently, which prevent this. Of course, the proposals already allow for anyone with a MA permit to park in the road, even if they are not a resident, and this will continue to happen under the proposals, which is regrettable, particularly for residents nearer to the Marsh Lane end of the road.</p> <p>2. Non-Access only traffic will still use Elms Drive Drivers can (and do) choose to ignore the Access Only signs, which in my experience has been the case on many occasions. And, during evenings and weekends under the proposals, once they are parked and the vehicle is left unattended, there is no way to enforce the Access Only provisions. They would have to be stopped and challenged on first entering the street, which is not practical other than for very occasional spot checks by CSO's for example, which in my experience has not proved to be a long-term deterrent e.g., cars still regularly use Elms Drive as a shortcut when the traffic is queuing for the traffic lights at the junction of Cherwell Drive and Marsh Lane, which typically happens during the morning and evening rush hour.</p>

	<p>3. Tradespeople will require a visitor permit for each and every visit (where they don't have their own business permit). Visitors with legitimate reasons to bring a vehicle onto the street e.g., tradespeople, deliveries, will require a parking permit every time they park on the road outside a property. This seems to be over-engineered to me, a 2-hour parking window would be preferable and will still deter 'commuters' from leaving their vehicles all day while they go to work nearby, which is the greater concern here.</p> <p>In my opinion, this proposal is a missed opportunity to address these concerns.</p> <p>My counter proposal would be to either leave the arrangements as they are or revert to the 2-hour parking window as originally introduced (i.e., seven days a week) which was for a time before the signs were changed to the ones in use now.</p>
(3) Local Resident, (Oxford, Elms Drive)	<p>Object - The proposed change in Parking Zone and Waiting Restrictions for Elms Drive is not logical as outside the hours 9am to 5pm, Monday to Friday any person can park. We already have parking from Permit and non-Permit holders daytime and overnight from non-Elms Drive persons who are also not visiting Elms Drive e.g., Marsh Lane residents, persons visiting Oxford City Football and Sports Grounds etc. It is clear that those who park with or without permits who live outside Elms Drive and are not visiting i.e., Marsh Lane residents, those going to the sports ground should not be in Elms Drive under the no-entry Except for Access. So as both restrictions are not enforced our road will fill up again with vehicles. This is all on top if the free for all high speed 'rat run' through Elms Drive that we face during rush hours due to no enforcement and now made much worse by the queues apparent at the Traffic lights at the junctions of Headley Way, Marsh Lane, Cherwell Drive and Marston Road. Perhaps your planners and enforcement could have a rethink.</p>
(4) Resident, (Oxford, Rymers Lane)	<p>Object - I used to live on Marsh Lane next to here and note that there was no difficulty in parking as a resident. As a result, there seems little merit in introducing this change (together with the associated costs to the taxpayer).</p>
(5) Resident, (Oxford Marsh Lane)	<p>Object - There are little to no street side parking spaces on Marsh Lane (zone MA), which is also a main road for traffic into Oxford and thus more risky for parking. Changing the CPZ in neighbouring roads such as Elms Drive (where most houses have driveways), strictly residents only 7 days a week, benefits only residents on that road. As a result, residents on roads such as Marsh Lane, which is considered a different zone, have even less available areas to park.</p>

<p>(6) Local Resident, (Oxford, Elms Drive)</p>	<p>Object - There are two issues in Elms Drive, and this proposal deals with neither effectively. The first is that the ends of the road by Marsh Lane and Cherwell Drive are used by commuters or football visitors for parking. The second is that it is used daily, throughout the day, as a cut-through road, and cars often speed. It's a road with children, disabled and elderly residents, and one day there will be an accident.</p> <p>Issue 1 - commuter and football parking. In the time the permit only signs have been up, Saturday footballers with children have blatantly parked under the signs and left the road, knowing that there will be no checks, and some cars have parked on the ends of the road without being checked. It makes no sense for the residents to go to endless lengths to avoid a parking fine when non-residents park without consequence. It's a meaningless sign, as it can't be patrolled realistically, and simply makes life harder for residents.</p> <p>As a disabled resident who has assistants, cleaners, medics, and friends coming to the house, I have to make sure everyone has a permit. If I have three people in a day coming to see me, permits disappear quickly.</p> <p>Mon-Fri restrictions will do nothing about the Saturday football or shopping parking, so that's a meaningless change. I want the 2-hour parking to be reinstated if we must have a CPZ, as we have nowhere in the road that visitors can use when they come.</p> <p>Issue 2 - this is actually the more concerning issue. We have a street WhatsApp group and it is clear that the volume of traffic and the speed is front of our minds. Cars ignore the no access signs, as it's an easy road to avoid queues. I would like to see actual traffic calming measures in the road, to slow traffic and make it less appealing to use as a cut through. Occasional police advice and tickets isn't really going to help. We need a permanent solution. Some want one end of the road closed, some want calming road humps, narrowing or tree boxes. It is surely possible to create a safer road? Please give greater attention to this, and the parking issue will resolve as well.</p> <p>This is a really frustrating process, as we are battling with Council codes and regulations that don't take into account the actual experience of the road. We know of family members of residents who have received a ticket when they were visiting, but see people parking and walking away and nothing happens. It just creates resentment and cynicism. I don't want to have parking patrols all the time - I want a fairer parking solution that serves residents better and a road that is safer for the people who live here.</p>
<p>(7) Local Resident, (Oxford, Elms Drive)</p>	<p>Object - Would like there to be NO restrictions to parking on the street at any time</p>

<p>(8) Local Resident, (Oxford, Elms Drive)</p>	<p>Object - I would like amendment to revert back to parking 9am - 5pm Monday to Friday 2 hours parking. This will enable carers, family, friends, and tradespeople such as gardeners and general helpers who would not exceed the 2-hour limit.</p> <p>I know this will not stop people cutting through the road, as this seems to be a problem with some of the residents, but that is a different issue. I do know quite a few residents want to revert back to the 2-hour parking.</p>
<p>(9) Local Resident, (Oxford, Elms Drive)</p>	<p>Object - I was very unhappy with the Oxfordshire County Councils original decision to implement parking restrictions in Elms Drive and horrified when it then changed it again with no consultation to such severe restrictions; permit parking only 24 hours a day.</p> <p>I am glad the parking restrictions are to be amended; however, I would prefer them to be returned to the original restrictions, which included the free 2-hour visitors parking during 9-5pm period.</p>
<p>(10) Local Resident, (Oxford, Elms Drive)</p>	<p>Concerns - I support the amends proposed, but have further concerns. There should be 2hour parking available for any non-resident. Parking is not an issue in Elms Drive. If anything, it has exacerbated the real problem - speeding and people using the road as a cut through. Residents have made repeated appeals about this and written to the council on a number of occasions. No one has taken this up. Drivers constantly drive at speed down this road - about three cars have done so in the short time I've been typing this message. Access has to be properly enforced. Speeding has to be properly addressed. I have only lived here for three years and I've already seen a high impact RTA between two vehicles caused by a speeding car on Elms Drive. Sooner or later, a car is going to kill or seriously injure a person - most likely a child. Children going to and from school, especially on bikes, children who live in this street. WHEN this happens, I will be holding the council to account, and this message sent to you will be used as evidence. Action is required right now.</p>
<p>(11) Local Resident, (Oxford, Elms Drive)</p>	<p>Concerns - If we have to have parking restrictions in Elms drive, as a resident I would like the original parking restrictions re-instated. This would include the 2-hour free parking between 9-5pm, which we had previously.</p>
<p>(12) Local Resident, (Oxford, Elms Drive)</p>	<p>Concerns - As a long-standing resident of Elms Drive (nearly 30 years) I am perplexed as to why the recent parking restrictions have left residents in Elms Drive with more restrictive parking enforcement regulations when compared</p>

	<p>with the rest of Marston. My personal preference is for Elms Drive to be brought into line with the regulations currently in place in Marston, that being that non-residents would be able to park for up to 2 hours without using having to utilise resident parking permits. This would permit visitors to visit our residence for a reasonable period of time (up to 2 hours) without penalising us further or our visitors. When the parking controls were originally implemented, we had 2-hour parking permitted between the hours of 9:00 and !7:00 and no restrictions outside these hours, I am unclear as to why this was changed and why we were not adequately consulted prior to the more draconian measures we are now trying to live with, I understand that my neighbours are in agreement with the ability for visitors to visit without continuous use of resident parking permits. I believe we pay substantial residential taxes and that we should not be penalised further for parking outside our own homes. I have raised this issue with local councillors in order to get these additional restrictions removed, we do not need these restrictions and would prefer to be brought back in line with the parking regulations in force in the rest of Marston,</p>
<p>(13), Online response, (unknown)</p>	<p>Concerns - Hi, I have strong concerns/objections about the CPZ in Elms Drive, the road is a NO ACCESS road, therefore vehicles should not be entering the road unless residents or residents' visitors. We are having to pay for permits for our friends and family to visit and some of us have daily care, these care visits will use up so many permits and cost a fortune, seems like this is just another way for the council to make easy money.</p> <p>Regarding the 9-5 week days permit, this leaves sat/sun for those who go to court farm/football and also others to use because the NO ACCESS is not policed, which leads me to believe this problem will not be solved.</p> <p>More important than the CPZ, the road is used on a daily basis for a rat run, motorists speed through at very dangerous speeds, with less cars now in the road because of the CPZ, cars are speeding through more now than ever because they have a clear road, I have young children who walk to school daily and like to play outside.. this is a very big concern for all residents in the road and we feel it will have to take someone getting hit by a car or something even worse (killed) before the council take this seriously. So many people have made these complaint for years and nothing what so ever has ever been done, I'm sure the council will be sued if something was to happen to one of the residents.</p> <p>Most residents if not all residents would be happy for the marsh lane end to be blocked off, this would stop all the speeding cars using the road as a cut through, there is enough room to allow for a bin lorry to turn, like the road opposite ash long.. this would solve all problems.</p>

(14) Local Resident, (Oxford, Elms Drive)	Concerns - I support the amendment to parking, with parking restricted only between 9am to 5pm on Mondays to Fridays, allowing for non-permit holders to park in the evenings and at weekends. However, I would also ideally like to see the amendment return to the original arrangement and allow non-permit holders to park for 2 hours during the restricted time. Ultimately, I would like the parking restrictions within the road to be aligned with the rest of the parking restrictions within Marston, as I do not understand why Elms Drive is being treated differently.
(15) Local Resident, (Oxford, Elms Drive)	Concerns - I would like Elms Drive to revert back to parking for two hours Monday - Friday 9am - 5pm. This will allow carers/visitors to park for a couple of hours during the weekday and family being able to park without any restrictions during the weekend.
(16) Local Resident, (Oxford, Elms Drive)	Concerns - Unfortunately, our road is using for anyone, sometimes blocking the driveways. I think every neighbour have to pay for the permit. If we got visitors, very house got enough space on the driveways. Nowadays with the restriction lot of people don't respect the signals. I can't imagine if the proposal goes ahead.
(17) Local Resident, (Oxford, Elms Drive)	Concerns - I support the amends proposed but have further concerns. There should be 2hour parking available for any non-resident. Parking is not an issue in Elms Drive. If anything, it has exacerbated the real problem - speeding and people using the road as a cut through. Residents have made repeated appeals about this and written to the council on a number of occasions. No one has taken this up. Drivers constantly drive at speed down this road - about three cars have done so in the short time I've been typing this message. Access has to be properly enforced. Speeding has to be properly addressed. I have only lived here for three years and I've already seen a high impact RTA between two vehicles caused by a speeding car on Elms Drive. Sooner or later, a car is going to kill or seriously injure a person - most likely a child. Children going to and from school, especially on bikes, children who live in this street. WHEN this happens, I will be holding the council to account, and this message sent to you will be used as evidence. Action is required right now.
(18) Local Resident, (Oxford, Elms Drive)	Support - Elms drive should not have different rules to any other road in Marston. No parking 24 hr 7 days a week is unnecessary and difficult to live with.
(19) Local Resident, (Oxford, Elms Drive)	Support - It has made our lives a lot more challenging with the current parking restrictions i.e., constantly moving cars not having parking for visitors including out elderly parents.

(20) Local Resident,
(Oxford, Elms Drive)

Support - thank you for this common sense proposal and is much appreciated. As residents of Elms Drive, we will greatly benefit from being able to allow friends and relatives to park at evenings and weekends on the road without the need for a permit. Thank you again for the work you are doing to make this a reality.

Divisions affected: *Wolvercote and Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 MAY 2022 OXFORD - FIRST TURN & GODSTOW ROAD: PROPOSED ZEBRA CROSSING, PEDESTRIAN REFUGES & WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised:
 - a) A Zebra crossing at First Turn south of its junction with Mere Road
 - b) The no waiting at any time restrictions on First Turn and Mere Road north of the proposed zebra crossing
 - c) The no waiting at any time restrictions on First Turn south of the proposed zebra crossing, but with their implementation to be deferred to allow an assessment of the operation of the crossing following construction, with these being omitted if found not to be required, in order to reduce the impact of the proposals on the adjacent parish church premises.
 - d) A new pedestrian refuge at Godstow Road approximately 50 metres south west of its junction with the A40 Wolvercote roundabout, and an improved pedestrian refuge north east of its junction with Wolvercote Green.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to introduce a zebra crossing and waiting restrictions on First Turn and new and improved pedestrian refuges on Godstow Road as shown in **Annexes 1 & 2** as a result of adjacent development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund their implementation if approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

- The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

- Formal consultation was carried out between 21 October and 19 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Oxford City Council, and the local County Councillor. Notices were placed on site and letters sent to approximately 65 properties in the immediate vicinity.
- Twenty-three responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion / objection	Total
Zebra Crossing	2 (9%)	6 (26%)	10 (44%)	5 (22%)	23
Parking Restrictions	12 (52%)	3 (13%)	6 (26%)	2 (9%)	23
Pedestrian Islands	2 (9%)	4 (17%)	8 (35%)	9 (39%)	23

- The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.
- Thames Valley Police and Oxford Bus Company expressed no objection.
- The local member noted the concerns of effect of the proposals on parking and agreed with the officer's recommendation to assess the operation of the crossing with the proposed waiting restrictions to the south being omitted, ahead of making a final decision on whether these are required on safety grounds. The option of providing a humped zebra crossing (as identified in subsequent discussions) was supported by the local member but with it being recognised that the additional cost and consultation required may make this not viable.
- Wolvercote Primary School while not providing comments on any of the specific proposals nevertheless expressed strong concerns over safety by the school generally, with these understandably being focussed at school drop off and pick up time, and with several recent reports of children being 'clipped' by cars. The school has requested consideration if improved signage, and also for example Oxford City Council refuse collection vehicles could time their collections outside of the school travel times.
- The above comments are noted, and officers will investigate improved signage as part of the overall package of works and will also relay the concerns on the refuse collection vehicle timings with Oxford City Council.

13. St Peters Church Parochial Church Council objected to the proposed waiting restrictions and zebra crossing on the grounds that the loss of parking will cause difficulties for those visiting or attending St Peter's for services on Sundays, weddings, and funerals, and also for those using the Church Rooms for meetings and social events, noting that caterers need parking and access to load and unload equipment for their event, and also that many of those attending are elderly and infirm with mobility difficulties, and there are no viable alternatives for those needing to use cars. Their response also pointed out that there is no footpath by the Churchyard wall so no one, including children, walk on that side of the road, and that the existing parking along St Peter's Churchyard boundary wall restricts vehicles to one-way use which reduces speeds and expressed the view that parking restrictions would allow two-way vehicle use, thus increasing speeds and dangers to pedestrians and cyclists.
14. Two other responses were received from representatives of the church, both objecting to the proposed waiting restrictions on the grounds of the adverse impact on the church due to the loss of parking, but with one objection and one expression of support for the zebra crossing.
15. The remaining nineteen responses were received from members of the public, with the balance of opinion being supportive of the zebra crossing but objecting or raising concerns over the proposed waiting restrictions on the grounds of the loss of parking.
16. The objections and concerns in respect of the zebra crossing included queries over the need for a crossing in this location and whether a crossing east of the Mere Road junction would be preferable in view of the reduction in the loss of parking. A response also suggested that traffic calming measures would address the problem of speeding vehicles and remove the need for a crossing and the associated loss of parking.
17. Two objections and four concerns were received in respect of the proposed new pedestrian refuge on Godstow Road; these included queries on whether the new refuge would provide a safe place to cross, and that the reduction in road width would present a hazard to pedal cyclists especially given the quite high flow of traffic – including buses – on the road
18. Noting the above, the need for the proposed zebra crossing and refuge and their locations were determined through the planning application for the Oxford North development and it is a requirement of that planning permission. The development includes new residential dwellings which will primarily be located to the south of the A40. The walking routes between the site and Wolvercote Primary School were identified for improvement so that children living at the site in the future can safely travel to school on foot. The identified routes converge on to Mere Road and the proposed location of the crossing on First Turn is considered to best continue the desire line approaching the school.



- KEY:**
- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
 - PROPOSED 'NO WAITING AT ANYTIME' (DOUBLE YELLOW LINES)
- NOTES:**
- 1 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ASSOCIATED S276 DRAWINGS WITHIN THE STATUTIC DRAWING SERIES
 - 2 ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND SPECIFICATION FOR HIGHWAY WORKS. COC S276 STANDARD DETAILS & HIGHWAY CONSTRUCTION DETAILS WHERE CONSTRUCTION DETAILS ARE PROVIDED, THESE TAKE PRECEDENCE OVER COC STANDARD DETAILS.

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Mark	Revision	Date	Drawn	Checked	Approved
A	UPDATED AS PER ROAD SAFETY AUDIT	06.02.21	VT	JC	SH

FOR APPROVAL

**OXFORD NORTH
FIRST TURN
TRAFFIC REGULATION ORDER
NO WAITING AT ANYTIME**

Client:


THOMAS WHITE OXFORD


stantec.com/uk

Date of Issue	Designed	Drawn
19.07.2021	SR	VT
At Scale	Checked	Approved
1:250 (B1)	JC	SH

Drawing Number: **48201/2060/101** Revision: **A**

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- KEY:**
- EXISTING OXFORDSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
 - LAND FOR DEDICATION
 - PROPOSED HIGH-WAY GULLY
 - EXISTING HIGH-WAY GULLY

- NOTES:**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ASSOCIATED S278 DRAWINGS WITHIN THE STATUTED DRAWING SERIES.
 2. ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND SPECIFICATION FOR HIGHWAY WORKS, OGC S278'S STANDARD DETAILS & HIGHWAY CONSTRUCTION DETAILS WHERE CONSTRUCTION DETAILS ARE PROVIDED. THESE TAKE PRECEDENCE OVER OGC STANDARD DETAILS.

A	UPDATED AS PER ROAD SAFETY AUDIT	06.02.21	VF	JC	SH
Mark	Revision	Date	Drawn	Checked	Aspd

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Drawing Issue Status:

FOR APPROVAL

**OXFORD NORTH
GODSTOW ROAD
PEDESTRIAN IMPROVEMENTS
LEGAL PLAN**

Client:



TWO
THOMAS WHITE OXFORD

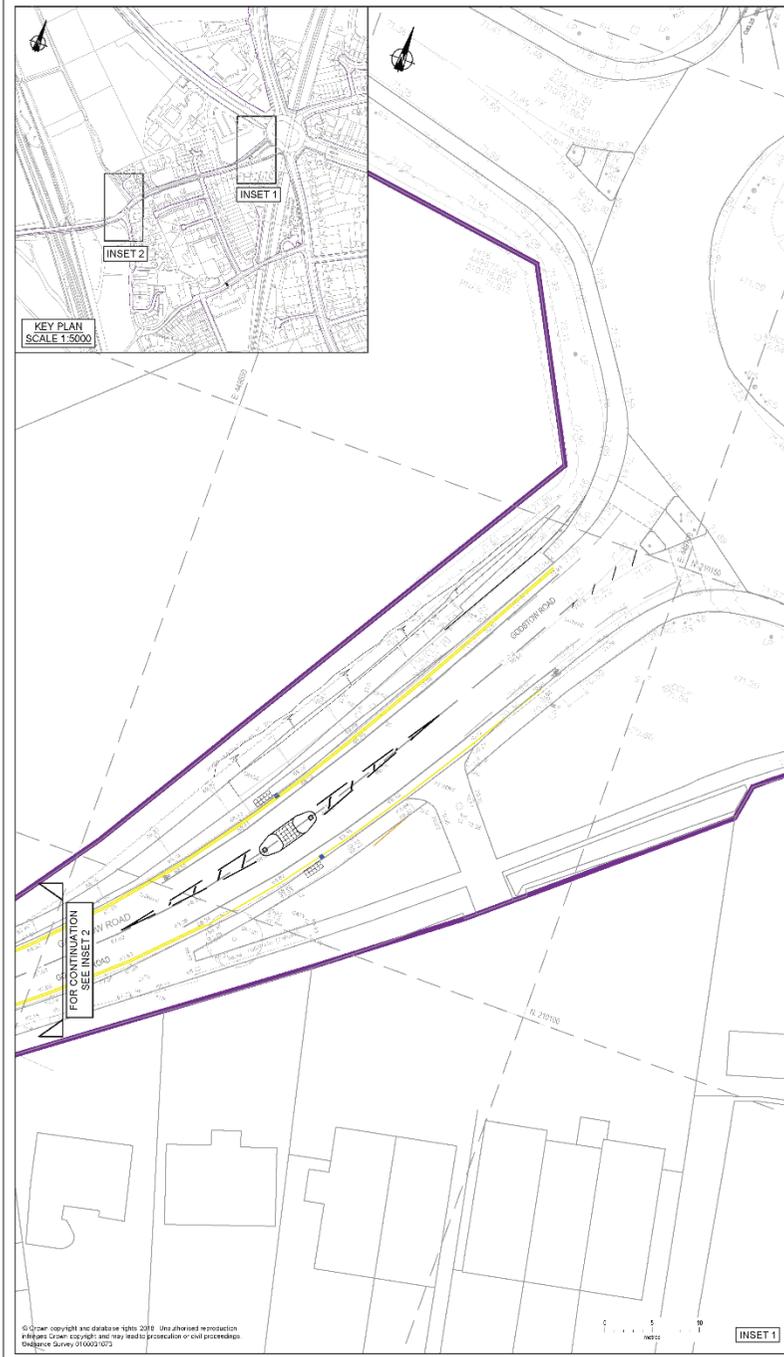
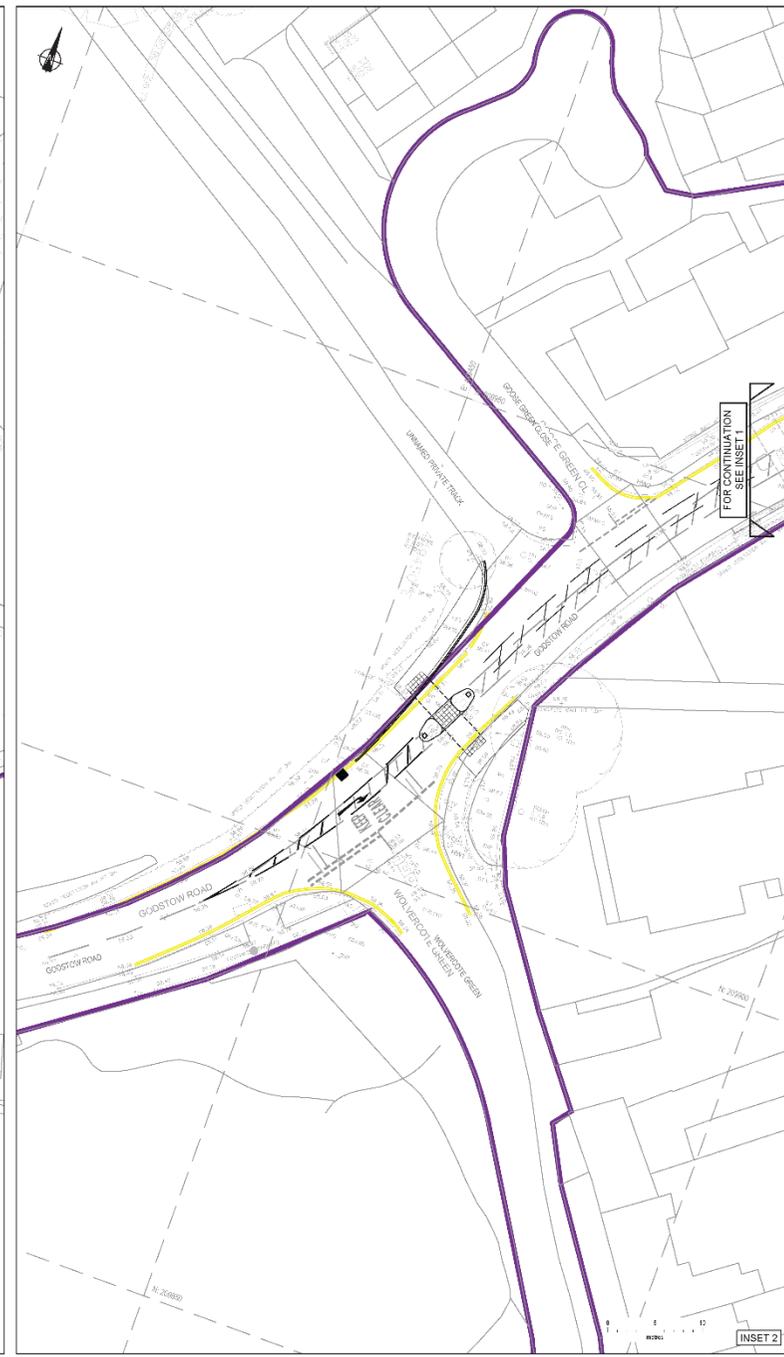


