Delegated Decisions by Cabinet Member for Transport Management

Thursday, 12 December 2024 at 10.00 am
Room 2&3 - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on this Live Stream Link.
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 and the related reports are attached. Decisions taken will become effective at the end of the working day on 20 December 2024 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

Martin Reeves
Chief Executive

December 2024

Committee Officer: ***Democratic Services***
email:committeesdemocraticservices@oxfordshire.gov.uk

Note: Date of next meeting: 23 January 2025

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. Declarations of Interest

See guidance below.

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

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

Requests to speak must be submitted by no later than 9am four working days before the meeting. Requests to speak should be sent to: committeesdemocraticservices@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

4. Minutes of the Previous Meeting (Pages 1 - 20)

To confirm the minutes of the meeting held on 14 November 2024 to be signed by the Chair as a correct record.

5. Charlbury Proposed Parking Scheme (2024) (Pages 21 - 430)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/334
Contact: Emma Palmer, Senior Officer – TRO's and Schemes (Emma.Palmer@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT5**).

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Charlbury as follows:

a) **The introduction of parking places on Browns Lane for 30 minute maximum stay during the hours of 8am to 6pm, Monday to Saturday.**

b) **The introduction of parking places on Church Street for residents permit holders or 3 hours maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

c) **The introduction of parking places on Market Street and Sheep Street for permit holders or 1 hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

d) **The introduction of parking places on Grammar School Lane for permit holders or 30 minute maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

e) **The introduction of resident permit holders only at all times bays on Pound Hill Lane, Thames Street, Dyers Hill, Park Street, Sheep Street, Browns Lane and The Playing Close.**

f) **To retain and provide permit parking bays on the west side of Park Street, instead of the east side as originally proposed.**

g) **The introduction of residents permit holders parking only area at all times on Church Lane.**

h) **To remove disabled persons parking place on Church Lane.**

i) **The introduction of no waiting at any time restrictions on sections of Pound Hill, Nine Acres Lane, Market Street, Browns Lane, Sheep Street, Park Street, Grammar School Hill/Park Street and Dyers Hill.**

j) **To include all properties on Fishers Lane and Market Street in the schedule of eligible properties for the issue of a CH permit.**

k) **To approve minor amendments to the length of parking bays provided on Market Street in the vicinity of the access to Charlwood.**

6. Proposed Controlled Parking Zone (CPZ) - Hightown Road Area, Banbury (Pages 431 - 476)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/327
Contact: Emma Palmer, Senior Officer – TRO's and Schemes (Emma.Palmer@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT6**).

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Hightown Road area as follows:

a) **'Permit holder only' restrictions, 8am to 6pm, Monday to Saturday on the entire lengths of Lamb's Crescent, Lime Avenue, Kilbale Crescent and Western Crescent.**

b) **'No waiting at Any Time' restrictions (double yellow lines) on parts of Swan Close Road, Hightown Road, Lamb's Crescent, Western Crescent, Lime Avenue and Green Lane as advertised.**

c) **Include the properties from No.2– 56 (evens) and No.13-37 (odds) Hightown Road in the schedule of eligible properties for the issue of a 'HT' permit.**

7. Proposed Controlled Parking Zone (CPZ) - Cooper's Gate, Banbury (Pages 477 - 490)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/326
Contact: Emma Palmer, Senior Officer – TRO's and Schemes (Emma.Palmer@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT7**).

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Cooper's Gate as follows:

a) **The introduction of permit holder only restrictions, 8am to 6pm, Monday to Saturday on Coopers Gate from its junction with A361 Southam Road for its entire length (excluding areas not part of the public highway) (except where no waiting restrictions apply).**

b) **The removal of existing single yellow line restrictions, Mon-Sat, 9am-5pm to allow permit holders to park within these sections of road.**

c) **To retain the existing single yellow lines, 8am – 6pm on the sections of Coopers Gate, opposite No.128 and No's 75/76.**

8. Proposed Controlled Parking Zone (CPZ) - Littlemore North, Oxford (Pages 491 - 832)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/276
Contact: Vicki Neville, Senior Officer – TRO and Parking Schemes (Vicki.Neville@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT8**).