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Date of Issue	Designed	Drawn
19.07.2021	JH	GM
As Scale	Checked	Approved
1:250 (B1)	JC	SH
Drawing Number	Revision	
48201/206/1/005	A	

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – If I can make one observation relating to the new zebra crossing on First turn. I note the zig-zag markings have been reduced to a minimum on the east side. Would it not be prudent to remove part of the advisory School Keep Clear marking and replace it with the more robust mandatory zig zags.
(2) Oxford Bus Company	No objection – no concerns on these proposals.
(3) Wolvercote Primary School	<p>Concerns – We are very concerned about the safety of our children at drop off and pick up time. I know that one of our parents has been very active in trying to bring about changes. She represents many parents and staff who are worried and regularly contact me with their concerns.</p> <p>Various suggestions have been made about ways to keep the children safe. Better signage around the school is one suggestion that I would think should be easy to fix.</p> <p>It was reported that a council refuse lorry was collecting bins this week for residents near the school- this was in the morning at school drop off time. While this is an important service, could their times be arranged so that they don't overlap the drop off time? This caused additional pressure to the traffic congestion.</p> <p>I do feel the need to point out the severity of this situation. A serious accident is almost inevitable if action is not taken. We have received reports of children being 'clipped' by cars this term. And while thankfully they were not hurt, it serves to emphasise the importance of the situation.</p>
(4) Local group/organisation, (Churchwardens & PCC, St Peter's Church)	<p>Zebra Crossing - Object Parking Restrictions - Object Pedestrian Islands - No opinion</p> <p>The proposal of parking restrictions along St Peter's Churchyard boundary wall will cause difficulties for those visiting or attending St Peter's for services on Sundays, weddings, and funerals.</p>

	<p>Those using the Church Rooms for meetings and social events and caterers need parking and access to load and unload equipment for their event.</p> <p>Many of those attending are elderly and infirm with mobility difficulties, and there are no viable alternatives for those needing to use cars.</p> <p>This will have a detrimental effect on the Church and Church rooms as a community meeting space, and people will go elsewhere or not meet socially.</p> <p>From Pear Tree Park & Ride First Turn bus stop on Woodstock Road to St Peter's 300m The Park & Ride 300 Bus service does not stop at the First Turn stops on Woodstock Road; therefore, this cannot be proposed as parking for those attending or visiting St Peter's</p> <p>From Oxford City First Turn bus stop Woodstock Road to St Peter's 300m Godstow Road bus stop to St Peter's 300m</p> <p>There is no footpath by the Churchyard wall so no one, including children, walk on that side of the road. Currently the parking along St Peter's Churchyard boundary wall restricts vehicles to one-way use which reduces speeds, parking restrictions would allow two-way vehicle use, thus increasing speeds and dangers to pedestrians and cyclists.</p>
(5) Local group/organisation, (St Peter's Church)	<p>Zebra Crossing - Concerns Parking Restrictions - Object Pedestrian Islands - No opinion</p> <p>St Peter's Church holds worship at various times in the week, especially on Sundays. A number of elderly people attend worship so need to be able to park outside the church.</p>
(6) Local group/organisation, (St Peter's Church)	<p>Zebra Crossing - Support Parking Restrictions - Object Pedestrian Islands - Object</p>

	<p>Disabled members of St. Peter's Church need to be dropped by car or park outside the church itself. As this is mainly on Sundays when the school is closed it does not affect the school.</p>
<p>(7) Local Resident, (Oxford, Stratfield Road)</p>	<p>Zebra Crossing - Object Parking Restrictions - Object Pedestrian Islands - No opinion</p> <p>The proposals will impact on the current parking availability which serves St Peters church to the detriment of the church when services are held, particularly funerals. My observation of the movement of people coming to and from the School is that more pedestrians cross the road from Church Walk rather than Mere Road. Safety would be increased generally by a 10mph speed limit at school times on First Turn plus a reduction in the number of children being taken to school by car.</p> <p>It is worth noting that a pedestrian crossing could be positioned equally well on the eastern side of the Mere Road junction if it was deemed to be essential and this would have little impact on the current parking availability.</p>
<p>(8) Local Resident, (Wolvercote, Mere Road)</p>	<p>Zebra Crossing - Concerns Parking Restrictions - Object Pedestrian Islands - Concerns</p> <p>First Turn is used by parents of school children and members of the church congregation.</p>
<p>(9) Local Resident, (Upper Wolvercote, Cyprus Terrace)</p>	<p>Zebra Crossing - Concerns Parking Restrictions - Object Pedestrian Islands - No opinion</p> <p>Zebra crossing: the majority of pupils approach Wolvercote School from the Lower Village, up Church Lane or First Turn. They cross either St Peter's Road at its junction with First Turn, or First Turn itself by the dropped curb immediately south of St Peter's churchyard wall. They will not along the churchyard wall as far as the proposed zebra crossing only to return back to the school entrance in St Peter's Road. So, it isn't clear what advantage the proposed zebra crossing will have since pupils coming from the Woodstock Road side will already be on the correct side of the road for the school.</p>

	<p>To make it safer for pupils, we need to see less traffic coming along First Turn. It is used as a rat run by people wanting to avoid the Wolvercote Roundabout, including those using the road through Wytham to avoid the Pear Tree roundabout off the A34. A sign saying the road is unsuitable for HGVs would be helpful - see also later re yellow lines.</p> <p>Also, for safety's sake, the pedestrian/cycle lanes around the corner of First Turn into Woodstock Road on the south side are dangerous. Cyclists going north up Woodstock Road are forced to cross from a lane on the outside of the pavement to the inside lane as it goes around the corner, directly into the path of children and parents pushing buggies walking from the school. That whole junction needs redesigning.</p> <p>Yellow lines: the proposal is to put double yellow lines preventing parking outside the church wall at any time. There is no reserved parking for the church so where will funeral and wedding parties, and those with reduced mobility park? There is no need to prevent parking in this location at all times. Parked cars also serve to slow down traffic rat running along First Turn. Restricting parking from 08:00 to 17:00 to no more than one hour will prevent commuter parking which is the main problem. Of course, the commuters will want somewhere to go so they will move onto St Peter's Road. I live on Cyprus Terrace which opens onto St Peter's Road but has no access road or allocated parking. Nine households (that's nine cars) have to take their chances with commuters, those working at the school and Univers Labs, but we only have four space near us. It's impossible now. Forcing more parking onto St Peter's Road will turn a problem into a nightmare. We need resident's parking. Blandford Avenue has resident's parking, why can't First Turn (opposite Blandford Avenue) and St Peter's Road have residents parking to keep commuters away.</p> <p>There is one place on St Peter's Road that definitely does need yellow lines. Travelling from Woodstock Road along First Turn, past Wolvercote School and the junction of St Peter's Road, First Turn narrows right down by a stone wall, part of the Wolvercote Conservation area. Workers at Univers Labs park right across the pavement on the left-hand side and in the narrow gap making it impossible for large vehicles (including fire engines and ambulances) to get through. It is not unusual to find a rat running HGV trying to reverse having found itself unable to get through with a school full of children trying to walk home. Why nothing has been done about this is impossible to understand.</p>
<p>(10) Local Resident, (Wolvercote, Godstow Road)</p>	<p>Zebra Crossing - Concerns Parking Restrictions - Concerns Pedestrian Islands - Support</p> <p>I think a zebra crossing near the school is a good idea for many reasons. However, there is an issue about people attending St Peter's Church for services especially on a Sunday and for weddings and funerals. Many elderly people</p>

	<p>attend St Peter's Church. I wonder if there could be co-operation with worshippers / attendees to St Peter's having access to Wolvercote car park - obviously when it is not being used by school staff members. There may an issue with a key but perhaps a lock with a code number could be used. Or the key to the car park could be left in a secure place inside St Peter's Church- perhaps like one of those devices which one finds at holiday lets. You put the code in, open the box and the key is inside. This gets over the problem of having a key holder.</p>
<p>(11) Local Resident, (Oxford, Church Lane)</p>	<p>Zebra Crossing - Concerns Parking Restrictions - Object Pedestrian Islands - Support</p> <p>I live in Church Lane and park in front of St Peter's Church on First Turn. I am concerned about the proposed parking restrictions on First Turn around the planned Zebra crossing. However, speeding traffic is a big problem on First Turn and it is dangerous for school children, residents, and church goers so I welcome action to address this. I would prefer a traffic calming scheme instead with speed bumps and traffic islands on First Turn as this would have a bigger impact on slowing down traffic. This could also be done without reducing parking spaces. Parking is a problem on First Turn, especially during weekdays, and I am concerned that any reduction in parking will make it even harder for residents to park. If the Zebra crossing goes ahead then I would propose introducing weekday resident parking on First Turn.</p>
<p>(12) Resident, (Abingdon, Peachcroft)</p>	<p>Zebra Crossing - Support Parking Restrictions - Object Pedestrian Islands - Support</p> <p>There will soon be nowhere unrestricted to park in that area</p>
<p>(13) Local Resident, (Wolvercote, First Turn)</p>	<p>Zebra Crossing - Support Parking Restrictions - Object Pedestrian Islands - Support</p> <p>Of course, the children should be able to cross to school safely, but parking should be allowed in the evenings and at weekends for attendance at St Peter's church and for other activities in the parish rooms.</p>

<p>(14) Local Resident, (Wolvercote, Wolvercote Green)</p>	<p>Zebra Crossing - Support Parking Restrictions - Object Pedestrian Islands - Support</p> <p>Parking restrictions will cause chaos and huge problems for elderly people attending church and we need a pedestrian crossing.</p>
<p>(15) Local Resident, (Oxford, Upper Close)</p>	<p>Zebra Crossing - Support Parking Restrictions - Support Pedestrian Islands - Object</p> <p>Objection to Pedestrian Refuges. The one at the top of Godstow Road is not needed as it is only a very short distance from the pedestrian crossing already at the Wolvercote Roundabout, which local residents (and cyclists traveling round the roundabout) currently use. The road is too narrow where the refuge is proposed and vehicles (cars, lorries, construction vehicles, Oxford Bus Company 6 service, coaches to the hotel etc) passing it would encroach on the cycle path already marked on the road. There is no pavement there on the hotel side of the road, only the grass verge maintained by the hotel. Also, the refuge and the hatched area are too close to the entrance of Upper Close (the hatched area extends past the entrance to Upper Close) making it awkward for vehicles, especially larger ones to exit left out of Upper Close and vehicles wanting to turn right off Godstow Road into the Close would have to cross it. I have lived in Upper Close for more than 10 years and I, personally, would not feel safe having to wait in the middle of Godstow Road in the suggested refuge due to the excessive speed of many of the vehicles exiting the Wolvercote Roundabout down Godstow Road. If the idea of the refuge is to try and slow traffic down, I doubt that this would work from the evidence of the frequent flouting of the mini roundabout at the junction of Godstow Road and Mere Road. The regular damage of the light systems on the pedestrian refuges round the Wolvercote Roundabout and at First Turn also demonstrate the safety problems with such refuges in this area. The money would be better spent fixing the bus shelter on Godstow Road close to Mere Road, which has been without glass since I reported it in December 2019, and the drains round the Wolvercote Roundabout and Godstow Road so we don't continue to have a torrent of water streaming down the road each time we get rain.</p> <p>Concerning the proposed pedestrian refuge at Wolvercote Green and Godstow Road, there is one there already (as can be seen on the street view on Google maps).</p> <p>Has anyone from the Council actually visited Godstow Road when drawing up the proposals for the 2 pedestrian</p>

	refuges?
(16) Local Resident, (Wolvercote, Godstow Road)	<p>Zebra Crossing - No opinion Parking Restrictions - Object Pedestrian Islands - No opinion</p> <p>The double yellow lines in the vicinity of St Peter's church will make it impossible for people to park vehicles there in connection with church purposes at any time. The parking restriction need apply only during the hours of the school day, Monday to Friday. This would permit normal access for activities at the church, including for groups using the public rooms, at weekends and in the evenings. However, this still leaves the problem of access for funerals at the church. Could parking restrictions apply only for school entry and leaving times (e.g., 8.30-9.00; 3.00-4.00)?</p>
(17) Online response, (unknown)	<p>Zebra Crossing - No opinion Parking Restrictions - Object Pedestrian Islands - No opinion</p> <p>Every school day many parents come in a car to collect their children; they need to park nearby, and this is difficult. One reason is all the free parking areas nearby are occupied by city commuters who leave their cars on Upper Wolvercote streets all day, Mon-Fri 8am to 6pm. One street, for example is Fairlawn End. This should be limited to Residents and free up to an hour or two, with no return. This would be consistent with many other parts of North Oxford and should be implemented immediately. I understand there was a similar consideration last year, but it was too extensive, and I understand some residents in lower St Peters were not in favour. A blanket restriction is not necessary, and this should now be selective - i.e., streets near the school only. The reality, otherwise, is parents will risk parking on double yellows and near the Zebra unless they have alternatives nearby.</p>
(18) Local Resident, (Wolvercote, Godstow Road)	<p>Zebra Crossing - Support Parking Restrictions - Support Pedestrian Islands - Concerns</p> <p>I am concerned re the first refuge proposed at top of Godstow Road. I regularly walk around here and don't think that is necessary at that position the safer place to cross would be at the Wolvercote Roundabout junction or the new</p>

	<p>refuge by the hotel, which I support. In addition, I don't think that there is pavement on the North side of Godstow Road at the upper proposed crossing point so where does it cross one to?</p>
<p>(19) Local Resident, (Wolvercote, Home Close)</p>	<p>Zebra Crossing - Support Parking Restrictions - Support Pedestrian Islands - Concerns</p> <p>I wholeheartedly support the zebra crossing outside the school on First Turn, and associated parking restrictions. I have reservations about the pedestrian refuges; in principle I support them, but in this case the reduction of carriageway width makes it more dangerous for cyclists, so there may be overall increase in risk.</p>
<p>(20) Local Resident, (Wolvercote, Godstow Road)</p>	<p>Zebra Crossing - No opinion Parking Restrictions - Concerns Pedestrian Islands - No opinion</p> <p>The proposed parking restrictions opposite the school adjacent to the stone wall in front of the Church, if intended to provide safe access for children arriving at and leaving the school, are not necessary during the whole of the working day, nor when the school is not open at the weekends.</p> <p>There are, however, also problems for local residents with commuter parking. The obvious solution is to ban parking during school drop-off and pick-up times and, to prevent commuter parking, also to ban parking between 7.00am and 10am and between 2.30 pm and 4.30 pm Monday to Friday and possibly Saturday.</p> <p>Parking outside the church is required for services on Sunday, for events in church rooms and for example for funerals at other times. The above suggested restrictions would serve and not disadvantage the local community.</p>
<p>(21) Local Resident, (Oxford, Carlton Road)</p>	<p>Zebra Crossing - Support Parking Restrictions - Support Pedestrian Islands - Support</p> <p>Resident in the local area, feel is dangerous for children to cross at first turn</p>

<p>(22) Local Resident, (Oxford, Woodstock Close)</p>	<p>Zebra Crossing - Support Parking Restrictions - Support Pedestrian Islands - Support</p> <p>Many children cross First Turn at each end of the school day and a zebra crossing would help improve safety.</p>
<p>(23) Local Resident, (Wolvercote, Godstow Road)</p>	<p>Zebra Crossing - Support Parking Restrictions - Support Pedestrian Islands - Support</p> <p>Please also fill the gap in the double yellow lines between 13 and 15 Godstow Road opposite Jury's Hotel which people use for parking. It is dangerous because it forces cars into the opposite lane immediately in front of a bus stop where visibility of traffic coming in the opposite direction is limited.</p>

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Divisions affected: *Barton, Cowley, Iffley Fields & St Mary's, Isis, Jericho & Osney, Leys, Rose Hill & Littlemore, Sandhills & Risinghurst, St Clement's & Cowley Marsh, University Parks, Wolvercote & Summertown, Churchill & Lye Valley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 MAY 2022

OXFORD - VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES

Report by Corporate Director, Environment and Place

Recommendation

The Cabinet Member for the Environment is RECOMMENDED to approve:

- (a) the proposed removal of Disabled Persons Parking Places (DPPP) at: Oxford – Bracegirdle Road, Elmthorpe Road, Sandy Lane, Slade Close, Winchester Road and Wood Farm Road.
- (b) the proposed provision of DPPP at: Barns Hay, Barns Road, Beaumont Buildings Bonar Road, Boults Close, Boundary Brook Road, Brampton Road, Charles Street, Comfrey Road, Dashwood Road, Farmer Place, Field Avenue, Heather Place, Kestrel Crescent (2 bays), Knights Road, Napier Road, Northfield Close, Peel Place, Pegasus Road and Warren Crescent.
- (c) the proposed relocation of DPPP at: Alma Place, Bayswater Road and Observatory Street.
- (d) the proposed relocation of DPPP at: Spindleberry Close following a local consultation to extend the bay subject to the result.
- (e) the proposed reduction in the hours of Operation from at all times to Monday - Friday 8am – 6.30pm within the DPPP in Junction Road.
- (f) But to defer approval of the proposals at the following locations pending further investigations: Oxford – Birchfield Close, Giles Road, Malford Road, Southfield Road.

Executive summary

1. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public, Councillors or following observations made by officers. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones. Together with a view to make the most efficient use of space while reducing sign clutter.

Financial Implications

2. Funding for the proposed changes has been provided from the County Council's revenue budget.

Equalities and Inclusion Implications

3. The provision of disabled persons parking places assists those with a mobility impairment.

Sustainability implications

4. The proposals would help facilitate the mobility of disabled persons in the vicinity of their places of residence or work.

Introduction

5. This report presents comments received in the course of the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in Oxford.

Background

6. The above proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. A summary of the consultation responses is given in Annex 1.

Consultation

7. The formal consultation on the proposal was carried out between 10 March and 8 April 2022. A notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillors. Notices were placed on site and letters sent directly to properties in the immediate vicinity, adjacent to the proposals.

Thames Valley Police responded expressing no objection.

8. 31 responses were received from different members of the public during the course of the consultation, with some commenting on more than one proposal. These are summarised in the tables below:

Bay Removals:

Location	Support	Object	Concerns
Bracegirdle Road		1	
Elmthorpe Road		1	
Sandy Lane		1	
Slade Close		1	

Winchester Road		1	
Wood Farm Road		1	

New Bays or Extensions:

Location	Support	Object	Concerns
Barns Hay	1		1
Barns Road		1	
Beaumont Buildings	2		4.
Birchfield Close	1	1	
Bonar Road	1		1
Boults Close	2		
Boundary Brook Road	1		
Brampton Road	1		
Charles Street	1		
Comfrey Road	1		
Dashwood Road	1		
Farmer Place	1	1	
Field Avenue	2	1	
Giles Road	1	1	
Heather Place	1	2	
Kestrel Crescent	1	1	
Knights Road	1		
Malford Road	1	1	
Napier Road	1		
Northfield Close	1	2	1
Peel Place	1		
Pegasus Road	1		
Southfield Road	1	1	2
Warren Crescent	2		

Bay Relocations:

Location	Support	Object	Concerns
Alma Place	2	1	
Bayswater Road	1	1	
Observatory Street	1	2	
Spindleberry Close	1		1

Reduction in Hours of Operation:

Location	Support	Object	Concerns
Junction Road		1	3

9. The responses are recorded in **Annex 1**, and copies of the full responses are available for inspection by County Councillors

Response to objections and other comments

10. Comments and recommendations are provided in response to the concerns and objections in respect of each of the proposed site in the following paragraphs.

Bracegirdle Road, Elmthorpe Road, Sandy Lane, Slade Close, Winchester Road & Wood Farm Road – proposed removal of bays:

11. One general objection was received for each from a non-resident because as many disabled parking spaces need to be kept as possible. However, it is recommended that the proposed removal is approved since they are not used.

Barns Hay – proposed new bay:

12. One expression of support received. However, concerns were raised on the basis that there was already a DPPP, residents have spaces outside their houses, some residents have more than one car, the ability of delivery vehicles to pass and the effect that future housing developments would have on traffic flow; it is recommended that this proposal is approved since there is no DPPP in the road, the location of the bay will not affect turning manoeuvres since double yellow lines have recently been installed to protect these and the proposed space is close to the applicants home.

Barns Road – proposed new bay:

13. An objection was received on the basis that this was not the solution since there was a high demand on parking and those using the bays could walk better than them; it is recommended this proposal is approved since the applicant meets the disability criteria and already parks in the area, so would not add to the overall demand.

Beaumont Buildings – proposed new bay:

14. Two expressions of support received, and four concerns raised regarding the loss of permit holders parking, the size of disabled bay and suggestions for alternative locations for the DPPP or residents/visitors parking; it is recommended that this proposal is. Approved as there is no scope for additional parking, however, the double yellow lines at one suggested location for a permit holders bay, do protect the location for deliveries to load/unload which was one of the concerns. The DPPP proposed is the minimum length allowed by the Department for Transport (DfT) and the is conveniently located for the applicant.