The Cabinet Member is RECOMMENDED to:

Approve the following measures as advertised:

a) **Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders or 2 hours for non-permit holders in Littlemore North,**

b) **'No Waiting at Any Time' restrictions (double yellow lines).**

9. CPZ Parking Permit Eligibilty (Various Locations, Oxford - September 2024) (Pages 833 - 846)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/297
Contact: James Whiting, Team Leader – TRO's and Schemes (James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways **(CMDTMT9).**

The Cabinet Member is RECOMMENDED to:

Approve the following proposals in respect of eligibility for parking permits within various Controlled Parking Zones (CPZs) in Oxford:

a) **Exclude from eligibility for resident's parking permits and residents' visitors' parking permits the following properties:**

   i. **Cowley Centre East – No.244 Barns Road,**
   ii. **East Oxford – No.100a Bullingdon Road,**
   iii. **Headington North – No.9 Blackthorn Close**
   iv. **Headington Quarry – No.1a York Avenue,**
   v. **Lye Valley – a) No. 85 The Slade, and b) 5 Glebelands,**
   vi. **Marston North – No.14 Salford Road,**
   vii. **Northway – a) No.2 Sutton Road.**

b) **Exclude from eligibility for resident's parking permits only (visitors' permits allowed) the following properties:**

   i. **Headington Central - Lime Walk - Nos.91 & 91A, No.93 (Flats 1 & 2), No.95, and No.97 (Flats 1-3).**
   ii. **Headington Quarry – Nos. 132a,132b and 132c Old Road,**
   iii. **North Summertown – No.30 Davenant Road,**
   iv. **Summertown – No.312A Woodstock Road.**

c) **Defer a decision on the eligibility for resident's parking permits and residents' visitors' parking permits for the following property:**

   i. **Northway – 6 Gouldland Gardens.**

10. Westbury Crescent, Oxford - Highway Improvements Scheme 2024/25 (Pages 847 - 894)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/296
Contact: Robert Freshwater, Senior Infrastructure Lead (Robert.Freshwater@oxfordshire.gov.uk)

Report by Director of Environment and Highways **(CMDTMT10).**

The Cabinet Member is RECOMMENDED to:

Approve the following highway improvements on Westbury Crescent in Oxford, as advertised:

a) **One-way traffic restriction (exemptions for people cycling) with eastbound traffic using the northern leg, and westbound traffic using the southern leg.**

b) **Traffic calming features in the form of physical planters placed on the highway at various points to narrow the road slightly, with the exception of proposed planters outside 36 and 31 Westbury Crescent which are recommended not to be taken forward.**

c) **'No Waiting at Any Time' (double yellow lines) parking restrictions at various locations to support the traffic calming features with the exception of proposed 'No Waiting at Any Time' (double yellow lines) parking restrictions in the vicinity of 36 and 31 Westbury Crescent which (subject to 'b') would not be required to be taken forward**

11. Armstrong Road, Oxford - Proposed Waiting Restrictions (Pages 895 - 928)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/319
Contact: Michelle Plowman, Team Leader – Road Agreements, South (Michelle.Plowman@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT11**).

The Cabinet Member is RECOMMENDED to:

Approve the implementation of parking restrictions and traffic calming features as follows:

a) **The introduction of no waiting at any time restrictions (double yellow lines) on sections of Armstrong Road as advertised.**

b) **The introduction of raised tables on sections of Armstong Road as advertised.**

12. Proposed Puffin Crossing - A417 Reading Road, West Hendred (Pages 929 - 982)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/302
Contact: Lee Turner, Team Leader – Traffic and Road Safety (Lee.Turner@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT12**).

The Cabinet Member is RECOMMENDED to:

Approve the following features on the A417 Reading Road, in West Hendred as advertised:

a) Puffin Crossing located approx. 30 metres east of the junction with The Greenway, and

b) Bus Stop Clearways at the bus stops on the north and south sides of the A417 in the vicinity of the Puffin Crossing.

13. Proposed Raised Table - Denchworth Road, Grove (Pages 983 - 998)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/317
Contact: Rosie Wood, Senior Engineer – South & Vale (Rosie.Wood@oxfordshire.gov.uk)

Report by Director of Environment and Highways **(CMDTMT13).**

The Cabinet Member is RECOMMENDED to:

a) Approve the introduction of a Raised Table traffic calming feature at the Denchworth Road/The Maples/Barley Way junction, in Grove as advertised.

14. A44 Begbroke - Proposed 20 & 40mph Speed Limits (Pages 999 - 1010)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/316
Contact: Lee Turner, Team Leader – Traffic and Road Safety (Lee.Turner@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT14**).

The Cabinet Member is RECOMMENDED to:

a) To approve the proposed 40mph speed limit on the A44 at Begbroke as advertised.

b) To not approve the proposed 20mph speed limits on the village roads at Begbroke.

15. Wheatley: Proposed 20mph Speed Limits (Pages 1011 - 1030)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/175
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT15**).

The Cabinet Member is RECOMMENDED to:

a) **Approve the proposed introduction of 20mph speed limits in Wheatley, as advertised**.

16. Asthall Leigh & Field Assarts: Proposed 20mph Speed Limits (Pages 1031 - 1038)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/310
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT16**).

The Cabinet Member is RECOMMENDED to:

a) **Approve the proposed introduction of 20mph speed limits at Asthall, Asthall Leigh and Field Assarts as advertised.**

17. Hardwick with Yelford: Proposed 20mph Speed Limits (Pages 1039 - 1046)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/262
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT17**).

The Cabinet Member is RECOMMENDED to:

a) **Approve the proposed introduction of 20mph speed limits at Hardwick and Yelford as advertised.**

18. Highmoor: Proposed 20mph Speed Limits (Pages 1047 - 1066)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/187
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT18**).

The Cabinet Member is RECOMMENDED to:

a) **Approve the proposed introduction of 20mph speed limits in Highmoor, as advertised.**

19. Kingston Bagpuize: Proposed 20mph Speed Limits (Pages 1067 - 1074)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/261
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT19**).

The Cabinet Member is RECOMMENDED to:

a) **Approve the proposed introduction of 20mph speed limits in Kingston Bagpuize, as advertised.**

20. Letcombe Regis: Proposed 20mph Speed Limits (Pages 1075 - 1092)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/151
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT20**).

The Cabinet Member is RECOMMENDED to:

a) **Approve the proposed introduction of 20mph speed limits in Letcombe Regis, as advertised.**

21. Nuffield: Proposed 20mph Speed Limits (Pages 1093 - 1106)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/193
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT21**).

The Cabinet Member is RECOMMENDED to:

a) **Approve the proposed introduction of 20mph speed limits in Nuffield, as advertised.**

22. Rotherfield Peppard: Proposed 20mph Speed Limits (Pages 1107 - 1114)

Cabinet Member: Transport Management
Forward Plan Ref: 2024/177
Contact: Anthony Kirkwood, Vision Zero Team Leader (Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTMT22**).

The Cabinet Member is RECOMMENDED to:

a) **Approve the proposed introduction of 20mph speed limits in Rotherfield Peppard, as advertised.**

Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.
Other registrable interests include:

a) Any unpaid directorships

b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:
Where a matter affects the financial interest or well-being:

a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 14 November 2024 commencing at 10.00 am and finishing at 14:25 pm

Present:

Voting Members:	Councillor Andrew Gant – in the Chair
Other Members in Attendance:	Councillor Michael Waine (Agenda Item 3&7) Councillor Les Sibley (Agenda Item 3&7) Councillor Trish Elphinstone (Agenda Item 5&6) Councillor Brad Baines (Agenda Item 5&6) Councillor Donna Ford (Agenda Item 7) Councillor Andy Graham (Agenda Item 9&25) Councillor Stefan Gawrysiak (Agenda Item 17)
Officers:	Jack Ahier (Democratic Services Officer), Sharaz Arif (Project Manager), Jacqui Cox (Place Planning Manager – North), Hanai Faour (Transport Planner), Paul Fermer (Director of Environment and Highways), Anthony Kirkwood (Vision Zero Team Leader) Martin Kraftl (Technical Lead – Transport Planning), Ryan Moore (Lead TDm Engineer), Daniel Mowlem (Senior Engineer), Vicki Neville (Senior Officer – Civil Enforcement), Roger Plater (Senior Officer – Vision Zero), Steven Tabbitt (Team Leader – Countryside Access), James Whiting (Team Leader – TRO's and Schemes), Stewart Wilson (Place Planning Team Leader – Central), Aron Wisdom (Programme Lead – Central).

The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.

154/24 DECLARATIONS OF INTEREST

(Agenda No. 1)

There were none.

155/24 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

156/24 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 3)

There were 19 speakers registered, with some speakers speaking on multiple items.