Birchfield Close – proposed extension to bay:

15. One general expressions of support received, and one concerns raised on the basis that there were already two bays in the road (one not shown on the plan) and that the person using the other had recently died; The other bay not shown on the plan was removed from the TRO when the applicant died but work on site

does not appear to have been carried out. It is hoped to rectify this as part of this year's DPPP programme. However, it is recommended that the proposed extension is deferred until the next batch of DPPP when a more convenient location for the DPPP can be explored.

Bonar Road – proposed new bay:

16. One general expressions of support received, and one concerns raised on the basis that a City Council off-street parking scheme has been postponed and that this was needed since the current DPPPs are on the wrong side of the road for the applicant; it is therefore recommended that the proposal is approved since the proposed DPPP meet the needs of the applicant and we understand there are no current plans for off-street parking.

Boults Close – proposed new bay:

17. Two expressions of support received; it is recommended that this proposal is approved.

Boundary Brook Road, Brampton Road, Charles Street, Comfrey Road, Dashwood Road, Knights Road, Napier Road, Peel Place, Pegasus Road – proposed new bays:

18. One expressions of support received for each; it is recommended that these proposals are approved.

Farmer Place – proposed new bay:

19. One general expressions of support received and one objection because they are thinking of having a dropped kerb. They suggest the DPPP should be moved closer to the applicant or that off street parking should be constructed for them; it is recommended that this proposal is approved since no application for a dropped kerb has been received and the proposed location of the DPPP maximizes the remaining parking. The construction of off-road parking is beyond the scope of the Disabled persons Parking Place programme.

Field Avenue – proposed new bay:

20. Two expressions of support received, with one objection. The latter from a person with MS who already parks there; it is recommended that this proposal is approved since the proposed DPPP is in the best place for the applicant. Should the person with MS qualify for a DPPP there may be a possibility of extending the bay at a future review.

Giles Road – proposed new bay:

21. One general expressions of support received with one objection on the basis that the person opposite would have difficulty exiting their drive; it is recommended that this proposal is deferred.

Heather Place – proposed new bay:

22. One general expressions of support received and two objections because parking is already oversubscribed. They suggest additional parking should be built on the grass area and one says there are no blue badge holders that drive in the close; it is recommended that this proposal is approved since the applicant's vehicle already parks in the area, so would not add to the overall demand. The construction of off-road parking is beyond the scope of the Disabled persons Parking Place programme. Blue badge holders are not necessarily drivers.

Kestrel Crescent – two proposed new bays:

23. One general expressions of support received, and one objection raised because parking is in high demand, although it has not been possible to establish for certain which of the two proposed DPPPs these refer to. However, it is recommended that this proposal is approved since, in both cases the applicants already park in the area, so would not add to the overall demand.

Malford Road – proposed new bay:

24. The need for the DPPP has been the subject of challenge and further investigation is needed; in view this it is recommended to defer a decision on this proposal.

Northfield Close – proposed new bay:

25. One general expressions of support received, two objections raised either because there were already two disabled bays in the road (not shown on the plan) or there was nobody disabled enough to warrant it and that the disabled bay takes up too much room. Concern was expressed by the applicant that another blue badge holder might use the proposed DPPP. The applicant meets the criteria for a DPPP and they already park in the area, so would not add to the overall demand. The length of the proposed DPPP is intended to prevent vehicles parked alongside or at the end from blocking it in. The two DPPP not shown on the plan are in a private off street parking area and some distance away from the applicant. Another DPPP could be considered in the future should demand be high. It is therefore recommended that this proposal is approved.

Southfield Road – proposed new bay:

26. One general expressions of support received together with one objection because it would prevent deliveries and parking for the resident adjacent to the DPPP and two concerns that having a double space was unfair and that it would be better to locate the bay elsewhere in the street. It is recommended that this proposal is deferred since attempts to contact the applicant to see why they are unable to use the existing bay have not yielded a reply

Warren Crescent – proposed new bay:

27. Two expressions of support received; it is recommended that this proposal is approved.

Alma Place – proposed relocation of bay:

28. One expressions of support received from the applicant; it is recommended that this proposal is approved.

Bayswater Road – proposed relocation of bay:

29. One general expressions of support and one general objection was received. The latter on the basis that this was not the solution since there was a high demand on parking and those using the bays could walk better than them; it is recommended this proposal is approved since the applicant meets the disability criteria and relocating the bay will improve access to off street parking.

Observatory Street – proposed relocation of bay:

30. One objection was received; on the basis that the current layout worked well as there would be less room for parking on their side of the relocated bay than at present. This was partly due to the presence of bolts in the road for a motorcycle which made parking difficult. They also suggest making the bay smaller as a solution. It is recommended that this proposal is approved since the proposed relocation of the bay is more convenient for the person using it so retaining the bay outside number 28 would not meet their requirements. Also shortening the bay would take it below the minimum length specified by the DfT.
31. The bolts in the road have been reported for removal to the City Council which should help to improve the situation.

Spindleberry Close – proposed relocation of bay:

32. One comment was received over the cost of the works as they believe it to be unnecessary as the applicant for the new DPPP had started using the redundant one and that the new combined bay might not be long enough for a possible future ramp for their vehicle. The redundant DPPP is not in a convenient location for the applicant. Consequently, the proposed layout was derived after an informal consultation with all residents in the close and represents a compromise solution which makes the best use of kerb space.
33. The current layout cannot be retained since one of the parking places has been marked in the wrong location; It is therefore recommended that Officers are approved to carry out a local consultation with a view to extending the proposed DPPP by 1 metre to allow for the possible access ramp. Should this additional length not be supported officers would be approved to install the DPPP as originally advertised.

Junction Road – proposed reduction in hours of operation:

34. Two comments were received saying the DPPP was no longer required because the original applicant had dies and it was no longer used by a person with disabilities. Consequently, they would like it removed so that residents were able to park, particularly in the evening when parking pressure was at its highest. Alternatively, the DPPP could be moved to somewhere more useful to disabled people.

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
<i>Bracegirdle Road (Oxford) - Bay Removal</i>	
Private individual (01)	Objection: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Elmthorpe Road (Oxford) - Bay Removal</i>	
Private individual (01)	Objection: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Sandy Lane (Oxford) - Bay Removal</i>	
Private individual (01)	Objection: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.

RESPONDENT	SUMMARISED COMMENTS
<i>Slade Close (Oxford) - Bay Removal</i>	
Private individual (01)	Objection: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Winchester Road (Oxford) - Bay Removal</i>	
Private individual (01)	Objection: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Wood Farm Road (Oxford) - Bay Removal</i>	
Private individual (01)	Objection: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.

RESPONDENT	SUMMARISED COMMENTS
<i>Barns Hay (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (02)	Comment: They say that there are 10 homes with residents already parking outside their own homes. 3 of the homes have 2 cars and there is already disabled parking place. Delivery Lorries need to be very careful when entering/leaving the Close. They are concerned about additional housing proposals in the area and ask for the council to look into the impact.
Barns Road Resident (03)	Objection: The space for so many people is already reduced and they don't think this is the solution. They say person who is supposedly is disabled walks better than them
<i>Barns Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Barns Road Resident (03)	Objection: The space for so many people is already reduced, and they don't think this is the solution. They say person who is supposedly is disabled walks better than them

RESPONDENT	SUMMARISED COMMENTS
<i>Beaumont Buildings (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Applicant (04)	Support: The proposed bay is in the ideal place for them. Although generally kept clear by the other residents others often park there so the DPPP would make all the difference as they cannot walk to the DPPP in St Johns Street.
Local Resident (05)	<p>Comment: They always park in St. John Street, where parking is plentiful, and take no issue with the principle of providing a disabled space.</p> <p>They say a disabled resident has an agreement with other residents not to park there in the location. However, only 2 bays for 18 houses is insufficient for tradespeople. It is not tenable for there to be only.</p> <p>They would like an additional permit holders' only space to be provided in Beaumont Place to make up for the loss of parking to allow access for tradespeople or other visitors with limited mobility.</p>
Local Resident (06)	Comment: They say the proposed DPPP would extinguish one and a half of 3 residents' parking spaces for 20 houses in Beaumont Buildings. They request that the DPPP be located somewhere else in the street, or that additional residents' parking be provided in the street. If this is not possible could the proposed DPPP be made shorter
Local Resident (07)	Comment: They say there are only 3 parking spaces for 20 houses in Beaumont Buildings which are always occupied by residents' cars. They request an alternative location in Beaumont Place where the bay would be visible from St John Street. Alternatively make the Disabled space shorter.

RESPONDENT	SUMMARISED COMMENTS
<i>Beaumont Buildings (Oxford) - Proposed new DPPP (continued)</i>	
Local Resident (08)	Comment: They say there are only 3 parking spaces for 20 houses in Beaumont Buildings which means many have to go further afield to park as off-street parking is expensive to rent. The current arrangement allows for visitors to park during the day. They request an alternative location in Beaumont Place in a bay. Alternatively provide additional residents parking to compensate for the disabled bay.
<i>Birchfield Close (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (09)	Objection: They report there are already two DPPP in the close, but one was not shown on the plan and a third would make the existing parking situation worse. They also state that the car using the one we propose to extend hasn't moved for years and the owner had recently died so this bay may soon become available as the spouse does not drive.
<i>Bonar Road Hay (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (10)	Comment: They are very disappointed that the (an alleged off-street proposal*) disabled parking bays are being postponed as they are aware of the need since the existing parking bays on the road opposite would be unsuitable.

RESPONDENT	SUMMARISED COMMENTS
<i>Boults Close (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (11)	Support: Providing a specific disabled person remains in the Close
<i>Boundary Brook Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Brampton Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Charles Street (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.

RESPONDENT	SUMMARISED COMMENTS
<i>Comfrey Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Dashwood Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Farmer Place (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (12)	Objection: as they are considering applying for a vehicle access and believes that the DPPP should be placed closest to the applicant's home or that a driveway be constructed for applicant.

RESPONDENT	SUMMARISED COMMENTS
<i>Field Avenue (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (13)	Objection: Person with MS says the parking area is already oversubscribed and they currently use the space as it is closest to their home and have walking issues from time to time. They did not know disabled people could apply for disabled parking bays and also complain about buses being unable to get through.
Relative of Applicant (14)	Support: states that the applicant would benefit greatly by having the opportunity to park closer to their home.
<i>Giles Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (15)	Objection: They say the bay opposite would make it difficult for them to use their drive opposite and suggest relocating it outside number 45.

RESPONDENT	SUMMARISED COMMENTS
<i>Heather Place (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (16)	They say parking is oversubscribed so they have to park in Croft Road but think it would be a good idea if none of the existing permit bays were used and request a parking area be constructed on the grass area.
Local Resident (17)	They say parking is oversubscribed and there is no one in the Close that drives a vehicle who has a disabled badge. They request a parking area be constructed on the grass area.
<i>Kestrel Crescent (Oxford) - Two Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (18)	<p>Objection: since there is only 12 parking places between 15 houses which leads to parking on the footway. They say that this was also made worse when the City Council built a wooden fence to stop people parking on the grass without giving an alternative.</p> <p>Although they agree places are needed for disabled people, they feel Councils needs to build additional parking spaces on the adjacent grass.</p>

RESPONDENT	SUMMARISED COMMENTS
<i>Knights Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Malford Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (19)	Objection: Disputes the need for the DPPP
<i>Napier Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.

RESPONDENT	SUMMARISED COMMENTS
<i>Northfield Close (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Applicant (20)	Comment: They are concerned that another blue badge holder will prevent them from using the DPPP and suggest that two bays are needed
Local Resident (21)	<p>Objection: Parking is already oversubscribed particularly as some households have more than one car and residents do not park tidily. They do not understand why a DPPP is needed in that particular location as they do not believe there is anyone disabled enough to warrant it although they have blue badges.</p> <p>Where you are planning to put the disabled space will be taking up 2 parking spaces which are very much in need.</p>
Local Resident (22)	Northfield Close already have 2 disabled parking bays (on private land*) not shown on the plan. Parking is already oversubscribed and adding another disabled bay will create more problems.
<i>Peel Place (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.

RESPONDENT	SUMMARISED COMMENTS
<i>Pegasus Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
<i>Southfield Road (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (23)	Comment: They feel it is unfair to extend the existing disabled space thereby reducing available permit holders space in the immediate area. Better to site further up the road, where other disabled residents can make use of it.
Local Resident (24)	Comment: They feel it is unfair to extend the existing disabled space thereby reducing available permit holders space in the immediate area. Better to site further up the road, where other disabled residents can make use of it.
Local Resident (25)	Objection: They feel providing additional disabled parking outside their property would limit the ability for them, deliveries and workmen to park nearby

RESPONDENT	SUMMARISED COMMENTS
<i>Warren Crescent (Oxford) - Proposed new DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Applicant (26)	Support: The disabled parking place would help them significantly especially after work when all parking places are taken up.
<i>Alma Place (Oxford) - Proposed relocation of DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Barns Road Resident (03)	Objection: The space for so many people is already reduced, and they don't think this is the solution. They say person who is supposedly disabled walks better than them
Applicant (27)	Support: They are grateful that the bay could be relocated to a more convenient location.

RESPONDENT	SUMMARISED COMMENTS
<i>Bayswater Road (Oxford) - Proposed relocation of DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Barns Road Resident (03)	Objection: The space for so many people is already reduced, and they don't think this is the solution. They say person who is supposedly is disabled walks better than them
<i>Observatory Street (Oxford) - Proposed relocation of DPPP and one removal</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Barns Road Resident (03)	Objection: The space for so many people is already reduced, and they don't think this is the solution. They say person who is supposedly is disabled walks better than them
Local Resident (28)	<p>Objection: They believe the current layout works well as there is more space outside numbers 28-31 whereas 27-23 is very cramped which is made worse by bolts inserted into the carriageway outside 24/23 for motorcycles to be lock to. The bolts could damage tyres and are difficult to avoid.</p> <p>They suggest shortening the existing disabled bay slightly outside 28 as it would not affect access for their neighbour in 27 and be much less disruptive and believe further restrictions on parking outside their house will affect the ability for elderly immobile visitors to their home.</p>

RESPONDENT	SUMMARISED COMMENTS
<i>Spindleberry Close (Oxford) - Proposed relocation of DPPP</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Local Resident (29)	<p>Comment: They feel that the current layout works well and do not see any point in making any changes as the disabled person at number 3 has started to use the redundant space outside number 7 because a non-disabled driver has got a car which parks opposite number 3.</p> <p>They feel that a combined bay would leave little room for the ramp at the back of the car.</p> <p>They also believe changing the bays into one single bay is an unnecessary and waste of money.</p>

RESPONDENT	SUMMARISED COMMENTS
<i>Junction Road (Oxford) - Proposed reduction in hours of operation from at all times to Monday – Friday 8am – 6.30pm</i>	
Private individual (01)	Support: We need to keep as many disabled parking spaces as possible and not limit the hours of use. This will cause hardship and confuse people.
Barns Road Resident (03)	Objection: The space for so many people is already reduced, and they don't think this is the solution. They say person who is supposedly is disabled walks better than them
Local Resident (30)	<p>Comment: They say that the original applicant passed away several years ago and they do not believe it has been used by someone with a disability for a very long time. They query why the space has been left for so long and feel it would be better to relocate it to where such a place would actually benefit people with disabilities.</p> <p>They mention that commuter parking has reduced since the LTN was reduced and there is plenty of space during the working week but is heavily subscribed in the evening and weekend and would like the disabled parking bay removed to create a more useable parking space.</p> <p>They support the proposed permit holders' scheme in the area as it will remove quite a few cars that seem to be there stationary for very long periods of time that may belong to students.</p>
Local Resident (31)	<p>Comment: They say that there is no longer a need for this DPPP since they believe that the person using it during the day as a workplace space with a standard length car does not meet the criteria for a blue badge and would like the bay removed.</p> <p>They say if the bay were removed extra space would be created (since a disabled bay is longer than a conventional one and that the badge holder could park anywhere in the Permit Parking Area.</p>

Divisions affected: *Kidlington South*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 26 MAY 2022

GOSFORD – YARNTON: A44 PROPOSED 40MPH SPEED LIMITS AND BUS LANE

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposed 40mph speed limit on the A44 Woodstock Road and the introduction of a bus lane.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to introduce a 40mph speed limit and bus lanes as shown in **Annexes 1 and 2** as part of the North Oxford Corridor (NOC) proposals. The project aims to promote sustainable transport measures between Yarnton and Oxford by implementing bus priority measures along the A44 between the Cassington Roundabout in Yarnton to Pear Tree Interchange. The proposal also seeks to improve the pedestrian and cycling environment by significantly improving the current shared-use path for cyclists and pedestrians with improved crossing points along the entire route but particularly at the Cassington Roundabout and Pear Tree Interchange where formal parallel (unsignalised) and toucan (signalised) crossings will be provided. These vast improvements to the bus and active travel network will contribute to Oxfordshire County Council's priorities to take action to tackle the climate emergency and cut carbon emissions, prioritise the health and well-being of residents and invest in an inclusive, integrated and sustainable transport network.

Financial Implications

3. Funding for the proposals has been provided through the Housing and Growth Deal which is required to be spent by March 2023.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic, including cyclists and pedestrians, and reduce journey times for bus passengers.

Background

6. Proposals for a rapid bus route into Oxford from areas to the north was part of the 2013 Oxford Transport Strategy. At this point a rapid transit line was assumed along Langford Lane and through Kidlington and the A44 was identified for a Premium Bus Route. The A4260 was identified for a Premium Cycle Route.
7. In 2016 Atkins were commissioned to assess both the A44 from Bladon roundabout southwards and the A4260 through Kidlington plus the parallel routes that join those two corridors in terms of improving sustainable connections while minimising congestion impacts. As part of this work, stakeholders were invited to take part in workshops at County Hall to set out their concerns and issues – these included local County, City and District Councillors, transit operators, cycle user groups, OCC officers and other interested parties. This study started out identifying the A4260 as the rapid transit route and envisaging general capacity improvements along the A44 to aid all modes but concluded that a southbound bus route was required along the complete corridor and a northbound one needed north of Langford Lane to speed up the return to the park & ride at Bladon roundabout.
8. The Local Plan Review sites were announced shortly after this study and any further work became part of the evidence base for the Local Plan.
9. District, parish councillors and bus operators were again briefed on the NOC schemes in November 2021 after proposals were refined. At this time, information was shared including the proposed speed limit reduction and the provision of a bus gate at the King's Canal Bridge on the A44 Woodstock Road. The relevant Cabinet Members were briefed in March 2022 with an additional meeting with the local County Councillor for the area (who is also the district and parish councillor) in April 2022.
10. The current proposal aims to promote the use of more sustainable modes of transport by encouraging use of public transport, cycling and walking and will directly contribute to The Fair Deal Alliance's priorities to take action to tackle the climate emergency and cut carbon emissions, prioritise the health and well-being of residents and invest in an inclusive, integrated and sustainable transport network.

Consultation

11. The Formal consultation was carried out between 28 January and 25 February 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, bus operators, National Highways, Gosford & Water Eaton Parish Council, Yarnton Parish Council, Kidlington Parish Council, Cherwell District Council, Oxford City Council, the local County Councillors representing the 'Kidlington South' and 'Wolvercote & Summertown' divisions, and the local Oxford City Councillors.
12. A supplementary consultation was also carried out with the same consultees (as well as those who had already submitted comments) between 25 March and 8 April on the proposed bus lane to provide further clarity on the detailed proposals (specifically on the lengths of the A44 where for reasons of limited highway space it is not feasible to provide a continuous bus lane).
13. Additionally, due to an increase in the proposed extent of the 40mph speed limit north of the A44 roundabout junction with Cassington Road, a further consultation was required on this relatively minor adjustment, which was carried out between 28 April and 20 May, the results of which will be reported verbally at the meeting.
14. As part of the consultation, officers met with frontages directly affected by proposals on site to listen to concerns and address where necessary.
15. Sixteen responses were received during the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	No opinion/ objection	Total
40mph Speed Limit	4	3	6	3	16
Bus Lane	8	5	2	1	16

16. The responses are shown at **Annex 3**, and copies of the original responses are available for inspection by County Councillors.
17. Thames Valley Police had no objection to the proposals as originally proposed, and subsequently had no further comments on the revised plans
18. The main areas of concern can be generally categorised into the following areas:
 - Increased congestion due to the bus lane and/or bus gate
 - Increased pollution due to queuing at the bus gate
 - Impact on frontages along the A44
 - Proposed 40mph speed limit should be 30mph
 - No need for speed reduction

- Insufficient width for all modes and reduced space for cyclists and pedestrians
- Measures should be introduced to benefit all traffic
- Access / egress for properties along the A44
- Removal of vegetation for screening
- Poor lighting
- Noise pollution
- Bus stops
- Pedestrian crossings on the A44

19. These points will be addressed in the following paragraphs.

20. Whilst the initial proposal was to provide a bus lane for entire length of the A44 between Cassington Road Roundabout and Pear Tree Interchange, due to the width of the of King's Canal Bridge, it has not been possible at this location without compromising cycle and pedestrian provision. The modelling shows that the bus gate will have negligible differences in vehicle flows, queue lengths and delays in comparison to the original proposal of a continuous bus lane. Traffic flow improvements have been achieved elsewhere even though this was not an overriding objective. Bus gate measures are used for bus priority across the county with one such bus gate in use on the A44 south of Pear Tree park and ride.

21. The bus gate will have a negligible impact on queuing and congestion and will therefore not impact on pollution and air quality. Without measures to encourage bus-use, cycling and walking, road traffic, and therefore congestion, will only increase. By encouraging more people to travel sustainably, car dependency will reduce. This is at the heart of the Fair Deal Alliance's priorities.

22. County Council officers have met with residents and business owners who had concerns about potential impacts of the proposals on their respective properties. A letter drop was also done to provide all frontages along the route with information and contact details for the project team. The only changes at Rose Cottage is the improvement to the cycle path and introduction of a pedestrian (toucan) crossing. The lay-by is not removed as part of these proposals.

23. Residents of Minis Farm and Stone House cottage expressed a desire for the new proposals to help alleviate the current issue of water from the carriageway running down their driveways onto private land. Officers explained that drainage proposals will be incorporated into the project and that the existing drainage system along the route had recently been surveyed and cleaned. Officers also met with Sheehan Haulage and Plant Hire to discuss the proposals at the Kings Railway Bridge embankment. It is proposed to retain screening at A44 carriageway level by providing a fence. Consideration is also being given to limiting vegetation clearance and providing new planting where possible.

24. Residents of Couling Close had concerns in relation to screening and noise pollution, access and egress to the A44, pedestrian crossing points and bus stops. Officers confirmed that with the bus gate at King's Canal Bridge, traffic

will not move any closer to residential properties than they are now so noise pollution will not increase as a result of the project in this location. However, the proposals now include acoustic (noise) barriers to help improve the existing situation for residents at Couling Close whilst also creating screening. A new landscaping strategy will be implemented along the scheme, including at Couling Close, to provide higher value and more bio-diverse vegetation. The bus gate will aid access and egress from Couling Close by providing a break in southbound traffic when a bus triggers the bus gate. This is an improvement on the current situation. The bus gate will also provide an informal crossing point for residents to use to cross the A44. A new path will also be created to the canal towpath which will provide residents with a grade separated crossing of the A44. Bus stops are now proposed to serve Couling Close. Officers are liaising with the main bus operators to determine the best locations.