Item 5: Proposed New Controlled Parking Zone – Iffley, Oxford
- Cllr Trish Elphinstone
- Cllr Brad Baines
- City Cllr Ed Turner
- Revd Clare Hayns
- Sally Hicks

Item 6: Proposed Controlled Parking Zone (CPZ) – Rose Hill, Oxford
- Cllr Trish Elphinstone
- City Cllr Ed Turner
- Chris Heron

Item 7: Proposed Two-Way Cycling – Sheep Street, Bicester (Experimental Order) 2024
- Cllr Les Sibley
- Cllr Michael Waine
- Cllr Donna Ford
- Town Cllr Sam Holland
- Kevin Hickman
- Danny Yee
- Paul Troop
- Robin Tucker (read out by Zuhura Plummer).

Item 8: St Clement's, Oxford – Bus Lane
- Danny Yee

Item 9: Woodstock Parking Review 2024
- Cllr Andy Graham

Item 10: Proposed Permit Bays – Bath Street, Abingdon
- Robin Tucker (read out by Zuhura Plummer).
- Christiane Brittain

Item 13: A4144 Woodstock Rd, Oxford- Proposed Conversion of a Zebra Crossing to Parallel Crossing
- Danny Yee

Item 17: Henley: Proposed 20mph Speed Limits
- Cllr Stefan Gawrysiak
- Anthony Hoskins
- John Norrington
- Robin Tucker (on all 20mph schemes, read out by Zuhura Plummer).

Item 25: Glympton: Proposed 20mph Speed Limits

- Cllr Andy Graham

Item 33: Radley: Proposed 20mph Speed Limits

- Danny Yee
- Nicholas Lawrence

157/24 MINUTES OF THE PREVIOUS MEETING
(Agenda No. 4)

The minutes of the meeting held on 10 October 2024 were approved and signed by the Chair as a correct record.

158/24 PROPOSED NEW CONTROLLED PARKING ZONE - IFFLEY, OXFORD
(Agenda No. 5)

The Chair stated that items 5 & 6 on the agenda would be taken together to address similar points raised.

The Chair introduced the item, invited public speakers to address the meeting and responded to their points in turn.

The Chair asked officers about the feasibility of extending the hours of operation in recommendation (b) from 3 hours to 4 hours, and whether the Church would be entitled to have business permits. Officers confirmed that the hours of operation were increased from 2 hours to 3 hours, following feedback from the consultation. Officers also noted that localised marked bays were an option for the Church and that engagement with local Councillors would continue.

The Chair confirmed that Controlled Parking Zones (CPZ's) were the adopted policy of the County Council. It was made clear that the intention of a CPZ is to manage parking, rather than reduce parking.

The Chair noted the work being undertaken to stop dangerous parking.

Officers noted the proposals took into account the specific issues on weekends, and thus the proposed operating days of the CPZ was 7 days a week.

The Chair noted that the administration accepted opposition amendments for the 2024/25 budget to fund 4 new CPZ's during the current financial year.

The Chair noted that CPZ's do not stop visitor parking and do not raise revenue for the County Council.

The Chair noted that Table 2 in the report highlights the geographical differences in the balance of opinion of the proposed scheme.

The Chair noted the inclusion of Meadow Lane within the permit area as an example of officers responding to consultation responses.

Officers noted it was important to allow time for the scheme to be embedded before review so that data can be captured on all issues that arise to take forward and make changes if required. It was made clear that if there were immediate issues that needed addressing, this could be done.

The Chair explained that any Councillor or local resident could get in touch with the County Council about issues that arise.

The Chair thanked officers for their thorough report and thanked speakers for their contributions to the meeting.

The Chair agreed to the recommendations in the report, with the exception of recommendation c), which was deferred.

RESOLVED to:

Approve the following measures:

a) The proposals for a Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders or 2 hours for non-permit holders in Iffley Village A, as shown in the proposal plan Annex 1,

b) The proposals for a Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders or 3 hours for non-permit holders in Iffley Village B, as shown in the proposal plan Annex 1,

d) Permit eligibility for properties (Odd Nos.15-63) on Henley Avenue. moving them from the existing Florence Park CPZ into the new Iffley CPZ as advertised,

e) The proposals for 'no waiting at any time' restrictions (double yellow lines) as advertised, except for the double yellow lines near No. 28 Church Way & the proposed reduction of double yellow lines in Cavell Road,

f) Include the section of Meadow Lane previously excluded from the advertised restricted area following further interaction & approval with the residents directly affected,

g) Further consultation on proposals to include Annora Close, Cordrey Green, Fitzherbert Close, West View and Villiers Lane for the eligibility to apply for permits.

Deferred:

c) The proposals for a Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders or 2 hours for non-permit holders in Iffley Boarders C, as shown in the proposal plan Annex 1.

159/24 PROPOSED CONTROLLED PARKING ZONE (CPZ) - ROSE HILL, OXFORD
(Agenda No. 6)

The Chair stated that items 5 & 6 on the agenda would be taken together to address similar points raised.

The Chair clarified with officers if there was specific concern surrounding the primary school identified in the report. Officers noted that the CPZ was intended to try and enforce the school streets policy, and to stop parking on zig-zag lines when collecting children from school.

The Chair noted concerns from consultation respondents regarding the provision of disabled parking spaces. Officers confirmed that blue badge holders can park on single and double yellow lines.

The Chair thanked officers for their thorough report and thanked speakers for their contributions to the meeting.

The Chair agreed to the recommendations as amended, with the exception of recommendation a).

RESOLVED to:

Approve the following measures:

b) The proposals for a Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders, except in signed bays in Rose Hill area B, as shown in the proposal plan Annex 1,

c) The proposals for 'no waiting at any time' restrictions (double yellow lines) as advertised, *but only in Rose Hill area B,*

d) The proposals for '3-hour parking bays' around the Rose Hill shops (part of the CPZ design for Rose Hill area B) as advertised,

e) The proposal to formalise the existing school keep clear markings on Lenthall Road & The Oval.

Deferred:

a) The proposals for a Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders or 2 hours for non-permit holders in Rose Hill area A, as shown in the proposal plan Annex 1.

160/24 PROPOSED TWO-WAY CYCLING - SHEEP STREET, BICESTER (EXPERIMENTAL ORDER) 2024
(Agenda No. 7)

The Chair introduced the item, invited public speakers to address the meeting and responded to their points in turn.

The Chair referred to examples of similar schemes where trials had been implemented successfully, such as in Oxford.

The Chair noted that shared spaces between pedestrians and cyclists cause concerns but referenced the limited space available.

The Chair thanked local representatives from the County, District and Town Councils for their representations and engagement.

The Director of Environment and Highways noted current violations highlighted by the local Councillor and committed to working with the parking enforcement team to address these issues as part of the scheme.

The Chair noted the holistic view that had to be taken of traffic schemes.

The Chair highlighted that the County Council had an obligation to carefully consider the impact of schemes on disabled people.

The Chair noted that opposition to the scheme came largely from people worried about conflict between pedestrians and cyclists. Officers noted that when schemes are introduced, issues that were raised previously don't seem to have the impact that they were thought to have.

Following a question from the Chair, officers confirmed that they did not think there would be any raised danger as a result of this scheme. Officers also confirmed that alternatives for cyclists, through Manorsfield Rd, was less safe.

The Chair raised the issue of the perception of danger and noted campaigns outlined in the report to raise awareness of safe cycling to address this issue.

The Chair raised the issue of Friday's, due to the Friday market on Sheep Street and asked officers if Friday could be treated differently. Officers confirmed that for part-time signage, an application would have to be made to the Department for Transport to assess any case.

The Chair highlighted monitoring of the scheme as a key component. Officers confirmed this point and stated that monitoring would be undertaken regularly.

The Chair noted that consultations were an opportunity for people to put forward their views and that it was important to analyse responses.

The Chair confirmed that it was County Council policy to promote the interests of pedestrians and cyclists.

The Chair noted that he wanted to agree the recommendations and add in some safeguards; including an investigation into the specific issue on Fridays and regular monitoring reports coming back to public meetings in the future. Officers clarified whether approval of the scheme as recommended would go ahead if Department for

Transport approval for Friday's as an exception was not given. The Chair confirmed this point and noted an ETRO provided opportunities for live monitoring.

The Chair thanked officers for their work, speakers for their engagement and agreed to the amended recommendations.

RESOLVED to:

a) **Approve the introduction of an Experimental Traffic Regulation Order to permit two-way cycling throughout Sheep Street, Bicester at all times of day and days of the week and thus temporarily superseding the existing 'no cycling' order.**

b) **Request officers to continually review in detail and stop the trial if there are any pedestrian safety concerns that cannot be suitably promptly addressed.**

Subject to:

- Inclusion of an exception for Friday if possible, recognising that this requires Department for Transport approval that is outside of our control.