25. The proposals aim to reduce the speed limit at various points along the scheme depending on specific circumstances. However, along the majority of the A44 between Cassington Roundabout and Pear Tree Interchange, the speed limit is proposed to be reduced from 50mph to 40mph. There is a fine balance on inter-urban routes between slower speeds and ensuring bus services can maintain timetables to make up for congestion on other parts of the network. Officers deem the proposed new speed limits as appropriate. The designs take this into consideration with relevant road safety audits undertaken at regular intervals.
26. For the most part, the highway boundary in this location is very generous so a bus lane can be introduced without narrowing general traffic lanes but with significantly enhanced width for pedestrians and cyclists. This has been designed to relevant standards. Where width is at a premium, compromise is required without impacting on scheme objectives of speeding up bus journeys and active travel improvements. At the Kings Railway Bridge, the general traffic lanes will need to be reduced for a short distance but with 'hard' verges so raises no safety concerns. The cycle and pedestrian path narrows to 3m at this point but is still an improvement on the current provision. At the King's Canal Bridge, there is not sufficient width for a bus lane without compromising the cycle and pedestrian path. For this reason, the bus gate is being proposed without narrowing the general traffic lanes and providing a 4m wide cycle and pedestrian path.
27. A full landscape strategy is being produced to enhance the current low value vegetation with an aim for biodiversity net gain and screening.
28. Highway lighting will be provided along the A44 between Cassington Roundabout and Pear Tree Interchange. This will not only allay concerns of residents along the route but will also improve the environment for cyclists and pedestrians.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Updated Consultation Plan (extended 40mph)

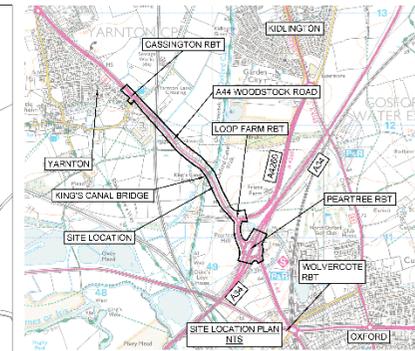
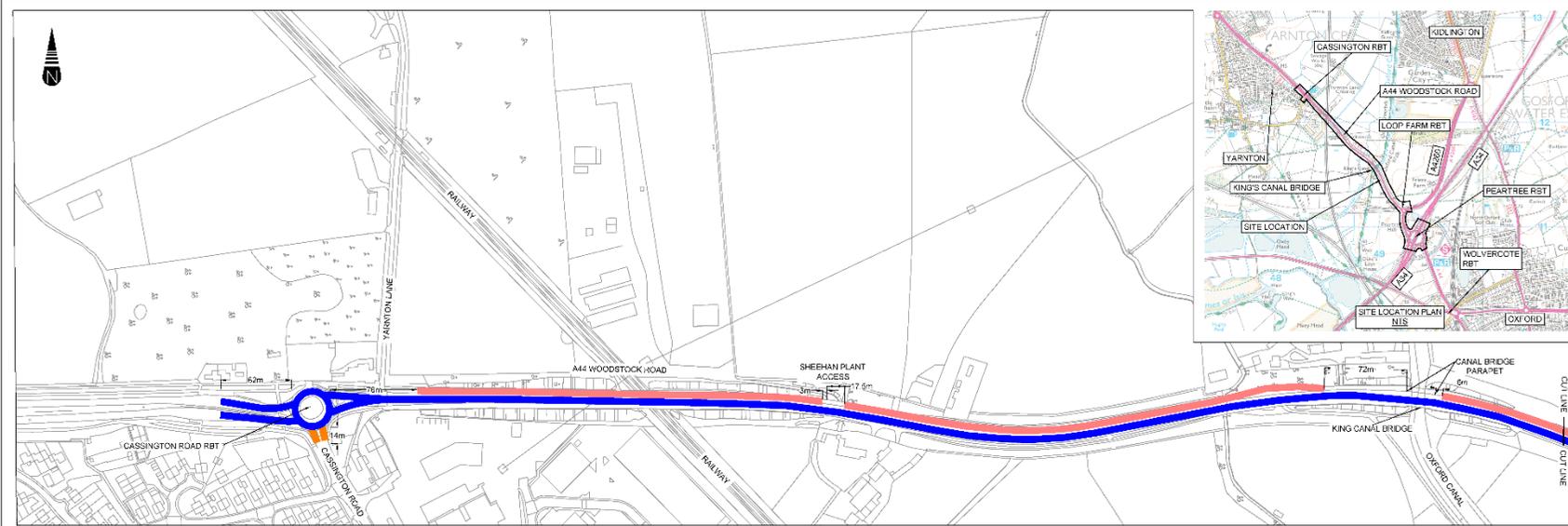
Annex 3: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

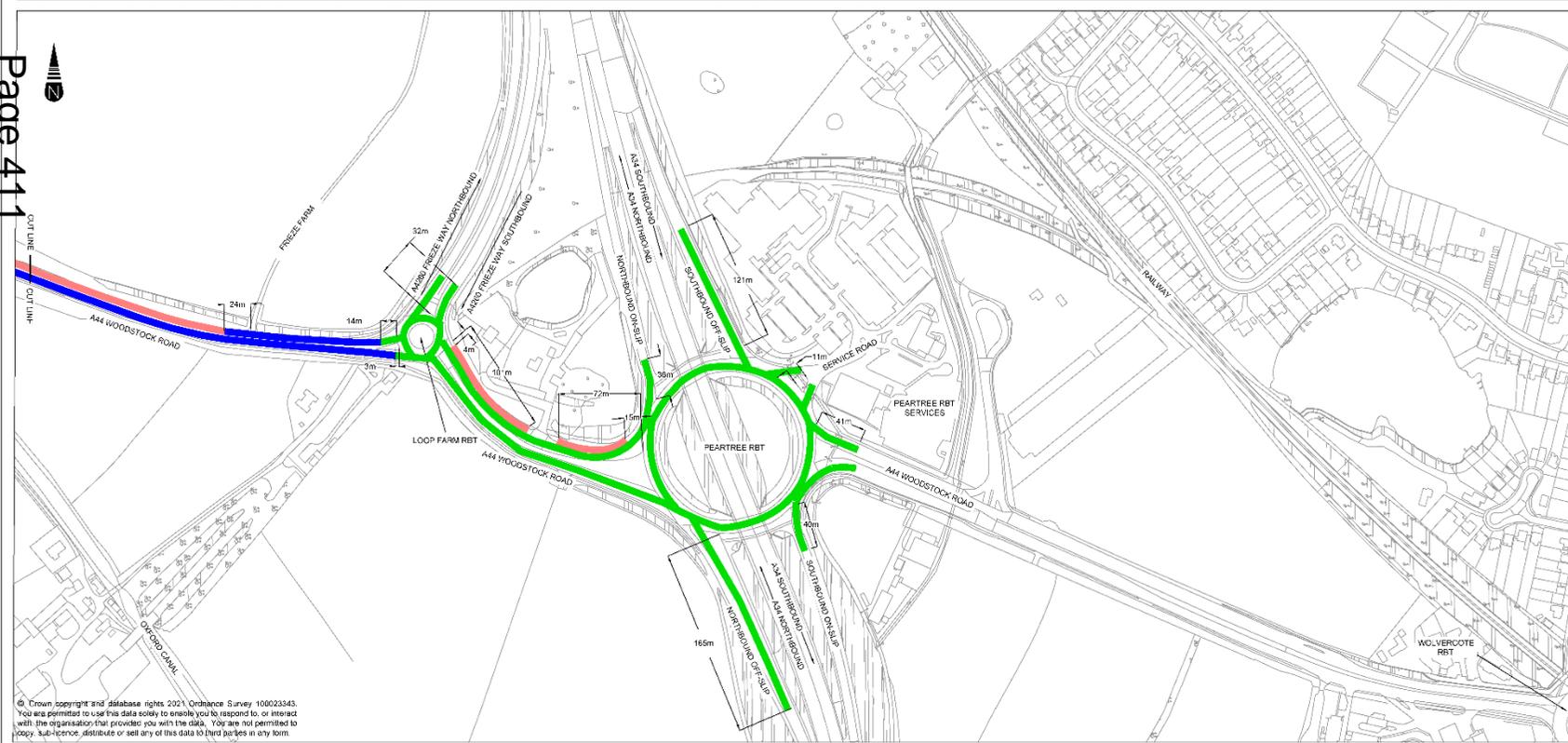
Aron Wisdom 07776 244856

May 2022



- KEY:**
- EXTENT OF PROPOSED SPEED RESTRICTION CHANGE FROM 50 TO 40mph
 - EXTENT OF PROPOSED SPEED RESTRICTION CHANGE FROM 50 TO 30mph
 - EXTENT OF PROPOSED SPEED RESTRICTION CHANGE FROM NATIONAL SPEED RESTRICTION TO 40mph
 - EXTENT OF PROPOSED BUS LANE
- NOTES:**
- REFER TO MCC PTRC Request Form FOR INFORMATION.

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PC1	Final Issue			
Rev	Date	Description	By	Check/By



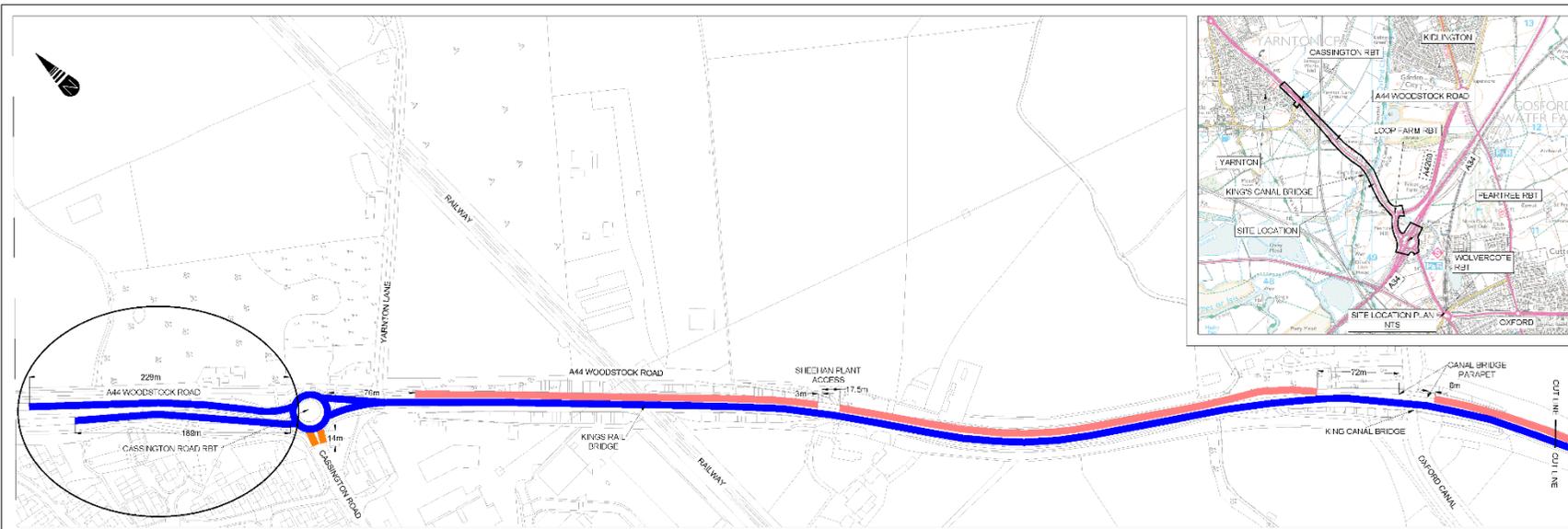
Working Title:
MILESTONE INFRASTRUCTURE
 A DB11 of MCRG Services
 Working Status:
GW3 - DETAILED DESIGN
 Project Name:
NORTH OXFORD CORRIDOR 1A & 1D

PERMANENT TRAFFIC REGULATION ORDER PLAN 1A & 1D
SHEET 1 OF 1

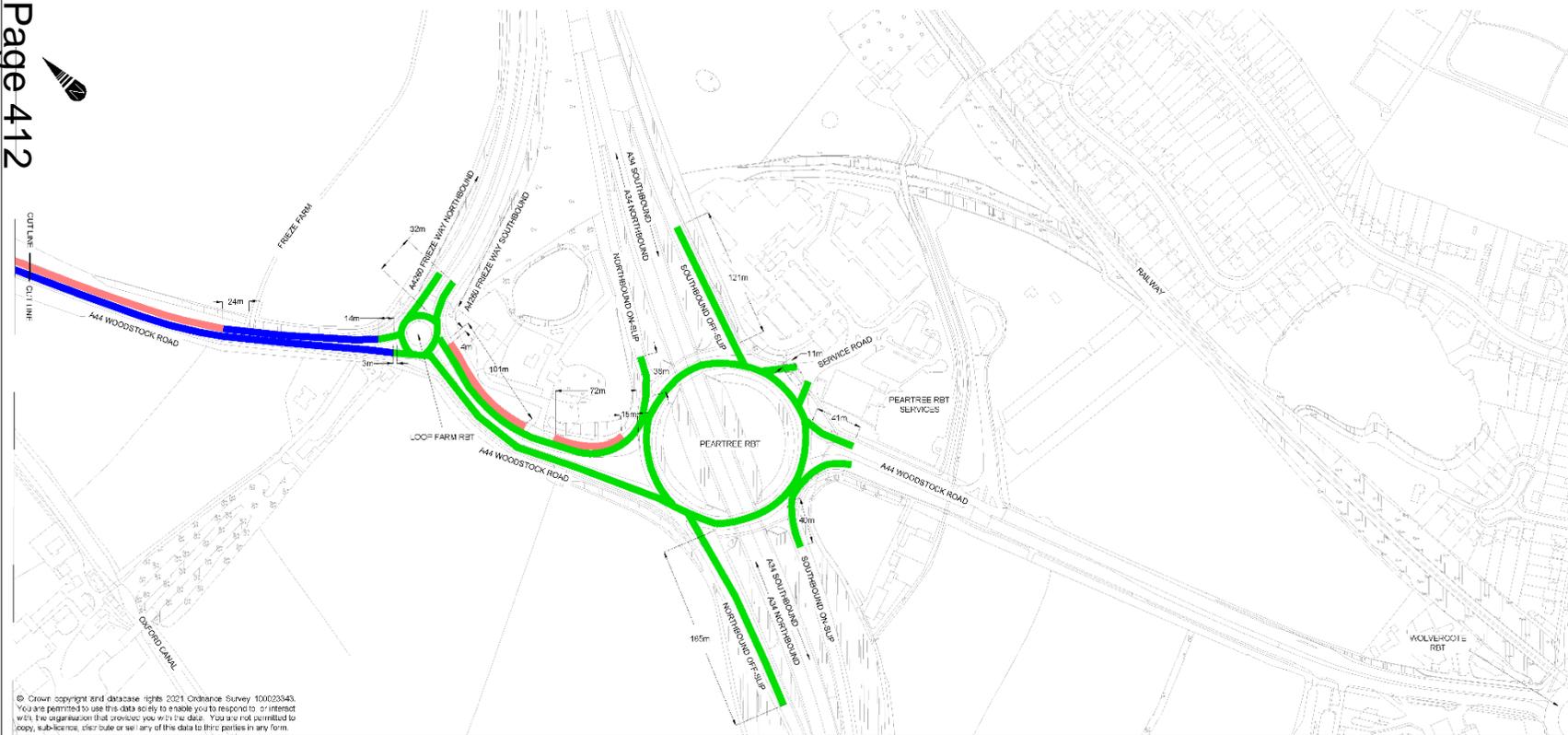
Sheet No:	Scale:	Drawn by:	Checked by:	Approved by:
A1	NTS	CP	JC	A-CP
		Date Drawn:	Checked Date:	Approved Date:
		20/05/2022	02/05/2022	02/05/2022

Drawing Number		Sheet	Rev
5101182-MIL-HGN-1A-DR-CH-01-20		S2	P01

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- KEY:**
- EXTENT OF PROPOSED SPEED RESTRICTION CHANGE FROM 50 TO 40MPH.
 - EXTENT OF PROPOSED SPEED RESTRICTION CHANGE FROM 50 TO 30MPH.
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- NOTES:**
- REFER TO NCC PTRO Request Form FOR INFORMATION.



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PO1	19/04/2022	40/30/40 SPEED LIMIT	CP	US	APPT
PO1		TERMINAL LOCATION REVIEWED ON A44 NORTH OF CASSINGTON, 90 ROUNDABOUT			
Rev	Date	Description	Dr	Disc	Appr
Table(s)					
City					



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Drawing Title
CW3 - DETAILED DESIGN

Project Name
 NORTH OXFORD CORRIDOR 1A & 1D

PERMANENT TRAFFIC REGULATION ORDER PLAN 1A & 1D SHEET 1 OF 1

Sheet No	Scale	Drawn by	Checked by	Approved by
A1	N15	CP	JC	APPT
Drawn Date	Checked Date	Approved Date		
03/03/2022	03/03/2022	05/03/2022		

Drawing Number	Scale	Rev
5101182-MIL-HGN-1A-DR-CH-01-20	S2	P02

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(16) Local County Cllr, (Kidlington South division)	<p>40mph Speed Limit – No objection Bus Lane – Concerns</p> <p>I have no problems with the reduction in the speed limit.</p> <p>However, the introduction of the bus lane does concern me as I'm still not clear how much impact this will have on the other parts of the carriageway. Firstly because I understand it will reduce the width of the other two lanes and secondly because of the likely encroachment on to the verges which already seems to have begun.</p> <p>I'm also unclear as to how a single bus lane in one direction will be able to deal with the transport issues highlighted as part of the local plan partial review. These proposals were initially billed as part of a 'rapid transit system' yet that system only seems to have been planned to work in one direction. There is significant congestion on the A44 in both directions depending on the time of the day. Reducing the carriageway width and potentially stopping traffic multiple times to allow buses across a narrow bridge would not seem to be helpful in dealing with the significant increase on the network that will result from the developments planned in Begbroke, Yarnton and beyond.</p> <p>That brings me to the issue of the bus gate over the canal bridge itself. I personally find this a wholly inadequate and potentially problematic solution to a problem that has been highlighted by local campaigners since the proposals for this rapid transit route were first mooted as part of Cherwell District Council's Local Plan Partial Review. The A44 is already heavily congested during rush hours and the assumptions made by CDC planning about the increase in traffic were highly optimistic and speculative. They were certainly not based on any current evidence so the impact of these works cannot be properly assessed.</p> <p>To now add into the mix the possibility that traffic will be halted every time a bus needs to cross the narrow bridge seems to be a very questionable proposal. This is likely to cause surging in the traffic flow which will make congestion much worse (particularly around the Sandy Lane and Cassington Roundabouts). This would also increase the</p>

	<p>chances of an accident as traffic may come to a sudden halt. There are also concerns about how this level of congestion and suddenly varying traffic flow will affect adjacent residents from getting into and out of their properties.</p> <p>These are all issues that need far more thought and consideration. I have to say that in my opinion the idea of using a bus gate to deal with the lack of road width is optimistic at best. In normal circumstances this is not something that would be considered on such a route and seems to me to have been born out of desperation to make this whole scheme work. I'm also concerned that there may need to be a second gate over the railway bridge once the realities of the existing infrastructure become apparent. Add in the proposals for further signalised crossings and unattended crossings on the route and the whole thing becomes even more unpredictable.</p> <p>I feel that the consultation and engagement process over all of these concerns has been far from adequate. I have made repeated comments that the consultation has been handled poorly with several elements of the proposals omitted from the consultation, namely the bus gate itself. There has subsequently been some attempts to include these very significant details at the end of the consultation period, but I remain unconvinced that this has been done in a proper and transparent manner.</p> <p>Finally I would still like to see proper engagement with local stakeholders, residents and parish councils over the full range of the proposals. Again this has so far not been achieved due to meetings not being properly convened with reasonable notice or at a time when it's likely that council members will be available. We can't simply gloss over these facts due to time constraints. There has been plenty of time to do this properly.</p> <p>For all these reasons I would ask that we draw a line under all of the above and start again with a new consultation, properly instigated and notified to include all local residents and the four parish councils likely to be impacted by these works. Only after that has been completed and all those involved have had a chance to have their say and contribute to this process should we be contemplating these works going ahead.</p>
(2) Yarnton Parish Council	<p>40mph Speed Limit – Object Bus Lane – Object</p> <p>Yarnton Parish Council objects to the introduction of the bus lane and need therefore for bus gates at various pinch points. The objection is on the grounds that traffic in the non-bus lane will back-up through the village of Yarnton and possibly back to Begbroke. It will also increase pollution levels as traffic stops and starts. The Council also objects to the disruption the bus lanes will cause a number of residents located to the east of the A44. These include Rose Cottage in Yarnton and Couling Close by the canal. The removal of a layby next to Rose Cottage will make it difficult for the residents to exit they property.</p>

	<p>Residents in Couling Close are upset at the lack of consultation and dismayed that established trees have recently been removed affecting their privacy and increasing noise and light pollution. They would like to see the trees replaced. They also have concerns at accessing and exiting their Close with the additional bus lane to negotiate. Because of the housing we would lobby therefore for a 30mph speed limit along this stretch extending this speed limit northward through the village of Yarnton.</p> <p>At the Turnpike roundabout we would ask that the dual lanes on approaching the roundabout northbound are retained as a single lane, similar to the northbound lane at Sandy Lane roundabout. Introducing two lanes at Turnpike roundabout encourages aggressive and fast driving as drivers attempt to overtake, and prevents the chance of access to the roundabout by vehicles from Cassington Road.</p>
(3) Local Cllr, (Yarnton Parish)	<p>40mph Speed Limit – Support Bus Lane – Object</p> <p>Yarnton Parish commented in its submission to initial proposals in 2020 that it had concerns that the additional lane (for buses) would have a negative affect on space for pedestrian and cycle usage. We are also concerned about the initial proposal for the path loop by the canal. We have other comments to improve road usage and connectivity such as continued tarmac of canal towpath towards Kidlington and introduction of average speed cameras as the A44 travels through the villages of Yarnton and Begbroke. We would also welcome an explanation about the proposed A40 A44 link road – how that is intended to operate and the unintended consequences of it on our community.</p>
(4) Local Cllr, (Yarnton Parish)	<p>40mph Speed Limit – Support Bus Lane – Concerns</p> <p>I don't see on the plan how the bus lanes, along with roads and paths will all cross the bridges.</p>
(5) Local Group, (OXTRAG)	<p>40mph Speed Limit – No opinion Bus Lane – Object</p>

	<p>OXTRAG objects to the proposal for a bus lane extending from the Cassington Road, Yarnton, Roundabout almost to the Loop Farm Roundabout, and from Loop Farm Roundabout towards the Peartree Roundabout, because such lengths of bus lane would be a waste of money.</p> <p>This proposed bus lane would be used by very few buses. In the morning peak period there are currently 4 Route S3 buses per hour, one bus serving the villages off the A44, and about 3 private hire buses, making a total of approximately 8 buses per hour. This total might increase to as many as 12 per hour, but even then the proposed bus lane would be a waste of money.</p> <p>It would be better to spend the money on measures that would benefit all traffic, and not just a small number of buses. Many disabled people are unable to use buses and have to use cars. Delays to commercial vehicles will cause prices to rise.</p> <p>I suggest that conversion of Loop farm Roundabout to a signal-controlled junction, and signal-control of the A44 southbound entry to the Peartree roundabout, should be considered.</p>
(6) Individual, (Leaffield, Fairspear Road)	<p>40mph Speed Limit – Object Bus Lane – Object</p> <p>Another scheme submitted by a council that hates cars and will not accept that this proposal will reduce the carrying capacity of the Oxford road system, a system already groaning under the load. Bus lanes being squeezed into existing roads make them narrower and more dangerous (hence the need for a speed limit) as well as prevent motorcyclists trundling down the middle of two lanes of frequently stopped traffic. Make the road wider and things will not be so bad..... However that would cost money so I doubt this is possible.</p>
(7) Individual, (Kidlington, Yarnton Road)	<p>40mph Speed Limit – Object Bus Lane – Object</p> <p>Speed limits are ok as they are and no problems in traffic flow or accidents. Bus lanes may cause build up of traffic especially at busy times.</p>