- Preparation and presentation of a Monitoring Plan, alongside the reporting of early monitoring information to a future CMD meeting.

161/24 ST CLEMENT'S, OXFORD - BUS LANE

(Agenda No. 8)

The Chair introduced the item to the meeting, invited speakers to make their addresses and responded to their points in turn.

Officers noted that the scheme was to improve bus measures, rather than to introduce a cycle lane. Officers further commented that the traffic filters were intended to reduce traffic levels to that road space could be allocated differently, in places such as St Clement's.

The Chair noted some of the improvements of 15-20% in bus journey times, which was welcomed.

The Chair noted support from Oxford City Council with some concerns around increased traffic flow towards the City Centre.

The Chair noted support from the bus company for the scheme.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

a) Approve the making of a Traffic Regulation Order (TRO) for the existing experimental westbound bus lane on St Clement's Street and Headington Road

and retain the other measures previously introduced to accommodate it as shown in Annex 1:

i. **Removal of the on-street parking bay between Caroline Street and Boulter Street**
ii. **Conversion of parts of the existing eastbound cycle lane from 'mandatory' (solid white road marking) to 'advisory' (dotted white road marking)**
iii. **Removal of a short section of eastbound cycle lane between Boulter Street and Bath Street, and**
iv. **Extension of existing cycle lanes in both directions at the signalled crossing west of Caroline Street by relocating the crossing zig zag markings**

b) Instruct officers to review the need for the bus lane following the introduction of the trial traffic filters approved by the Council's Cabinet in November 2022

162/24 WOODSTOCK PARKING REVIEW 2024

(Agenda No. 9)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Following a question from the Chair referring to the community centre, officers confirmed that additional parking bays would still allow residents to park in the 3-hour bays. Officers noted that the proposals would increase options for people parking at the community centre.

The Chair referred to several consultation responses. The Chair stated that the proposal was an example of schemes being monitored and tweaked to address issues raised.

The Chair noted the separate consultation undertaken by Woodstock Town Council, but that their proposals would have to undergo further consultation and thus, could not be decided upon during this meeting.

The Chair noted that unloading of vehicles was permitted on double-yellow lines.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

Approve the introduction of parking controls in Woodstock as follows:

a) **The introduction of paid parking bays (with exemptions for permit holders) in areas of Cockpit Close where charges will apply 8am to 6pm (7 days a week),**

b) Introduction of no waiting at anytime restrictions (double yellow lines) in sections of Cockpit Close, Rectory Lane and New Road,

c) The proposed reduction of a short section of no waiting at any time restrictions (double yellow lines) in front of the vehicular access to No. 24 Market Street,

d) The introduction of dual-purpose parking bays for 3 hour max stay or permit holders on New Road,

e) The variation of existing permit eligibly for the Woodstock scheme to include No. 124 New Road.

163/24 PROPOSED PERMIT BAYS - BATH STREET, ABINGDON

(Agenda No. 10)

The Chair introduced the item, invited speakers to address the meeting and responded to their points in turn.

The Chair noted that this proposal mitigated the impact of lost parking when the cycle lane was introduced.

The Chair referenced the support of two local County Councillors and Abingdon Town Council.

Officers confirmed that residents will have virtual permits so that the registration numbers will be in the hand-held devices of enforcement officers.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

a) Approve the proposal to replace the existing 2 hour limited waiting bays Monday to Saturday, 8am to 6pm on the east side of the B4017 Bath Street (from the junction with Letcombe Avenue to the Bath Street access path) with shared '2 hour limited waiting bays, Monday to Saturday, 8am to 6pm or Permit holders', as advertised.

164/24 HIGHWAY IMPROVEMENT WORKS - A417 FARINGDON ROAD, STANFORD IN THE VALE

(Agenda No. 11)

The Chair introduced the item to the meeting.

The Chair noted that the proposal was put forward as a result of planning conditions.

The Chair welcomed the high level of consultation responses and that there was consultation with properties involved alongside standard consultees.

The support from local bus companies was noted by the Chair.