<p>(8) Individual, (Email response)</p>	<p>40mph Speed Limit – Object Bus Lane – Object</p> <p>Given the recent and ongoing tree surgery and land clearance works along this route that have been undertaken, or are ongoing, this doesn't look like a consultation as it appears preparation has already started for a new bus lane.</p> <p>The new plan appears to show the bus lane using the existing cycle track. The plan does not show any provision for a replacement?</p> <p>The only reason for the reduced speed limit is to allow an unnecessary bus lane to use a bus gate by king canal bridge</p> <p>The bus lane/gate will only be of benefit for a short period each morning with little benefit over the majority of the day. In addition it will create problems at the turnpike roundabout for merging traffic and also pedestrians and cyclists crossing on the oxford side of the roundabout.</p> <p>The rationale for reducing the speed limit from 50 to 40 is still unclear, as the only time traffic volumes create congestion the traffic will be moving slower than 40, and the rest of the day the traffic is light and therefore does not require traffic management initiatives.</p>
<p>(9) Individual, (Yarnton, Couling Close)</p>	<p>40mph Speed Limit – Concerns Bus Lane – Concerns</p> <p>1. With the increased complexity of additional traffic lanes there is a concern that 40mph not slow enough. Currently it is very difficult to enter or leave the development due to the traffic volume and speed of the road, and additional lanes will increase this danger/risk. The vast majority of large heavy load vehicles, vans and cars do in excess of 50 mph and the road bends and undulates with the bridge reducing visibility entering and exiting. If a 30mph limit is not possible due to regulations etc, then further calming methods such as pedestrian crossings, street lighting, bus stop may help to reduce the risk and danger</p> <p>2. What impact will there be on the ingress/egress of the Couling Close development, and will there be any improvements that ensure the safety of residents? An extension of the bus lane may affect the gradient of the entrance which is already steep</p>

	<ul style="list-style-type: none"> • Safety of entry joining and exiting onto the a44 • Poor signage and lighting that can cause potential accidents <p>3. What measures will be put in place alongside any new bus lane that replaces the existing natural barrier of woodland that currently affords Couling Close residents:</p> <ul style="list-style-type: none"> • Increase of noise and environmental pollution • Loss of privacy from the a44 onto the neighbouring houses and the development as a whole <p>4. Will there be a pedestrian/cycle path that will now border the development which previously had 8 meters of woodland growth as a natural barrier to the houses within the development. If so:</p> <ul style="list-style-type: none"> • What measures to reduce privacy and security issues that will affect and potentially devalue the properties within the development? • What measures to reduce the increase noise pollution that will affect and potentially devalue the properties within the development? <p>5. Will there be a bus stop and if so where will it be located on the new bus lane and will it have a shelter for the public?</p> <p>6. Will there be a pedestrian crossing to allow pedestrians and cyclist to cross the road safely (which will also act as a traffic flow calming measure)?</p> <p>Once again thank you for giving us the opportunity to share our feedback and concerns and we look forward to working with your team and other departments closer in the future.</p>
<p>(10) Individual, (Yarnton, Fletcher Close)</p>	<p>40mph Speed Limit – Concerns Bus Lane – Concerns</p> <p>All traffic currently not moving during rush hours. Extra build up of traffic during work being done. Who’s going to police speed limits? Closure of Sandy lane/Yarnton rd. new housing estates being planned. Total gridlock. Poor people trying to get to appointments.</p>
<p>(11) Individual, (Yarnton, Spencer Avenue)</p>	<p>40mph Speed Limit – Concerns Bus Lane – Object</p>

	<p>40mph speed limit on A44 - i think this is too low, if traffic volumes are high that slows down traffic at other times it could be reduced to 50 from 60.</p> <p>Bus lane on A44 (between Cassington Road & Peartree RBT) there are only 2 busses and hour I cant see how this warrants either the investment or the disruption , both during the construction and after regarding the increased ques to other traffic Also cycle traffic will be detrimentally affected as the bridge foot and cycle paths will need to become roads.</p>
(12) Individual, (Yarnton, Couling Close)	<p>40mph Speed Limit – Support Bus Lane – Concerns</p> <ol style="list-style-type: none"> 1. Given that on entering and exiting our development there have been two accidents in the past 2 years (that I am aware of), traffic speed reduction would be most welcome. Should this be implemented, can you advise what will be done to enforce this - will fixed radar or traffic lights be implemented? 2. With respect to the bus lane, what will become of the pedestrian side walk abutting our development, will it be retained or revised in any way? 3. Will you be installing a proper pedestrian crossing at our entrance, to facilitating safe passage across this busy road? 3. Will there be a specific provision for cyclists? 4. Will you be installing lighting to the entrance to our development? 5. What will become of the lay- by/ bottle bank - will it be retained, and if so, will it be “properly“ redeveloped to include a much needed bus stop which has previously been requested by residents? <p>Other Concerns: Whilst I appreciate the narrow focus of the review, through what channels can the following important matters be addressed given the ecological, health and financial impact of moving traffic closer to our homes:</p> <ol style="list-style-type: none"> a. Noise abatement.

	<p>b. The substantial loss of trees/wildlife habitat.</p> <p>c. Increased pollution.</p> <p>d. House price devaluation.</p>
(13) Individual, (Yarnton, Pixey Close)	<p>40mph Speed Limit – Support Bus Lane – Object</p> <p>I object to the bus Lane on the grounds that the width available is insufficient to support 3 traffic lanes and a suitable cycle/foot path especially at pinch points such as the canal bridge.</p> <p>The various Councils should have properly considered the road infrastructure's capacity to be adapted before agreeing to expand development in the area on such a grand scale. The A44 was never going to be able to accommodate more traffic and local people will pay the cost.</p>
(14) Individual, (Oxford, Alice Smith Square)	<p>40mph Speed Limit – Support Bus Lane – Support</p> <p>Lower speed equal less accidents (or at least less serious ones). Quiet and safety - we need that here</p>
(15) Individual, (Oxford, Wolvercote Canal)	<p>40mph Speed Limit – Support Bus Lane – Support</p> <p>Need to improve journey reliability for public transport if we want people to make the change. Think that the only reason for the speed limit changes is due to the development of Northern Gateway between A40/A44/A34.</p>

Divisions affected: *Churchill & Lye Valley, St Clements & Cowley Marsh, Wolvercote & Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 MAY 2022

OXFORD VARIOUS LOCATIONS – PROPOSED EXCLUSION AND AMENDMENTS TO ELIGIBILITY FOR PARKING PERMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Environment is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits:
 - a) **Divinity Road** - exclude Nos. 2A, 2B & 2C Bartlemas Road from eligibility to apply for residents & visitor permits,
 - b) **East Oxford** - exclude No. 163 Cowley Road, and Flats 1-4 at 55 Rectory Road from eligibility to apply for residents & visitor permits,
 - c) **Girdlestone Road** - exclude No. 2 Everard Close from eligibility to apply for residents & visitor permits.,
 - d) **Lye Valley** - exclude No. 3 Bulan Road and No. 4 Cinnaminta Road from eligibility to apply for residents & visitor permits, and
 - e) **North Summertown** - exclude i) Nos. 26 & 26A Davenant Road from eligibility to apply for residents & visitor permits, ii) No. 43A Davenant Road from eligibility to apply for residents permits only, and ii) No. 327 Woodstock Road from eligibility to apply for residents & visitor permits.

Executive summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes, and the associated conditions within the planning permissions granted by Oxford City Council.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of the properties in question.

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Individual, (Oxford, Harcourt Terrace)	Object – You cant tell people they cannot apply for a parking permit for the house where they live
(3) Individual, (Oxford, Alice Smith Square)	Support – less cars makes a better city
(4) Individual, (Oxford, Woodstock Road)	Support – Because I think that we should be doing all we can to discourage the use of cars in Oxford.
(5) Individual, (Oxford, Kingston Road)	Support – No house with potential for off street parking on the property itself should be permitted any residents o street parking permits. These should be reserved for residents with no option but to park on the street. Properties which have been subdivided or annex extensions permitted to be built (taking up parking spaces on the property) should not then be allowed residents permits.
(6) Individual, (Oxford, Girdlestone Road)	Support – Supporting as 2 Everard is 6 room HMO and parking is limited in road.

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Divisions affected: *Thame and Chinnor*

CABINET MEMBER FOR HIGHWAY MANAGEMENT –26 MAY 2022

THAME: WELLINGTON STREET- PROPOSED ZEBRA CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed zebra crossing at Wellington Street, Thame.

Executive summary

2. This report presents responses received to a consultation on proposals to provide a zebra crossing at Wellington Street, Thame as shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposal and its implementation if approved has been received from the Community Infrastructure Levy.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking.

Consultation

6. Formal consultation was carried out between 21 February and 25 March 2022. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Thame Town Council, South Oxfordshire District Council, and the local County Councillor representing the Thame and Chinnor division. Letters were also sent to approximately 30 adjacent properties.
7. Twenty-three responses were received during the formal consultation: with 3 objections (13%), 5 raising concerns (22%), 14 in support (61%), and 1 non-objections.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Drawing No. Revision

Notes

-  Red coloured tactile paving
-  Proposed gully

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
Underground services present. TAR bound material in c/w and footway.

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION
Underground services present. TAR bound material in c/w and footway.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**

Owen Jenkins
Director for
Infrastructure Delivery
Communities
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
Thame
Wellington Street
Proposed Zebra Crossing

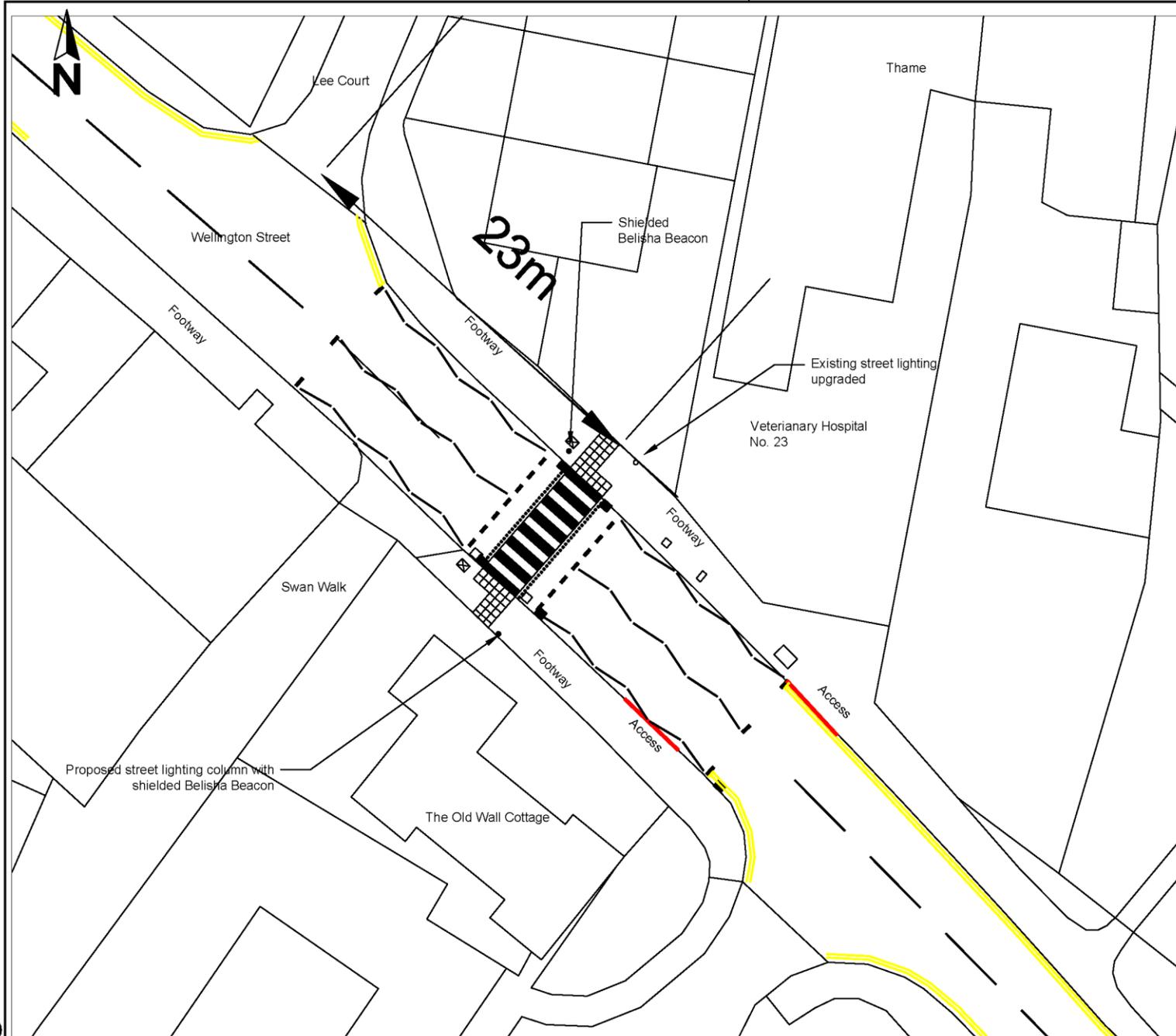
Drawing title
Consultation Plan

Drawing Status Consultation

Scale @ A3	Drawn by RGr	Checked by	Approved by
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Thame Town Council	Support – Thame Town Council has concerns about the loss of parking and a possible increase in speeding, however overall, it is felt that this would be outweighed by the benefits of a safer and more convenient crossing, particularly for Lee Court residents, as well improving visibility for vehicles exiting Swan Walk. It is pleasing that County Council are progressing this project which the Town Council had long campaigned for, and it is hoped this would lead to crossings being installed in other locations in Thame.
(3) Local Cllr (Thame, Ludsdan Grove)	Support - I believe that it will improve road safety, for elderly residents crossing the busy road.
(4) Local Cllr (Thame, Towersey Drive)	Support - This has been needed for the past few years to assist pedestrians cross this busy road
(5) Local Cllr (Thame, Ludsdan Grove)	Support - Wellington Street has become busier over the years and more difficult to cross particularly for the elderly
(6) An individual (Thame, Upper High Street)	<p>Object - Due to the high degree of new housing over the last 10 years in Thame and the surrounding villages (including Bucks) traffic has increased significantly in all parts of Thame making crossing town centre roads more difficult and dangerous. Traffic speeds have increased, particularly at or near roundabouts, increasing accident risks for pedestrians.</p> <p>Wellington Street does not have the traffic problems experienced in the High Street and Upper High Street. Traffic volume and speeds between Southern Road and the Oxford Road bend continue to make it difficult and dangerous to cross the road, particularly around the Church Road junction and gaining access to Thame Museum.</p>

	<p>I would have thought that there is a greater need for a new pedestrian crossing in this part of the town than in Wellington Street, which has parked traffic along most of its length, slower traffic speeds and fewer pedestrians than in the High Street/Upper High Street. There is only one controlled crossing in the whole length of these main town centre roads. If there is funding for a further pedestrian crossing in Thame, it would be better used for a new controlled crossing in the Lower High Street.</p>
<p>(7) An individual (Thame, Wellington Street)</p>	<p>Object – I fully support the need to maintain pedestrian safety in the area, however, the proposed location would adversely affect us in everyday life, and for several reasons I am objecting to this.</p> <p>As a resident Wellington Street, we would be directly affected. The Consultation Plan proposes the removal of four of the existing eight parking spaces in this area. This will exacerbate the already chronic shortage of on-street parking for us and other residents with cars.</p> <p>The Consultation Plan shows zig-zag lines extending across the driveway to our property. These prohibit waiting at any time, meaning that by doing so, we or visitors temporarily pulling up outside our driveway to load/unload or pick-up/drop-off passengers would be causing an offence.</p> <p>Access to/from our driveway by car is particularly hazardous at the best of times. This involves reversing in at an acute angle after temporarily pulling up against the flow of traffic outside Playford Court and exiting against the flow of traffic until safe to join the correct side of the road. The proposed crossing will not mitigate this hazard.</p> <p>Having initially approached the Council about the proposal they have responded confirming that the scheme for the crossing was originally proposed following lobbying by the Councillor (at the time) Nick Carter who in turn was lobbied by several residents of Lee Court. The Council have stated that despite the residents of Lee Court living close to the town centre, they have been deterred from accessing the amenities due to difficulties crossing Wellington Street.</p> <p>I would, therefore, request the Council's consideration of an alternative location for the Zebra Crossing a little further along Wellington Street to the west, approximately midway between Lee Court and North Street, and within the stretch of road marked by double yellow lines. Wellington Street is wider here and an island could be incorporated which would make the crossing safer for pedestrians as each section would be negotiated separately. Traffic flow would also be less affected with the crossing constructed in two halves. Any associated additional cost in providing an island is likely to be minimal. This alternative location would also satisfy the lobby to provide safe access to the town's amenities sought by the residents of Lee Court. Additionally, this location would have the benefit of providing a logical and safe crossing point for all pedestrians heading to/from the bus-stops, library, shops, and Cattle Market/Waitrose</p>

	<p>areas in North Street, and would not involve the loss of any existing on-street parking.</p> <p>To help improve pedestrian safety in the area, I would also request that the Council consider the adoption of a default 20 mph speed limit and traffic calming measures along the whole of Wellington Street.</p>
(8) An individual (Thame, Wellington Street)	<p>Object – As a resident, I will be affected more than most by this proposal, I have many objections and comments regarding this.</p> <p>Firstly, there are 16 houses from the junction into Playford Court and North Street, with at least 20 vehicles needing to park on the road. At the moment there are only 8 spaces along this part of the road so as you can imagine it's a daily struggle. This proposal removes 4 of these spaces, leaving just 4 between 20 cars.</p> <p>Also, we are opposite the very busy vets, and due to the size of their car park many people will park on yellow lines outside our house if they can't find space along the road.</p> <p>Secondly the zig zag lines will be in front of our entrance making it difficult to get into our driveway or pull up outside to load/unload.</p> <p>Having spoken to other residents in the street we question why this location has been proposed. If it was placed nearer the end of Wellington Street it would not take any parking spaces as there are already yellow lines there, it would also better service pedestrians walking into town from the Cattle Market car park.</p>
(9) An individual (Thame, Wellington Street)	<p>Concerns - I own two properties in Wellington St, one of which will be affected by the removal of parking spaces. I am concerned about the positioning of the crossing as it will remove 4 parking spaces. There is a real shortage of parking for the residents not lucky enough to have a drive, coupled with the fact that most households have more than one car. It seems surprising to take away 4 of the existing 8 spaces. Could there not be an alternative sighting of the crossing? Further towards North Street where there are double yellow lines? Or a 20mph speed limit to slow the traffic down.</p>
(10) An individual (Thame, High Street)	<p>Concerns - Can you confirm you have sent letters to those in Kings Close? As there are several residents who do not have off street parking and rely on parking on the street. With the new parking enforcements in place by Conduit local residents in Kings Close are now finding they are having parking tickets for parking illegally on the grass verges as there is no other official parking spaces.</p>

	<p>The zebra crossing is essential, but the parking spaces lost cannot be offset with is going to cause more issues, there is also a new development going into Wellington Street that is also taking official street car parking spaces. If there was any way it could be moved to where double yellow lines are placed without impacting valuable parking areas this would be appreciated by the local residents.</p>
<p>(11) An individual (Thame)</p>	<p>Concerns - Although I'm not against a crossing in Wellington Street I'm concerned about losing precious parking spaces. Has this been sent to the residents who may be affected, not just pinned on a post and possibly blown away in the recent gales?</p> <p>Wouldn't it be better further towards North Street where there are already double yellow lines so there would be zero effect on local parking?</p>
<p>(12) An individual (Thame, Swan Walk)</p>	<p>Concerns - The proposed siting of the crossing has presumably taken into account that the most frequent users of the crossing will be the residents of Lee Court, who then use Swan Walk to access the town centre. If the crossing was situated further down it is likely that some would still choose to take the direct route, negating the whole point of having the crossing anyway. From my office window I witness the constant stream of pedestrians up Swan Walk and can attest that a high proportion of them move quite slowly and in many cases rely on walking aids, so I see little benefit in expecting them to have to walk further.</p> <p>The proposed siting also has another safety benefit because, at present, driving out of Swan Walk onto Wellington Street is a risky undertaking because of the proximity of parked cars and the resulting inadequate vision splay. It is impossible to see vehicles approaching from either direction along Wellington Street and is always a case of easing out very gently, listening for the warning from car horns, and eventually committing with fingers crossed. Despite being ultra-careful I have had quite a few close shaves and it's only a matter of time before someone hits the front end of a car (whether mine or that of another resident). The zig-zag zone either side of the crossing would significantly improve the visibility.</p> <p>I would normally side with resisting any loss of parking spaces near the town centre, but I do support the need for this crossing and feel that the proposed siting is optimum insofar as it will encourage the majority to actually use it. It will also deliver other safety improvements for vehicular traffic.</p>

(13) An individual (Thame)	<p>Concerns</p> <p>1. Parking in Wellington Street is already extremely limited with residents struggling to park even as things currently stand. We are extremely concerned as this proposal, which would result in the loss of several roadside parking spaces, will clearly make this problem even worse. Provision needs to be made to replace any current roadside parking that would be lost as a result of this proposal. In addition, failure to provide such parking would in turn have a knock-on effect on parking problems in other nearby streets.</p> <p>2. An upgrade to the current street light next to the proposed crossing is a matter of concern as there is already a lot of light pollution & any additional bright lighting in close proximity to residents' homes would cause further problems.</p> <p>3. Belisha Beacons although partially covered they will still visibly flash & would be dreadful for residents if this were to be visible inside their homes.</p>
(14) An individual (Thame, Hunt Road)	<p>Support - This is our regular walking route into town and work. It's also important for pupils getting to and from the schools in town.</p>
(15) An individual (Thame, Corbetts Way)	<p>Support - I am a runner and often need to cross wellington street. This will make it much safer for all who need to cross there</p>
(16) An individual (Towersey, Chinnor Road)	<p>Support - Wellington Street is a busy road in Thame and there are many children who attend Barley Hill School who need to cross it. This should encourage more walking.</p>
(17) An individual (Thame, Moorend Lane)	<p>Support - use this point to crossroad daily with disabled husband. It would be much safer to use a designated crossing.</p>
(18) An individual (Thame, Harrison Place)	<p>Support - Dangerous road due to junction with North St</p>
(19) An individual (Thame, Wellington Street)	<p>Support - As an affected resident, regularly exiting/entering Swan Walk and driving & walking on Wellington Street</p>

(20) An individual (Thame, Upper High Street)	Support - Would help residents of the care home that's on Wellington St. Should also slow traffic on this busy road
(21) An individual (Thame, Fairfax Close)	Support - It can be difficult at busy times to cross Wellington St and is especially so for the elderly who cannot cross quickly.
(22) An individual (Thame, Wellington Street)	Support - Elderly residents close to proposed location. It would be very welcomed
(23) An individual (Thame, High Street)	Support - A crossing will reduce hazards for pedestrians.

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Divisions affected: *Charlbury and Wychwood*

CABINET MEMBER FOR HIGHWAY MANAGEMENT –26 MAY 2022

CHARLBURY: B4437 FOREST ROAD – PROPOSED EXTENSION OF 30MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed extension of the 30mph speed limit on the B4437 Forest Road.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to extend the 30mph speed limit on the B4437 Forest Road at Charlbury as shown in **Annex 1** as a result of adjacent development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund the extension of the limit if approved

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 17 March 2021 and 15 April 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire &

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Charlbury Town Council	Support – the Town council is looking to reduce speeds around the town
(3) Individual, (Oxford, Rymers Lane)	Object – Statement of reasons suggests that the existence of a junction into a 60mph road is dangerous - given the number in the country this is clearly nonsense.
(4) Local Resident, (Charlbury, Crawborough)	Object – Currently I do not see the need in extending the limit to the proposed site. It is already stretched beyond the railway which is more than sufficient.
(5) Local Resident, (Woodstock, Boundary Close)	Concerns – This will not provide any improvement
(6) Local Resident, (Charlbury, Little Lees)	Support – This will be required to ensure the safety of those accessing the new development including walking along the road
(7) Local Resident, (Charlbury, Nineacres Lane)	Support – I am in favour of the Rushy Bank development because of its provision of some low-cost housing and also of care for dementia patients. I am therefore very much in favour of the access to that development being made as safe as possible.
(8) Local Resident, (Charlbury, The Slade)	Support – It is a wholly appropriate measure to protect road users and residents

(9) Local Resident, (Charlbury, The Green)	Support – Traffic heading towards Charlbury can travel at considerable speed along this stretch of road. The planned development of Rusty Bank will add to the hazards. Many vehicles already ignore the speed limit until they reach the mini roundabout near the station. This is an excellent proposal.
(10) Local Resident, (Charlbury, Quarry Lane)	Support – To improve the safety of all concerned: motorists, walkers, cyclists etc
(11) Local Resident, (Charlbury, Wychwood Close)	Support – Anything that prevents speeding traffic is good
(12) Local Resident, (Charlbury, Dancers Hill)	Support – Traffic drives far too fast on that road already and it will be dangerous for any new development not to change the speed limit.
(13) Local Resident, (Charlbury, Hundley Way)	No opinion – Unless the developers are prepared to fund physical measures to slow traffic at this point, with Thames Valley Police unwilling to enforce speed limits on the entrances to Charlbury, the limit will have no difference on driver behaviour.

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Divisions affected: *Goring*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 MAY 2022

WOODCOTE: READING ROAD – PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND BUS STOP CLEARWAY

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed extension of the 30mph speed limit and bus stop clearways on Reading Road as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to extend the 30mph speed limit on the Reading Road at Woodcote as shown in **Annex 1** as a result of adjacent development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund the extension of the limit if approved.

Equality and Inclusion Implications

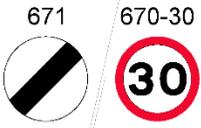
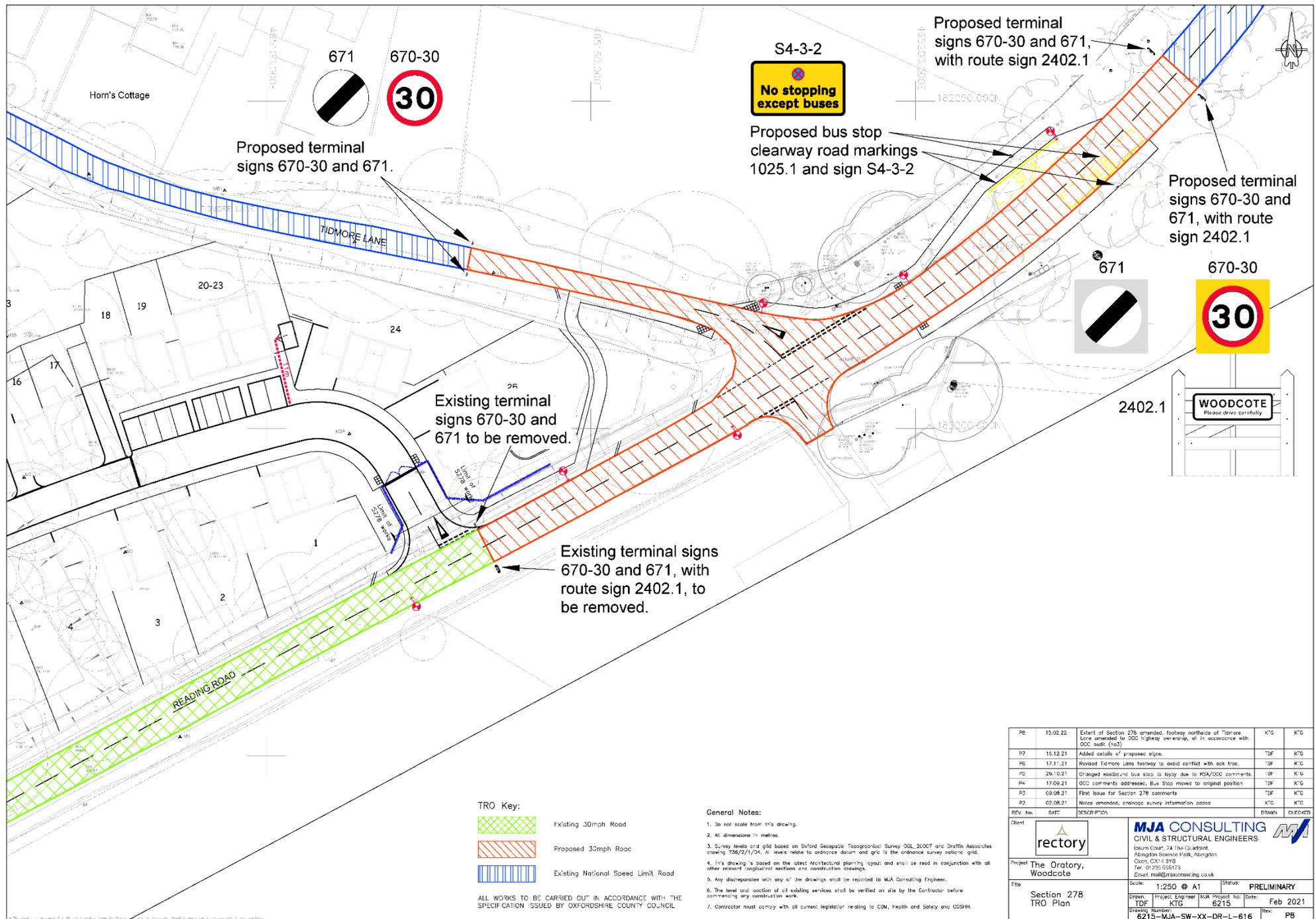
4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 14 March 2022 and 01 April 2022. A notice was published in the Henley Standard newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Woodcote Parish Council, South Oxfordshire District Council, and the local County Councillor representing the Goring division.



- TRO Key:**
- Existing 30mph Road
 - Proposed 30mph Road
 - Existing National Speed Limit Road

- General Notes:**
1. Do not scale from this drawing.
 2. All dimensions in metres.
 3. Survey levels and grid based on Oxford Geospatial Topographical Survey OGL 20067 and Drafts Associates drawing 055/21/04. All levels relate to ordnance datum and grid is the ordnance survey reference grid.
 4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant longitudinal sections and construction drawings.
 5. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineer.
 6. The level and location of all existing services shall be verified on site by the Contractor before commencing any construction work.
 7. Contractor must comply with all current legislation relating to CDM, Health and Safety and COSHH.

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION ISSUED BY OXFORDSHIRE COUNTY COUNCIL

PR	15.02.22	Extent of Section 278 amended, footway northside of Tidmore Lane amended to 300 highway clearance, all in accordance with OCC audit (no.3).	KTC	KTC
PR	16.12.21	Added details of proposed signs.	TDF	KTC
PR	17.11.21	Revised Tidmore Lane footway to avoid conflict with oak tree.	TDF	KTC
PC	26.10.21	Changed eastbound bus stop to layby due to HSA/OCC comments.	TDF	KTC
PC	17.09.21	OCC comments addressed, Bus Stop moved to original position.	TDF	KTC
PR	03.08.21	Final issue for Section 278 comments.	TDF	KTC
PR	02.08.21	Notes amended, overnight survey information added.	KTC	KTC
REV. No.	DATE	DESCRIPTION	BY	CHECKED

 Client: The Oratory, Woodcote	 MJA CONSULTING CIVIL & STRUCTURAL ENGINEERS 100m Court, 24 The Quadrant, Abingdon Business Park, Abingdon Oxon, OX14 3YS Tel: 01235 659773 Email: mja@mjacconsulting.co.uk

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Individual, (Oxford, Rymers Lane)	<p>30mph speed limits - Object Bus-stop clearways - No opinion</p> <p>Statement of reasons doesn't provide any explanation of why the introduction of a new junction here requires a 50% cut in speed limit.</p>
(3) Individual, (Essex)	<p>30mph speed limits - Concerns Bus-stop clearways - Concerns</p> <p>Is this another attack on drivers? or an attempt to make roads safer? who knows anymore.</p>
(4) Local Resident, (Woodcote, Reading Road)	<p>30mph speed limits - Concerns Bus-stop clearways - Concerns</p> <p>The speed limit on Reading Road around the schools, library, community centre and village should be 20mph. The traffic is very heavy and vehicles approaching Reading Road from the A 4074 enter at speeds far in excess of 30mph. It is dangerous</p>
(5) Local Resident, (Woodcote, Bensgrove Close)	<p>30mph speed limits - Concerns Bus-stop clearways - Support</p> <p>Why just part of Tidmore lane? This is a narrow quiet road much used by walkers without any footpaths either side. To have a 60-mile limit to any part of the lane is highly dangerous.</p>

	<p>In my opinion the lane should be a 30 or ideally 20 mile per hour limit it's entire length.</p>
<p>(6) Local Resident, (Woodcote, Wittenham Close)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>Tidmore Lane is a single-track road and as such I believe that the entire of it should be made into a 30mph limit, not just the proposed section. It is completely unsuitable for travelling at above 30mph due to the risk of a head-on collision with other vehicles. Also the road is already used by numerous cyclists and pedestrians already, who are also at risk from vehicles travelling at excessive speed; pedestrian and cyclist use of this road could potentially increase with the completion of the Rectory Homes/Chiltern Rise development.</p> <p>I also support the proposal for the additional 30mph stretch on Reading Road as this will make it safer for pedestrians and cyclists who currently use the road; the stretch of it that is currently 60mph encourages vehicles to speed when entering the village as it is such a short stretch.</p> <p>The layby's for the buses are also a good idea to improve traffic flow for the area.</p> <p>Perhaps you (if responsible for footpath installation?) might also consider installing a footpath from the Tidmore Lane entrance to the top of Greenmore to allow pedestrians to safely walk into the village from the Rectory Homes/Chiltern Rise Housing Development site? At the moment pedestrians would have to walk in the road or along the verge, which is not always possible or practical (e.g. for wheelchairs, pushchairs, those with limited or impaired balance or accompanied by young children), and can hardly be considered safe, so these people may end up driving into the village instead of walking; a footpath here would encourage people to walk into the village because they would have a safe footpath to use and therefore reduce the number of cars travelling into the village needlessly.</p>
<p>(7) Local Resident, (Woodcote, Reading Road)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>Support reduction of speed limit on these roads. In fact, the WHOLE of Tidmore Lane should be reduced to 30mph. A national speed limit for a single width byway, with no pavement or lighting is an accident waiting to happen.</p>

<p>(8) Local Resident, (Woodcote, West Chiltern)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>The current speed limit of 60mph on Tidmore Lane is nonsensical given it's a single-track lane. Indeed, the whole length of it should be 30mph not just the proposed section leading to Reading Road. Also extending the 30mph limit on Reading Road makes perfect sense given the new housing development and its proximity to Langtree and the Oratory schools.</p>
<p>(9) Local group/organisation, (Woodcote, Reading Road)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>The road is too busy. It has two schools where footfall is high at the start and end of the school day. It is the main route through to the village when you turn off the A4074 from the Reading direction. A garden centre, village hall and shop all add parked cars to the traffic troubles. A slower speed limit all the way down this road would be very sensible anyway, regardless of the new housing! However, with new housing now bordering the end of the lane beyond Tidmore Lane, definitely this will save accidents.</p>
<p>(10) Local Resident, (Woodcote, Greenmore Road)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>I think it is a good idea to impose a speed limit, particularly in regard to the new housing development on Reading Road.</p>
<p>(11) Local Resident, (Woodcote, Oakdene)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>If the whole section is 30mph drivers are less likely to continue to drive at such high speed passed the new development. At the moment people can arrive at the 30mph section at 60mph and then. It slows significantly.</p>

<p>(12) Local Resident, (Woodcote, Behoes Lane)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>New housing in this area means there will be more traffic generally and more cars trying to access these roads to and from the new houses. Also, children may be walking to and from the new houses up to the schools, library or playground.</p>
<p>(13) Local Resident, (Woodcote, Croft Way)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>We regularly walk/run on the section of road you are talking about and are concerned for our safety on these sections of road when doing so.</p>
<p>(14) Local Resident, (Woodcote, Goring Road)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>I support all traffic calming measures in Woodcote but see them as pointless unless there is some enforcement of speed limits. I live on Goring Road which is 30mph but regularly see cars driving at 50mph. I would prefer to see measures that actually slow cars down rather than speed limits that will not be adhered to.</p>
<p>(15) Local Resident, (Woodcote, Goring Road)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>The whole of Tidmore lane should be 30mph. I'd support a reduced limit round bus-stops, but how are the limits to be enforced?</p>
<p>(16) Local Resident, (Woodcote, Red Lane)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>The speed through the village needs to be controlled.</p>

<p>(17) Local Resident, (Woodcote, Croft Way)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>Increased road safety for the people of Woodcote</p>
<p>(18) Local Resident, (Woodcote, Croft Way)</p>	<p>30mph speed limits - Support Bus-stop clearways - Support</p> <p>As a regular walker, I am very concerned about the speed of traffic in this part of the village. Increases in housing and the inevitable increase in the number of cars and car journeys, require more traffic 'calming'/controlling measures before someone is seriously hurt (or worse)!</p>

Divisions affected: *Grove and Wantage*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 26 MAY 2022

WANTAGE: A417 READING ROAD & ELDER WAY – PROPOSED BUS GATE AND TURNING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is RECOMMENDED to approve the proposed 'Bus Gate' restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons and associated turning prohibitions for vehicles travelling on the A417 Reading Road to prevent them from entering Elder Way, and then on Elder Way to prevent them accessing the A417.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to introduce a 'Bus Gate' restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons (the first side road within the estate). The proposals will prohibit motor vehicles from entering that section of road, with exemptions applying to buses, pedal-cycles & taxis. In order to help reinforce the bus gate restriction, turning prohibitions will be introduced for vehicles travelling on the A417 Reading Road to prevent them from entering Elder Way, and then on Elder Way to prevent them accessing the A417 – again, similar exemptions will apply to buses, pedal-cycles & taxis. The proposals are also shown in **Annex 1**.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developer of adjacent land, who will also fund their implementation should they be approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and provide appropriate priority for bus services, increasing their attractiveness in journey time terms over the private car.

Consultation

6. The Formal consultation was carried out between 13 January and 11 February 2022 and a notice was published in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Wantage Town Council, the Vale of the White Horse District Council, and the local County Councillors. Letters were sent to approximately 360 premises in the immediate vicinity, and street notices were also placed on site.
7. Eighty-one responses were received during the formal consultation comprising of: 61 objections (75%), 5 expressing concerns (6%), 14 expressions of support (17%), and 1 expressing no objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed concerns on the grounds they were not convinced of the need or justification for this kind of restriction, and also the possible confusion this arrangement is likely to cause once implemented, taking into account this junction is currently the has been the only route in and out of the estate. However, they expressed no objection in principle assuming this design was originally approved during planning. The police welcome this restriction is going to be enforced by ANPR but also queried how the banned turning manoeuvres on the main A417 will be enforced, noting that this restriction if implemented must not place any burden for enforcement on the Police. Additionally, the police requested that the exemptions within the order be modified to include Police Vehicle on patrol as well as in an emergency.
10. The Vale of the White Horse District Council expressed no objection to the proposal.
11. Wantage Town Council objected to the proposals on the grounds that it could be counterproductive if the objective was to reduce car use, and have the unintended consequence of increasing traffic along the A417, as if through drivers believe that all the residents of Crab Hill are joining via the link road and this road becomes congested then through drivers may choose to use the A417 preferentially on their journey through Wantage, thereby increasing the number of cars driving through the town centre. The Town Council also requested data and analysis used to justify the proposals.

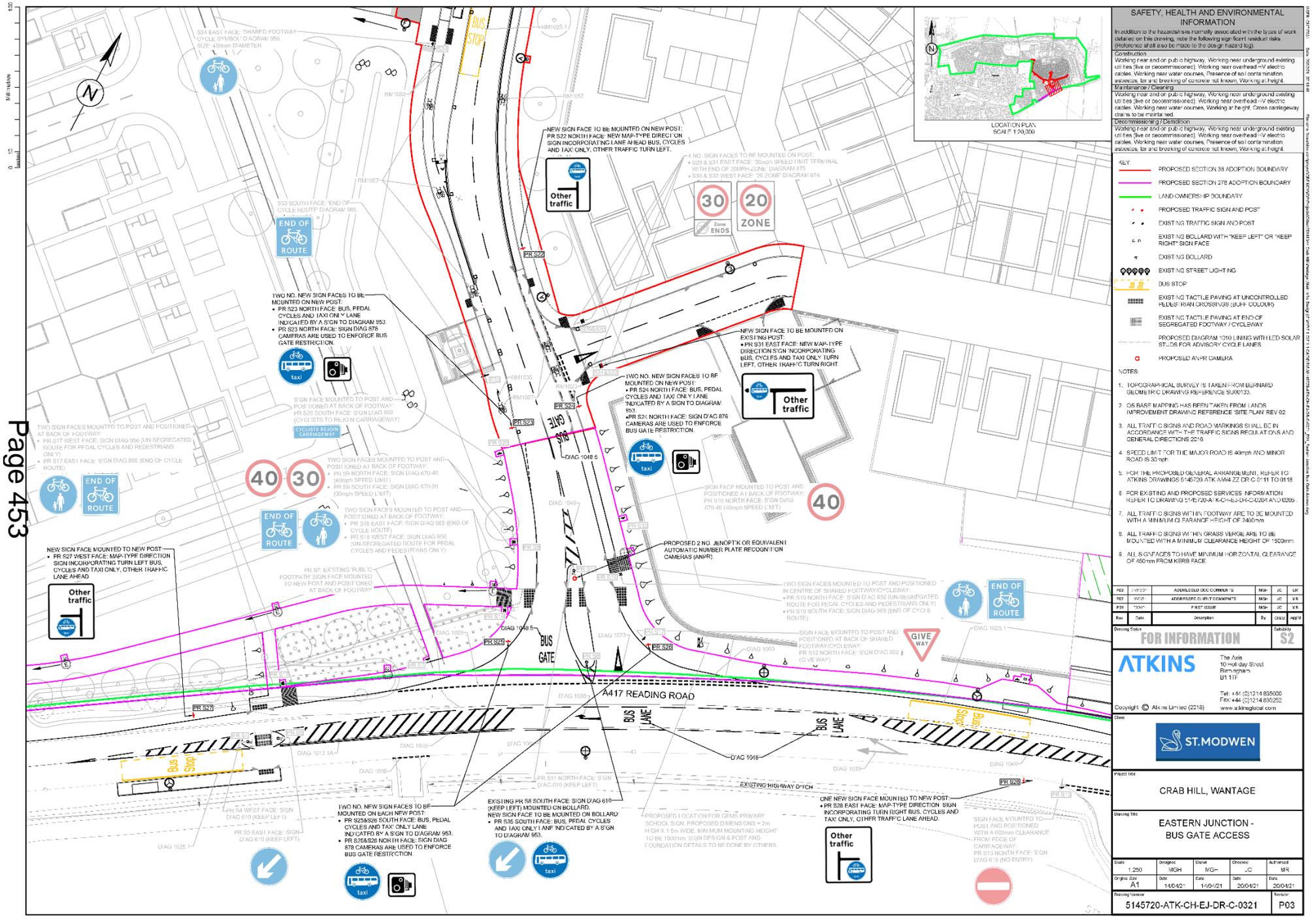
12. Objections were also received from one local councillor and fifty-nine members of the public (predominantly residents of the development), together with a further five expressions of concern from members of the public. The objections and concerns focussed on the longer journey times and inconvenience caused to residents currently using their cars for journeys via the Elder Way junction with the A417 (including some responses from residents who are on-call fire-fighters) and also its impact on the local road network within the residential development. Some respondents noted that they were unaware when purchasing their property of the proposals.
13. Noting the above queries of the police, Wantage Town Council and other respondents on the rationale for the proposals, it is confirmed that it has always been the intention that the main strategic access points to Crab Hill will be via the Wantage Eastern Link Road (WELR) from either the A417 or the A338. In the case of the former, upon the trigger point of 280 dwelling units (secured through a Deed of Variation to amend the original 180 dwelling unit trigger) for the main development and 70 occupations for the separate phase 1A, the proposed bus gate of the main eastern access on the A417 will be required to be modified to become a bus only gated provision. For this provision to be implemented, the proposed WELR roundabout junction onto the A417 will also require to be implemented concurrently. The roundabout will provide a safer and more convenient access provision onto the A417, overcoming any queuing associated with the interim T junction main access. For information, the proposed bus route modifications and the associated WELR/A417 roundabout provisions, are referenced within the agreed/signed S106 dated 13/7/15 of planning permission P13/V1764/O (Schedule 9/para 4.4).
14. For reference, the bus service which will use the link X36, every 30 mins between Kingsgrove, Wantage town centre, Grove, Milton Park and Didcot). In future other services may also use the link.
15. The Oxfordshire Cycling Network expressed support for the Bus Gate and Turn restrictions in order to manage traffic within the Crab Hill development, creating streets where the motor traffic will be relatively light and thus encouraging for walking and cycling. However, they did express concern that the biggest opportunity on this development has been lost with the lack of coherent active travel links between the development and the town centre, noting that the cycle route runs out half way from this entry point to Charlton Village Road, and remedying this would be very valuable for residents.
16. The above concern is noted and although is outside the scope of the current proposal, improving the safety and amenity of pedestrians and pedal cyclists is a key part of the developing Local Transport and Connectivity Plan.
17. Expressions of support were received from thirteen members of the public.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1 Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545
 Anthony Kirkwood 07392 318871

May 2022



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards normally associated with the types of work detailed on this drawing, note the following significant residual risks (reference shall also be made to the design hazard log):

Construction
Working near and on public highway. Working near underground existing utilities (live or decommissioned). Working near overhead -V electric cables. Working near water courses. Presence of no corners, steep slopes, or any breaking of curbside not known. Working at height.

Maintenance/Cleaning
Working near and on public highway. Working near underground existing utilities (live or decommissioned). Working near overhead -V electric cables. Working near water courses. Working at height. Cross carriageway signs to be maintained.

Decommissioning/ Demolition
Working near and on public highway. Working near underground existing utilities (live or decommissioned). Working near overhead -V electric cables. Working near water courses. Presence of no corners, steep slopes, or any breaking of curbside not known. Working at height.

- KEY:**
- PROPOSED SECTION 38 ADOPTION BOUNDARY
 - PROPOSED SECTION 278 ADOPTION BOUNDARY
 - LAND OWNERSHIP BOUNDARY
 - PROPOSED TRAFFIC SIGN AND POST
 - EXISTING TRAFFIC SIGN AND POST
 - EXISTING BOLLARD WITH 'KEEP LEFT' OR 'KEEP RIGHT' SIGN FACE
 - EXISTING BOLLARD
 - EXISTING STREET LIGHTING
 - BUS STOP
 - EXISTING TACTILE PAVING AT UNCONTROLLED HELD/STAY CROSSINGS (BUFF COLOUR)
 - EXISTING TACTILE PAVING AT END OF SEGREGATED FOOTWAY/CYCLEWAY
 - PROPOSED DIAGRAM 1010 LINING WITH LED SOLAR STUDS FOR ADVISORY CYCLE LANES
 - PROPOSED ANPR CAMERA

- NOTES:**
1. TOPOGRAPHICAL SURVEY IS TAKEN FROM BERNARD GEOMETRIC DRAWING REFERENCE SU00123.
 2. OS BASE MAPPING HAS BEEN TAKEN FROM LANDIS IMPROVEMENT DRAWING REFERENCE SITE PLAN REF 02.
 3. ALL TRAFFIC SIGNS AND ROAD MARKINGS SHALL BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2019.
 4. SPEED LIMIT FOR THE MAJOR ROAD IS 40mph AND MINOR ROAD IS 30mph.
 5. FOR THE PROPOSED GENERAL ARRANGEMENT, REFER TO OTHER DRAWINGS: DIAGRAM 1011, A11, A12, C 3111 TO 3118.
 6. FOR EXISTING AND PROPOSED SERVICES INFORMATION, REFER TO DRAWINGS: E1-272/A, K04-04, K04-05, K04-06, K04-07.
 7. ALL TRAFFIC SIGNS WITHIN FOOTWAY ARE TO BE MOUNTED WITH A MINIMUM CLEARANCE HEIGHT OF 2400mm.
 8. ALL TRAFFIC SIGNS WITHIN VERGE ARE TO BE MOUNTED WITH A MINIMUM CLEARANCE HEIGHT OF 1500mm.
 9. ALL SIGNFACES TO HAVE MINIMUM HORIZONTAL CLEARANCE OF 450mm FROM KERB FACE.

REF	REV	DATE	DESCRIPTION	BY	CHKD	APP'D	STATUS
001	01		ISSUED FOR INFORMATION				S2

FOR INFORMATION

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Project Ref: **CRAB HILL, WANTAGE**

Drawing Ref: **EASTERN JUNCTION - BUS GATE ACCESS**

Date	Design	Drawn	Checked	Authorised
01/04/21	WGH	W/G-	JC	MR
14/04/21	A1	1/01/21	20/04/21	20/04/21

Drawing Number: **5145720-ATK-CH-EJ-DR-C-0321** Revision: **P03**

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - I am still not convinced of the need or justification for this kind of restriction. I am not aware of any similar restriction being proposed on any other new development throughout Oxfordshire apart from one at Didcot. The Didcot one is well within the housing development and does not affect a busy road junction on a busy route.</p> <p>In principle I am not objecting assuming this design was originally approved during planning.</p> <p>My concern is the confusion this arrangement is likely to cause once implemented, taking into account this junction has been the only route in and out of the estate for many months and likely to be so until the new road layout is completed which again is likely to be months/years ahead.</p> <p>I welcome this restriction is going to be enforced by ANPR, however there is no mention how the banned turning manoeuvres on the main A417 will be enforced.</p> <p>This restriction if implemented must not place any burden for enforcement on the Police.</p> <p>Can the exemptions within the order be modified to include Police Vehicle on patrol as well as in an Emergency. And should Private Hire be included within the exemptions.</p>
(2) Vale of White Horse District Council, (Planning Services)	No objection
(3) Wantage Town Council	<p>Object – It is not understood what the issue is that is looking to be solved by introducing a bus gate.</p> <p>If it is to discourage car use we do not believe this will be achieved. The result could be that car use increases due to the extra distance drivers may now need to drive to get to Wantage Town Centre and its supermarkets.</p> <p>If the objective is to reduce congestion for the bus route, is there data that suggests that congestion is a problem?</p>

	<p>We are concerned that this plan will have an unintended consequence of increasing traffic along the A417. If through drivers believe that all the residents of Crab Hill are joining via the link road and this road becomes congested then through drivers may choose to use the A417 preferentially on their journey through Wantage. This could increase the number of cars driving through the town centre, something we are keen to avoid. We would prefer to reduce through traffic in the town centre and the associated air pollution by encouraging through traffic to make use of the link road instead.</p> <p>We assume that this scheme would not be implemented until the link road was completed? We also would like to see data and analysis that supports the case.</p>
(4) Local Cllr, (Wantage, Ormond Road)	<p>Object – The proposal gives no real details of the problem they are addressing i.e., Traffic survey, problems that have arisen etc.) It seems on the face of it, perverse to stop general access from the existing A417 because it is a major road and then. To redirect traffic away from this junction towards the WELR which will become the major (A417) road.</p> <p>Even if there is a potential issue here it is premature to make this proposal before the opening of the link road and analysis of the new traffic patterns.</p>
(5) Local group/organisation, (Oxfordshire Cycling Network)	<p>Support – We support the Bus Gate and Turn restrictions in order to manage traffic within the Crab Hill development, creating streets where the motor traffic will be relatively light and thus encouraging for walking and cycling. However, the biggest opportunity on this development has been lost with the lack of coherent active travel links between the development and the town centre. The cycle route runs out half way from this entry point to Charlton Village Road, which is a travesty of planning. If this could be remedied, it would be very valuable for residents.</p>
(6) As an individual, (Wantage, Crab Hill)	<p>Object – Strongly OBJECTED I have bought a property on this estate with a. Easy access to the a417 to either Wantage to Didcot. Am a on call firefighter who lives on the estate. Who response to wantage fire station for emergency calls. If this bus gate does get put in place this will cause major Disruptions to my response times to attend an emergency call.</p> <p>I am not the only on call fire fighter who live on this estate. This is a primary and only route to response to event to an emergency calls out.</p>

(7) As an individual, (Wantage, Appletons)	Object – As an Appletons resident this will be hugely disruptive to our day to day living and I do not feel the outcome will be beneficial enough to justify such a sacrifice.
(8) As an individual, (Wantage, Appletons)	Object – We brought our property on Kings Grove estate with the knowledge that we will be living by the entrance. This has been kept a secret to property owners and is false advertisement when you are purchasing a property with st Moderns. It's disgusting to find out this is a money saving plan for the developers. Where's our compensation? This road change will affect many people in the community we moved out of oxford city centre because of the council making it impossible to travel around I do not expect this to be happening in Wantage too.
(9) As an individual, (Wantage, Appletons)	Object – I don't understand how turning this into a bus gate will alleviate delays at the junction, buses will still need to turn onto the A417. I live in Appletons and this was not disclosed that this would come into effect when we purchased the property. One of the stipulating factors of purchasing our house was the location within the development, this is due to my husband being an on-call firefighter at Wantage fire station and being able to respond to incidents. If this comes into effect it could seriously impact the response time of a fire engine attending incidents.
(10) As an individual, (Wantage, Appletons)	Object – I am an on-call firefighter for Oxfordshire County Council Fire and Rescue Service. If these restrictions are to be enforced, then it would significantly delay my ability to respond to Wantage Fire Station and put lives at danger due to the increased turnout period. Further to this, I don't believe this would make the junction anymore safe and just a pointless exercise. The A417 between Lockinge and Wantage will become far less busy once the new bypass road is complete – making it far safer without introducing a bus gate.
(11) As an individual, (Wantage, Appletons)	Object – Increased response times for on call emergency services based on the estate. Increased traffic through Appletons and Cherry Croft.
(12) As an individual, (Wantage, Appletons)	Object – Will add unnecessary journey time, particularly for those living on the south edge of the build, and increase traffic through the estate

(13) As an individual, (Wantage, Appletons)	<p>Object – This survey and suggestion is clearly premature, without the link road open and completed, how are residents supposed to know if it is suitable?</p> <p>The proposal should be paused until such a time that the link road has been opened and the number of residents has increased. The suggested purpose of the proposal is to minimise disruption to the A147, whilst facilitating buses and taxis access, yet the same amount of residential traffic will still need to leave and access these roads from the A147 now via the Wantage Eastern Link Road. The council offers no assessment of the impact that this change will have on direct traffic through the estate.</p>
(14) As an individual, (Wantage, Appletons)	<p>Object- I believe it will be difficult to join the main road by the new proposed way. It's really difficult enough to pull out now due to traffic speed. I'm not sure I see the point in only having a road where buses, bikes and taxis can use.</p>
(15) As an individual, (Wantage, Appletons)	<p>Object – Will make commute difficult for the residents</p>
(16) As an individual, (Wantage, Appletons)	<p>Object – I would like to raise our concerns and ultimately our objection for the proposal due to a number of reasons. I have summarised why, and also added further detail below.</p> <p>In summary:</p> <ul style="list-style-type: none"> • Significant impact to home owners on Appletons safety and living conditions • Appletons is a tertiary road, and would in effect change to a continuation of a primary road (Elder Way) and it is not built for that purpose • Additional wear & tear to Appletons, a road that is not adopted by the council therefore a cost to the Kingsgrove residents • Environmental impact due to increase of journey distances and times • Current usage of gateway is inflated as the only current gateway, due to workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate • The true impact to traffic volumes and flow can only be realised when the link road has been opened and all gateways opened • The flow to the traffic on the A417 towards Wantage is already managed with a 'ghost island' for cars to turn right • The flow naturally will be obstructed with the new roundabout in place

- An alternative if required to manage to the flow of traffic on the A417 towards Reading would be to have a 'No right turn' on the gateway exit and the roundabout used to go in whatever direction required

When leaving the Kingsgrove estate on Elder Way towards the A417 the bus gate starts just after the Appletons road entrance. For anyone intending to leave the estate in that direction who then finds themselves unable to exit is then likely to use Appletons as a cut through to Cherry Croft Road.

Cherry Croft road is due to have priority chicanes on the road, therefore encouraging traffic to use Appletons where there is not any physical speed or volume control.

Appletons road is currently a tertiary road with block paving not built for this purpose or adopted by the council. The situation of the bus gate subsequently results in Appletons becoming a continuation of a primary road, Elder Way. This causes a major concern for the safety of the road for all residents, especially children that currently play safely between houses.

This gateway to the estate is currently the only one, and volumes likely to be at its highest usage point with current residents, workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate. When the link road opens this will only reduce the gateways usage as the workman traffic, deliveries of construction materials, home sales, off estate families have other accessible gateways to reach the areas of the development.

This then leaves current residents situated to the South of the development significantly impacted by this change. The residents situated in this location are still likely to use the A417 to enter Wantage/and leave but will have their journey in and out of the estate extended more than twice fold. This not only has a residential impact but an environmental impact causing traffic pollution to the residential area in addition to journey distances being increased.

In terms of residential impact this in turn to impact our financial investments in our homes where previously there being easy access to our homes without having to use multiple primary and secondary roads and would now find ourselves tucked into the least accessible part of the estate. Not a desirable location within the estate.

We feel have been mis sold the Kinggrove vision and the bus gate is not included in the Design and Access Statement within the planning permission, reference P17/V0652/FUL. There are a number of contradictory statements and each gateway within the document is annotated the same as a strategic gateway with no reference to a bus gate.

Other bus gates situated in the Oxfordshire area are based in Oxford City Centre, the centre of a city opposed to the outskirts of a town. The city centre encouraging commercial users to use public transport and support pedestrian safety. Whereas this bus gate impacts people accessing their homes, without taking a convoluted route. Even the High Street bus gate is only for a set number of hours in the day.

The reason of need for the bus gate in the statement of reasons of 'helping to ensure the safe and free flow traffic on

	<p>the A417'. How has this gateway been deemed unsafe especially if scoped before the commencement of the estate even being built?</p> <p>Being situated on Appletons and living here for a number of months I have not witnessed any congestion or still traffic on the A417 by this gateway. There is already a mid section in the road to prevent a blockage to the flow of traffic when turning right into the estate. In addition, the new roundabout itself will naturally slow the flow of traffic in the direction to Reading.</p> <p>I strongly feel this should not even be considered until the link road is in place and being used. The true impact to traffic volumes and flow can only be realised when the link road has been opened. The next appropriate measure being traffic survey.</p> <p>My suggestion is that if the flow of traffic is part of the reason for change. That alongside the mid section in the A417 road that prevents a blockage of the flow towards Wantage, that when exiting the estate from this gateway there is a 'No right turn' so that you do not have to cross traffic and the new roundabout can be used to go in whatever direction required instead.</p>
(17) As an individual, (Wantage, Appletons)	<p>Object – This proposal to close the 'primary' road off the A417 will cause more congestion along the proposed relief road and create harm to the safety of residents who live on the secondary roads. Cars already speed along Cherrycroft where young children play, the proposal will force cars to use the secondary roads as 'rat runs' putting young children's lives at risk.</p> <p>Why is this proposal only being implemented now and not via the original outline permission (P13/V1764/O)? Having read the outline planning permission report OCC highways raised no objection to the use of the A417 eastern access road, nor were restrictions included within the S106 agreement or via condition.</p> <p>The county urgently needs more infrastructure to support the new homes that are being delivered, not road closures. It is diabolical that the county are considering ANPR as a method to enforce this road closure. I, and most other young families in the development consider OCC are using this as a way to generate more income at residents' expense.</p> <p>What is apparent is the high number of cars which park on the development's cycle ways, this is also a danger to young children, many of whom use this to travel to school. I strongly suggest the road closure and bus gate is refused, and resources are directed to a TRO preventing cars from parking on the developments cycle ways.</p>

<p>(18) As an individual, (Wantage, Appletons)</p>	<p>Object – This proposal to close the ‘primary’ road off the A417 will cause more congestion along the proposed relief road and create harm to the safety of residents who live on the secondary roads. Cars already speed along Cherrycroft where young children play, the proposal will force cars to use the secondary roads as ‘rat runs’ putting young children’s lives at risk. Why is this proposal only being implemented now and not via the original outline permission (P13/V1764/O)? Having read the outline planning permission report OCC highways raised no objection to the use of the A417 eastern access road, nor were restrictions included within the S106 agreement or via condition. I am so disappointed that a letter has been sent to the residents of Kingsgrove whereby the facts are incorrect, pushing residents to believe this proposal is a given. I truly hope that the falsities in the letter are revoked and this is taken into consideration when the final decision is made. The county urgently needs more infrastructure to support the new homes that are being delivered, not road closures. It is diabolical that the county are considering ANPR as a method to enforce this road closure. I, and most other young families in the development consider OCC are using this as a way to generate more income at residents’ expense. OCC should be supporting local families during this economic crisis, not taking more money from family’s when infrastructure could be improved on the A417.</p> <p>What is apparent is the high number of cars which park on the development’s cycle ways. This is also a danger to young children, many of whom use this to travel to school. I strongly suggest the road closure and bus gate is refused, and resources are directed to a TRO preventing cars from parking on the developments cycle ways. I assume this proposal has been in the pipeline, via discussion, for a while (pre pandemic) between OCC and St Modwen? To what merit is it deemed necessary given the reduction in traffic, due to home working nowadays? There are residents on this development, whereby the journey time will be significantly lengthened if this proposal is approved, causing unnecessary harm to our already fragile environment.</p>
<p>(19) As an individual, (Wantage, Appletons)</p>	<p>Object – Buses and large vehicles already pose a hazard entering an exiting onto Elder Way via the A417 as they are too slow to be able to safely join and exit the road. On numerous occasions since moving in I have seen and been obstructed by bus drivers on the A417. By allowing only buses while all other vehicles are diverted you will be creating more oncoming traffic for the buses to pull out in front of. Encouraging bus use given the current climate is also a poor idea considering they are completely unsafe and are the perfect enclosed environment for disease transmission with no disinfection protocols between every user. The proposed bus routes also focus on access into Oxford particularly the City Centre which I believe is not in the residents’ interests. If visiting Oxford, I am not going into the City Centre as it is overcrowded, and I am usually visiting family which would take me hours on the bus to get to making buses completely impractical. I also work in Berkshire and Wiltshire for which you seem to have neglected presuming people want access to Oxford. Realistically rather than transport links people want amenities nearer as personally I would prefer to walk or cycle and avoid vehicles all together. Diverting all cars past the amenities for the development, such</p>

	<p>as the school and play area is also clearly increasing the danger to pedestrians, a large number of which will be children given the nature of these amenities. It is concerning that this had to be included as part of the planning permission for the development given there would be no physical evidence to demonstrate the benefit of such restrictions until the site is completed and traffic can be observed. If you really want to improve safety and are going to invest money in cameras, a speed camera on the A417 would be much more beneficial as already there are numerous drivers speeding as they enter and exit Wantage.</p>
(20) As an individual, (Wantage, Appletons)	<p>Object – These restrictions would increase the traffic through Appletons, a residential road. It would also force all traffic to drive through the development. This would be an extreme measure to take for the amount of buses that actually use this route. Currently there have been no issues or incidents with the roads current layout and I would suggest once the roundabout is in action this stretch of road will see a lower flow of traffic. Maybe this money could be better spent on facilities actually needed by the community, a new gym facility for example.</p>
(21) As an individual, (Wantage, Appletons)	<p>Object – I am a police officer and live on Appletons. If these measures are put in, this will add the amount of time that it takes to get to and from work. When I work shift and long hours, extra time to and from work can be extremely dangerous for me. My partner is also an on-call officer so this could seriously affect their line of work and their response time responding to a serious incident which can have major effects on members of the public. This was also not mentioned when we moved onto the estate.</p>
(22) As an individual, (Wantage, Appletons)	<p>Object – This is extreme to restrict all resident for only one bus (X36). The A417 is also the main access to Wantage, for all resident from south of the development. In case of serious emergency, we will not be able to use it and extra time will have to be taken but emergency it doesn't work like that. you should focus on how to slow down vehicle within the development as people are driving too fast, especially Appletons which have a long straight street... child and pedestrians are not secure at all here. same for the A417!! Just wait for an accident with people (incl child.) crossing the road without any traffic light...</p>
(23) As an individual, (Wantage, Appletons)	<p>Object – I think the proposed situation will be less safe. Traffic coming from Didcot going towards Wantage is often speeding. Therefore, joining the main needs to happen in a safe place where you have a good overview on traffic coming from both ways. I don't think this will be the case in the new plan.</p>

(24) As an individual, (Wantage, Bramble Lane)	Object – I live on this estate and it will make it a nightmare to get in and out daily and add so much more time on my commute
(25) As an individual, (Wantage, Cherry Croft)	Object – Concentrating traffic in to and out of the Kingsgrove estate to fewer places. If there is an accident or other issue on one exit, this will create unnecessary traffic and potentially mean we have fewer options to travel out of the estate or if we need to get out in an emergency.
(26) As an individual, (Wantage, Cherry Croft)	Object – I am objecting because it is easier for me and many of my neighbours to use the entrance and was not informed of this when I bought my house
(27) As an individual, (Wantage, Cherry Croft)	Object – Having to go a longer route to and from home
(28) As an individual, (Wantage, Cherry Croft)	Object – I live on cherry Croft which is the second turning on the right after Appleton's I feel that this is causing unnecessary driving across the estate I'd be driving further just to get on the main road. This would cause more traffic on the estate for the people that live close to the main entrance. If you are coming from Didcot can you turn right onto the new link road as if you cannot them this will be causing people to drive through the town causing extra air pollution that is not necessary
(29) As an individual, (Wantage, Coates Close)	Object – I firmly wholeheartedly object to this proposal. The Eastern access to Crab Hill from the outset was promoted as a relief road for Wantage to alleviate traffic passing through the town at peak times. Millions have been spent on building the road. This proposal demonstrates no knowledge whatsoever of the town and its needs. To propose use this road as a bus gate route is insulting, a massive underuse of a valuable route through the town and totally counterproductive. The proposal is utter nonsense.
(30) As an individual, (Wantage, Coates Close)	Object – This area is in the process of development and the original development plans do not contain such a limitation of road usage. I would like to encourage the free movement of vehicles in the area. Also, we do not have any heavy traffic area that justify such a proposal. Did the proposal have any supporting data that was gathered over a certain period or its simply try to force the people to a set idea.

(31) As an individual, (Wantage, Coates Close)	Object – I live down the road. This is a bad plan; it will push all the Kingsgrove traffic onto a338. It's ridiculous. And there's not even a decent bus service to support having a bus gate! Yet another terrible traffic plan from Oxfordshire council created to punish car drivers without actually helping anyone else in return.
(32) As an individual, (Wantage, Coates Close)	Object – With this many houses being built restrictions of any sort that don't prioritise safety are a waste. I live on phase 1a of this development, I have hardly ever seen anyone use the bus. Mostly these are parked up for the drivers breaks. My child goes to Wantage primary academy, access to the school is important and this will be a significant inconvenience. The main road going past the development is the biggest problem, drivers leave the roundabout and are very rarely keeping within the speed limits. Mostly they just come off the roundabout by the Nelson and put their foot down. Also, during bad weather drainage is bad both of which make our commute to the school dangerous. When we do drive, pulling out is generally a bit of a gamble too. Introducing another measure further down which means the only thing drivers have to slow for is the occasional bus will only make things worse. Wantage is too small to warrant this sort of infrastructure, people can walk into town easily so why the focus on buses which are so rarely used by the local community they are empty half of the time.
(33) As an individual, (Wantage, Crab Hill)	Object – Sounds absurd to suggest such an idea I hope there are thousands of others who agree n do not roll over to being pushed in such a way
(34) As an individual, (Wantage, Elder Way)	Object – As someone who lives on the Kingsgrove Estate, we have never known a major traffic problem to which this is needed. Also there needs to be more planning and thinking about how we are going to access the estate. We are aware of a new entrance being made for access but is that not just moving a traffic problem up the road? Also, to where the speed limit is 50mph instead of the 40mph the Elder Way entrance is?
(35) As an individual, (Wantage, Elder Way)	Object – I live on Elder way (Flat 17), this would impact my daily life in having to add extra time to my journey. I do not see the point to a "bus gate" if the council really wants this, then they should allow residents to continue to use this road and allow us to put our number plates into the ANPR system. This just seems like a waist of public money.
(36) As an individual, (Wantage, Elder Way)	

	Object – Those that live on elder way and that side of the development will have to go out of their way and do longer journeys to reach the A417. Those closer to the new road will use that anyway cutting down on the traffic using elder way and as such putting measures in place is an unnecessary waste of public funds.
(37) As an individual, (Wantage, Elder way)	Object – I think it's a silly idea there will be accidents with people crossing at that turn with busses and taxis. I think it runs just fine the way it is
(38) As an individual, (Wantage, Flower Drive)	Object – This proposal creates inconvenience for residents living on the estate. We were not informed of these plans when we purchased our property. This will create confusion for visitors, deliveries, and other services. It also increases drive time and people having to drive the long way around the estate to get to their house.
(39) As an individual, (Wantage, Goldsmith Close)	Object – Please leave it as it is. I don't want to waste fuel going long ways around to exit the estate. It's not good for the climate and I will be inclined to move house.
(40) As an individual, (Wantage, Goldsmith Close)	Object – It adds unnecessary inconvenience to both myself and my partner for commuting and general travel. It seems rushed to be suggesting changes to the road layout for the Elder Way junction at this stage before the before the Wantage Eastern Link Road is finished. Surely it makes more sense to evaluate the situation after the new road is complete so a better assessment of the traffic around the A417 and Elder Way junction can be made. The WELR should alleviate traffic along the A417 when complete, the suggested change seems thought it would simply move the current problem further up the road rather than allowing both roads/junctions to share the traffic.
(41) As an individual, (Wantage, Goldsmith Close)	Object – This is a horrifically thought-out plan which will turn areas of Crab Hill estate into a rat run from the new entrance to the St Modwen & CALA homes developments. This will put children, animals and adults at risk, result in far more traffic than currently. What a horrific idea and a complete nonsensical approach.
(42) As an individual, (Wantage, Goldsmith Close)	Object – I feel it will be extremely inconvenient to the residents of the new development as they will have to take a long-winded route to get to the town centre or elsewhere from the newbuild estate if this road is closed for normal traffic. Moreover, the bus service is hardly used, with maybe a person or two at a time – the buses run empty most of

	<p>the time. For such a big development, it would be common sense to assume an entry/exit via the main road i.e. A417 and in that case I believe this proposal will only lead to endless penalties for unsuspecting common man caught unawares using the proposed bus lane. I can't see what benefit this bus gate brings to the immediate community of the Crabhill development or to the wider area, but it will certainly increase journey time for the residents, quite frequent penalties for the visitors and more use of fossil fuels.</p>
(43) Online response, (Wantage, Goodenough Drive)	Object – Will make access to my house confusing
(44) As an individual, (Wantage, Goodenough Drive)	Object – I live in the development and this small change will affect and increase my journey as I will have to drive around the whole estate to get to my house when I live just at the end of elder way
(45) Online response, (Wantage, Ickleton Road)	Object – It will stop my colleagues responding too shouts for the fire service
(46) As an individual, (Wantage, Larkdown)	Object – Not sure I understand the need for a bus gate at this location. What is the objective? Does this achieve it? For example, if the idea is that this will reduce traffic on the A417 I don't think it will achieve it. I also have concerns that it will make the A417 more attractive to use for through traffic rather than using the link road – resulting in more traffic going through the town centre. Is there any data to support the case? Concerned that this will increase car use and congestion as drivers from crab hill will now have to drive further to get to Wantage town if they are for example driving to a supermarket to do a weekly shop (assuming this is not implemented until the link road is built).
(47) As an individual, (Wantage, Primrose Avenue)	<p>Object – This has a direct impact on our family for work and family travelling. This increases the journey time to our destinations.</p> <p>When we bought the house, the motivator was the ease of access to wantage, Didcot, the school etc. we don't want additional journey time added which increases emissions and time to our journeys.</p>
(48) As an individual, (Wantage, Primrose Avenue)	Object – I live on Kingsgrove and my daughter attends the school. I'm a single parent who is a keyworker (audiology and education) with deaf students. We moved two streets up onto the estate to be nearer the school and make life easier for ourselves. I work at a school for the deaf between Newbury and wantage. I have travelled everyday

	<p>including lockdowns. I have been called into school on weekends and evenings as it is a boarding school. The only means of transport to get there is a car. I'm balancing a full-time job with vulnerable students and my daughter. Therefore, I need to be able to get between home/ wantage primary academy and my work as quickly and safely as I can. The extra time to travel around the site means less time with students or my daughter or inconveniencing school by being late for picking up.</p> <p>It also cuts the estate off from Charlton/ Wantage. That is where my support network is and that makes me nervous. I'm on my own with a small child.</p> <p>I was not told this when I bought, and it may have stopped me purchasing on Kingsgrove for these reasons. I'm also concerned about the Increased traffic on our side of the development due to the st modern houses needing to cross the estate rather than exiting on the nearest exit to them. I can see them coming down Primrose Avenue as a cut through to the Link road in the grove direction. Children are used to playing on this quiet road.</p> <p>To conclude, I want a safe home for my daughter without cars rat running across the estate to get out quickly, I need my visitors to be able to come without hassle/ fines and most importantly I want to be able to get safely and in good time to and from the estate to my family/ friends and most importantly to the vulnerable people within my care. This move was supposed to make life easier not increase stress levels and my carbon footprint. Please do not implement the bus gate we need to be able to exit that way to wantage for all the reasons stated.</p>
(49) As an individual, (Wantage, Rae Crescent)	<p>Object – As a resident of the Crabhill at Kingsgrove Estate in Wantage, I am objecting to the proposed traffic restrictions. Once complete, the Estate will have approximately 1,500 new homes. Restricting motor vehicles from using Elder Way will simply push all of the estate residential traffic to a chokepoint on the Wantage Eastern Link Road. A better traffic improvement for the junction of Elder Way and the A417 would be a dedicated cycle path along the A417 heading South-West into Wantage, and a pedestrian crossing to enable residents to cross the public foot path (heading towards the Vale Way) across the A417.</p>
(50) As an individual, (Wantage, Smiths Wharf)	<p>Object – Access should be for all & we shouldn't have bus gates at all in Oxfordshire</p>
(51) As an individual, (Wantage, St Marys)	<p>Object – The estate is new I don't see any need for there to be a bus gate or turn restrictions. Restricting the number of access roads to the estate would create more traffic through Wantage town and the roads already can't cope with the amount of traffic.</p>

<p>(52) As an individual, (Wantage, Truelocks Way)</p>	<p>Object – I think this is a really bad idea. It will be difficult to enforce particularly out of hours. It would be far better just to close Elder Way and the buses take the same route into the development as cars. It's not a long detour for the busses, and far safer. It would also get rid the traffic islands on the A417 opposite Elder Way, which are extremely poorly designed and misaligned with the carriageway.</p> <p>You could keep the Elder Way entrance open for bicycles and pedestrians. But then design a safe entrance, with suitable capacity off the link road, ideally with a roundabout to protect traffic turning into the estate.</p>
<p>(53) As an individual, (Wantage, Wilkins Way)</p>	<p>Object – The addition of a bus gate and/ or turn restrictions at the junction of Elder Way and Reading Road will have several negative impacts on the lives of those who live in the Kingsgrove development, especially residents of the Bellway and St. Modwen homes. This will create longer car journeys, which for most of us would otherwise take less than one minute. The additional mileage covered for each individual journey, when compounded over the years, will significantly increase the carbon footprint of each resident of the development. Traffic jams will also likely be created along the road that follows the outer edge of the development, by keeping the elder way junction open to motorists, we can disperse the concentration of vehicles around the neighbourhood. Finally, by concentrating traffic only to certain areas, we will be putting the children who are unlucky enough to live near those main roads at greater risk (having more entry/ exit points to the develop keeps every road a little quieter, instead of creating a single busy road)- I think it is very unfair that those who are put most at risk of this are too young to have a voice and speak up on this survey. If the issue around the elder way / reading road junction is traffic flows, why not consider a traffic light or roundabout? Most people who live at Kingsgrove don't even use the bus, so why not reinvest our council tax payments into something we can actually make use of?</p>
<p>(54) As an individual, (Wantage, Wilkins Way)</p>	<p>Object – We live very close to the junction with the A417. It seems to me that, under the proposals, we would have to drive through more of the Kingsgrove development in order to get in and out, which puts more cars nearer to the residential houses rather than getting traffic in and out via the A417 and the Elder Way junction. As a parent, I enjoy travelling around the development with my two small children, using either their bikes or scooters, and feel that if more cars are driving through the development in order to reach the new link road, this may not be as safe as it currently is.</p>
<p>(55) As an individual, (Wantage, Witan Way)</p>	<p>Object – The planning process is clearly flawed. This will just make things worse for 99% of people. Why was this not considered before. Secondly why spend on buses when you could build a cycle path alongside the A417</p>

(56) As an individual, (Grove, Woodgate)	Object – It will impact the response time of firefighters responding to wantage fire station.
(57) As an individual, (Wantage, Primrose Avenue)	<p>Object – Given that I need to travel for work and for pleasure, the Bud Gate will have a direct impact on me and my family. Buses into the area are limited and implementing this measure for them alone has a much greater impact on general traffic.</p> <p>Traffic into Wantage will increase, despite not necessarily having to travel that way, this will incur greater emissions when we're at a key moment in time to ensure our emissions impacts be reduced as quickly as possible. We should be taking measures to reduce this, not make it worse. Are you prepared to be a factor in our undoing?</p>
(58) As an individual, (Wantage, Clover Close)	<p>Object – As Oxford/shire is cutting bus services, creating a bus-only entrance to the Kingsgrove development seems unnecessary, instead it would be more beneficial to close the road completely and create more green space (grass areas and trees) and direct buses and all other traffic round the proposed Wantage East Link Road (WELR).</p> <p>The green space at the entrance of the Kingsgrove development is very pleasant and especially the views over the large hills and Larkhill – if the road were closed and replaced with more green area, it would enhance the estate – and of course, save money – no need to ANPR/Traffic Lights etc.</p> <p>Cutting all traffic from the front of the estate would also make the existing green areas safer! The changes I propose are to direct buses to use the same entrance as all other traffic and extend the green area, all good in anyone's book, no?</p>
(59) As an individual, (Wantage, Clover Close)	<p>Object – If the WELR becomes the main access to the Kingsgrove development, it will increase traffic through the centre of the development where the public square, children's park and primary school are located, thus increasing the risk of accidents to pedestrians and in particular children that will be the primary users of that area.</p> <p>By keeping the current entrance via Elder Way open to all traffic it would reduce traffic in those public areas in the centre of the development as traffic to the currently occupied houses in the development will use that entrance. The concerns of traffic becoming worse in Reading Road (A417) by keeping this entrance open is not justifiable as currently this access is not worsening traffic in Reading Road and most of the potential users of this access are currently already in the development. The WLER will be used mostly by future phases of the development that can easily avoid the public areas in the centre if the Elder Way entrance stays open.</p>

	<p>If the bus gate installation still goes ahead, then a different access, other than the proposed layout of the WELR, should be built to avoid increased traffic through the public areas in the centre of the development.</p>
<p>(60) As an individual, (Wantage, Rae Crescent)</p>	<p>Object - 1- Your proposal gathering all the traffic coming from/to the A338 along the WELR will create traffic and congestion that we, residents at Crabhill will be forced to join. 2. Residents at St Modwen will be in the worst situation, we will be located at the very opposite end to the WELR access and be obliged to travel the extra distance causing additional air pollution in the area. 3. If you want to protect the Crabhill residents from non-local traffic shortcutting across the development, I suggest that your Number Plate Recognition cameras are programmed to allow the Crabhill residents' vehicles to use the Elder Way junction.</p>
<p>(61) As an individual, (Wantage, Appletons)</p>	<p>Object – I am very disappointed and strongly object to hear this might be coming into play.</p> <p>I am against these plans and I assure you everyone on the estate who in currently living here will be against these plans. There will be 'rat runs' around the Appleton's and cherry Croft estate causing life risk to children who play in these streets every day, especially in half term breaks.</p> <p>This proposal wasn't included in the plan when I moved into this estate, could you please give me an example where ANPR of any development (apart from in central Oxford) where number plate recognition was in place for a bus gate, on a housing development.</p> <p>I have been living on this estate over a year, I picked my house due to the easy access in and out of the estate onto the A417 heading into wantage. I have never had any issues with traffic getting in or out of the estate on to A417.</p> <p>I left Oxford due how its impossible to get around with all the new Restrictions in place. I moved to wantage to have easy access to everything and not have to worry about any restrictions, bus gates and everything like that.</p> <p>Also, I am a proud On call fire fighter who serve the community of wantage and there are few more firefighters who live on the same estate.</p> <p>If this bus gate gets put in place, This will massively reduce our response times to responding to emergency incidents in wantage and Oxfordshire.</p>

(62) Email response,
(unknown)

Please do not go ahead with this plan as it will cause major issues and emergency responds time will be massively affected by this plan.

Please consider and NOT put this bus gate in and think life's at risk if we can't reach our response times.

Object – I would like to raise our concerns and ultimately our objection for the proposal due to a number of reasons. I have summarised why, and also added further detail below. In summary:

- Significant impact to homeowners on Appletons safety and living conditions
- Appletons is a tertiary road, and would in effect change to a continuation of a primary road (Elder Way) and it is not built for that purpose
- Additional wear & tear to Appletons, a road that is not adopted by the council therefore a cost to the Kingsgrove residents
- Environmental impact due to increase of journey distances and times
- Current usage of gateway is inflated as the only current gateway, due to workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate
- The true impact to traffic volumes and flow can only be realised when the link road has been opened and all gateways opened
- The flow to the traffic on the A417 towards Wantage is already managed with a 'ghost island' for cars to turn right
- The flow naturally will be obstructed with the new roundabout in place
- An alternative if required to manage to the flow of traffic on the A417 towards Reading would be to have a 'No right turn' on the gateway exit and the roundabout used to go in whatever direction required

When leaving the Kingsgrove estate on Elder Way towards the A417 the bus gate starts just after the Appletons road entrance. For anyone intending to leave the estate in that direction who then finds themselves unable to exit is then likely to use Appletons as a cut through to Cherry Croft Road.

Cherry Croft road is due to have priority chicanes on the road, therefore encouraging traffic to use Appletons where there is not any physical speed or volume control.

Appletons road is currently a tertiary road with block paving not built for this purpose or adopted by the council. The situation of the bus gate subsequently results in Appletons becoming a continuation of a primary road, Elder Way. This causes a major concern for the safety of the road for all residents, especially children that currently play safely between houses.

This gateway to the estate is currently the only one, and volumes likely to be at its highest usage point with current residents, workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate. When the link road opens this will only reduce the gateways usage as the workman traffic, deliveries of construction materials, home sales, off estate families have other accessible gateways to reach the areas of the development.

This then leaves current residents situated to the South of the development significantly impacted by this change. The residents situated in this location are still likely to use the A417 to enter Wantage/and leave but will have their journey in and out of the estate extended more than twice fold. This not only has a residential impact but an environmental impact causing traffic pollution to the residential area in addition to journey distances being increased.

In terms of residential impact this in turn to impact our financial investments in our homes where previously there being easy access to our homes without having to use multiple primary and secondary roads and would now find ourselves tucked into the least accessible part of the estate. Not a desirable location within the estate.

We feel have been mis-sold the Kingsgrove vision and the bus gate is not included in the Design and Access Statement within the planning permission, reference P17/V0652/FUL. There are a number of contradictory statements and each gateway within the document is annotated the same as a strategic gateway with no reference to a bus gate.

Other bus gates situated in the Oxfordshire area are based in Oxford City Centre, the centre of a city oppose to the outskirts of a town. The city centre encouraging commercial users to use public transport and support pedestrian safety. Whereas this bus gate impacts people accessing their homes, without taking a convoluted route. Even the High Street bus gate is only for a set number of hours in the day.

The reason of need for the bus gate in the statement of reasons of 'helping to ensure the safe and free flow traffic on the A417'. How has this gateway been deemed unsafe especially if scoped before the commencement of the estate even being built? Being situated on Appletons and living here for a number of months I have not witnessed any congestion or still traffic on the A417 by this gateway. There is already a mid section in the road to prevent a blockage to the flow of traffic when turning right into the estate. In addition, the new roundabout itself will naturally slow the flow of traffic in the direction to Reading.

I strongly feel this should not even be considered until the link road is in place and being used. The true impact to traffic volumes and flow can only be realised when the link road has been opened. The next appropriate measure being traffic survey. My suggestion (although I appreciate not requested!) is that if the flow of traffic is part of the reason for change. That alongside the mid section in the A417 road that prevents a blockage of the flow towards

	<p>Wantage, that when exiting the estate from this gateway there is a 'No right turn' so that you do not have to cross traffic and the new roundabout can be used to go in whatever direction required instead.</p>
(63) As an individual, (Wantage, Appletons)	<p>Object – As a resident of Appletons I would like to strongly oppose the proposal for the following reasons:</p> <p>The proposal outlines that these changes to the road access will ensure that traffic entering and leaving the new development at the junction will be kept to a minimum. However, once the new Wantage Eastern Link Road (WELR) is completed this in itself, will alleviate a vast amount of traffic on the A417 passing the development. The main access outlined in the proposal should this come into effect, will result in all residential traffic on the south side of the estate being forced through the estate, past the school, to exit.</p> <p>Furthermore, when buying our home, one of the main stipulations to the houses we could consider was the location of them on the development. This is due to my husband being an on-call Firefighter for Oxfordshire County Council based at Wantage Fire Station. If this proposal were to come into effect it would have a detrimental impact on his ability to respond to emergency incidents in a timely manner due to the junction being his primary route in and out of the development.</p> <p>I would be grateful if you could answer the following queries:</p> <ul style="list-style-type: none"> • Where in the S106 agreement this was referenced and what evidence is there to support the proposal being beneficial? • Will residents' feedback be considered in the decision making? As I am aware that a significant number of residents have opposed this via the survey: https://letstalk.oxfordshire.gov.uk/wantage_a417crabhill_busgate2022 • If the bus gate comes into effect, with the ANPR cameras as mentioned, will there be consideration for emergency service respondents to hold permits to bypass the bus gate?
(64) As an individual, (Wantage)	<p>Object – As a resident I wish to make it clear that I strongly object this proposal for a number of reasons listed below;</p> <p>Whilst the S106 may have been underwritten at time of application, I was NOT informed about it at time of purchase from our developer (Bellway).</p> <p>The proposal claims that the bus gate will help the flow of traffic on the A417 and reduce the volume of traffic around the development - what evidence is there to support this? I feel that the introduction of a bus gate would be more</p>

	<p>dangerous for road users that are unfamiliar with the area as they will be hesitant and unpredictable at the junction due to it being a bus gate.</p> <p>In addition to this, this proposal will only increase the amount of traffic going through the estate - as all the residents who live near the Elder Way exit will be forced through the centre of the development in order to leave, resulting in an increase of traffic through the development.</p> <p>In the period of time that I have lived at this property, I have observed that the slow traffic is due to the location of the bus stops along the A417 itself, rather than it being due to vehicles turning in and out of the development. The introduction of a bus gate will not alleviate the issue of buses having to give way to join the A417.</p> <p>Another reason for the objection is that I work as an On-Call Firefighter for Oxfordshire Fire and Rescue Service at Wantage Fire Station. If this proposal was to come into effect this would significantly increase the time taken to respond to emergencies in a safe manner. These delays will increase the turnout time for the fire appliance which will hinder our ability to save lives and protect property. I am aware that the station manager has collated responses on behalf of Oxfordshire Fire and Rescue Service.</p> <p>I also believe that the opening of the Wantage Eastern Link Road (WELR) will alleviate a vast amount of traffic away from the junction of Elder Way, rendering some of the arguments for the bus gate useless.</p>
(65) As an individual, (Wantage, Cherry Croft)	<p>Concerns - The addition of restrictions would mean that Cherry Croft would become a rat run for all vehicles to the south west of the estate. Currently it is a very peaceful road and the majority have young children who play outside their houses on the street. When residents purchased houses on this street it was never in the layout that this would become a busy main road, many may not have purchased if this was known</p>
(66) As an individual, (Wantage, Clover Close)	<p>Concerns - Will cause massive problems with the traffic in the estate</p>
(67) As an individual, (Wantage, Clover Close)	<p>Concerns - As I live on Kingsgrove, I would like to better understand the impact for residents</p>

(68) As an individual, (Wantage, Appletons)	<p>Concerns - What evidence is there that the bus gate is required. What safety issues have been documented?</p> <p>Speed of traffic along the A417 remains a greater safety issue from my daily observations. Keen to understand how these are being tackled in parallel.</p>
(69) As an individual, (Wantage, Appletons)	<p>Support - I previously selected object as I was confused by the plan, but I now support.</p>
(70) As an individual, (Wantage, Appletons)	<p>Support - Because I support this good idea</p>
(71) As an individual, (Wantage, Appletons)	<p>Support - The a417 in respect of the section where it is adjacent to the new development should have a speed camera installed to force drivers to comply with the speed limit for safety reasons and reduce noise pollution.</p>
(72) As an individual, (Wantage, Armitage Drive)	<p>Support - I regularly walk on the Kingsgrove estate for exercise and already feel unsafe with the number of cars along elder way despite the estate not being completed. The air quality would be enhanced limiting access to certain vehicles only.</p>
(73) As an individual, (Wantage, Charlton Road)	<p>Support - Keep traffic off/away from the A417 near Wantage as much as possible</p>
(74) As an individual, (Wantage, Cherry Croft)	<p>Support - I have been aware that this was happening for some time and do not have any objections. I overall support the measure to support flowing traffic and the change has a negligible impact on me.</p>
(75) As an individual, (Wantage, Coates Close)	<p>Support - Improve flow of traffic in A417 and decrease traffic within main roads within Kingsgrove estate</p>

<p>(76) As part of a group/organisation, (Grove, Main Street)</p>	<p>Support - I am very much in favour of supporting and facilitating active travel in Wantage and the surrounding area. Especially for new developments like Crab Hill, it is essential to limit the assumed dominance of the car as a mode of transport for every journey. Anything like this which restricts the flow of motorised traffic is a good thing. We hope that the new east-west road will reduce motorised traffic through the centre of Wantage and this proposal will help towards that. I would add that, alongside this, OCC and the developers need to do more to improve cycling and walking links into the centre of Wantage - in other words don't just be seen to 'punish' drivers but be seen to be supporting and facilitating other modes of transport locally.</p>
<p>(77) As an individual, (Wantage, Primrose Avenue)</p>	<p>Support - I think restricting the access is a good idea and I was aware of the proposals when I purchased my property from Cala in August 20. Currently a large amount of traffic accesses the development from the main A417 via Elder Way and many drivers have little or no regard for the local speed limits on the estate. Primrose Avenue and Elder Way are used as access roads to the primary school from non-residents and many of these drivers drive at speed along Primrose Avenue. Maintaining the Elder Way access for buses/taxis only and requesting all other vehicular access to drive via the main link road would ensure only main roads are used by the majority of the cars/delivery drivers. To ensure that smaller roads do not become short cuts and rat runs, perhaps the council could consider speed humps on smaller roads too.</p>
<p>(78) As an individual, (Wantage, Primrose Avenue)</p>	<p>Support - To quieten traffic heading into the Kingsgrove development via Elder Way.</p> <ul style="list-style-type: none"> - Rerouting of school traffic away from residential roads e.g., Primrose Avenue - We were advised by the housing developer that this was part of the plans and it did influence our purchase
<p>(79) As an individual, (Wantage, Primrose Avenue)</p>	<p>Support - Calming traffic on Elder Way and connecting residential roads Re-routing school traffic away from Primrose Avenue. This is a very good idea, but I do wonder if it is possible to include traffic calming to some (all) of the residential roads. In the 18 months we have been here we have been surprised at the speed at which people travel along Primrose Avenue</p>
<p>(80) As an individual, (Wantage, Primrose Avenue)</p>	<p>Support - It will reduce the amount of traffic going past our house to the school</p>

(81) As an individual,
(Wantage, Wilkins Way)

Support - I think it's a great example to try and reduce car usage in the development as well as increasing the level of public transport available! Really hope this comes forward as a way to set an example to future developments across the county.