Officers confirmed that their opinion was that extra crossings would decrease speed and be safer for residents.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

Approve the following highway improvements on the A417 Faringdon Road, as advertised:

a) **30mph speed limit – extend the existing 30mph speed north-westwards, replacing the existing 40mph speed limit in its entirety in the process,**

b) **Toucan crossing – to be located approx. 65 metres southeast of its junction with Joyce Road,**

c) **Shared-use foot & cycleways located on the east & west side either side of the proposed crossing.**

165/24 PROPOSED PROHIBITION OF MOTOR VEHICLES - CORNHILL LANE BOAT, EAST CHALLOW

(Agenda No. 12)

The Chair introduced the item to the meeting.

Officers confirmed the order was being proposed for safety reasons.

Officers noted that they were trying to keep it open for as many stakeholders as possible but would ban those motorised vehicles that cause damage.

Officers noted there would be regular monitoring to address any issues.

Following a question from the Chair, officers noted that photographic evidence pointed to the fact that the response was not a sudden reaction.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

a) **Approve the prohibition of motor vehicles & horse drawn carriages from using Cornhill Lane Byway Open to All Traffic [BOAT] in East Challow, as advertised.**

166/24 A4144 WOODSTOCK ROAD, OXFORD - PROPOSED CONVERSION OF A ZEBRA CROSSING TO PARALLEL CROSSING

(Agenda No. 13)

The Chair introduced the item, invited speakers to address the meeting and responded to their points in turn.

Following a question from the Chair regarding co-production, officers confirmed that there was a co-production process which involved stakeholders, including the bus companies; but that this could have been a more extensive process.

Officers pointed out there were slightly different provisions depending on the direction of travel and where you needed to get to.

There was discussion between the Chair and officers over the practicalities of the scheme.

The Chair noted that the scheme was an improvement on the current provision.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

a) **Approve the change of design from an approved zebra crossing to a parallel crossing with shared use facilities on Woodstock Road, Oxford.**

167/24 DIDCOT ROAD, HARWELL LINK ROAD ROUNDABOUT, DIDCOT - PROPOSED PEGASUS CROSSINGS
(Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair clarified the different types of crossings.

The Chair referenced some of the objections in the consultation responses.

Officers disagreed with responses that stated the scheme would increase safety concerns.

The Chair noted the support of local councillors.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

Approve the following crossings, as advertised:

a) Pegasus crossings on:
i. New Southern site access road, approx. 30 metres southeast of its roundabout junction with the B4493/Harwell Link Road,
ii. B4493 Didcot Road, approx. 30 metres west of its roundabout junction with the Harwell Link Road,

iii. New Northern site access road, approx. 70 metres north of the roundabout junction with the B4493/Harwell Link Road.

b) Toucan crossing on the Harwell Link Road, located approx. 30 metres south of its roundabout junction with the B4493 Didcot Road

168/24 PROPOSED 40MPH SPEED LIMIT - WANTAGE EASTERN LINK ROAD, KINGSGROVE

(Agenda No. 15)

The Chair introduced the item to the meeting.

The Chair noted that this was a new road to support the new development and to support the ambition of removing traffic from Wantage Town Centre.

The Chair referenced support from the bus companies.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the 30mph & 40mph speed limits on the 'Wantage Eastern Link Road' (King Alfred Way), as advertised.**

169/24 PROPOSED 40MPH LIMIT - ASTHALL - A40 / B4047

(Agenda No. 16)

The Chair introduced the item to the meeting.

The Chair noted support from Asthall and Brize Norton parish councils, which was welcomed, and stated that objections were covered in the report.

The Chair referenced a generic response that came up several times in the agenda objecting to the schemes, but it was noted that the schemes put forward were part of the adopted policy of the County Council.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED to:

Approve the following speed limit changes, as advertised:

a) 40mph speed limits:
i. A40 Burford-Witney Road – between a point 325 metres west of its junction with the B4047 Burford Road roundabout, and on the dual-carriageway to a point 140 metres east of the roundabout (including its circulatory carriageway),
ii. B4047 Burford Road – from its junction with the A40 Asthall roundabout eastwards for a distance of 185 metres,
iii. The unnamed road running north towards Asthall – from its junction with the B4047 Burford Road, northwards for a distance of 140 metres.

b) 50mph speed limit:
i. A40 Oxford Road – between the Burford 40mph speed limit and the proposed 40mph speed limit on the approach to the A40 / B4047 Asthall Road roundabout, as described in a) above.

170/24 HENLEY: PROPOSED 20MPH SPEED LIMITS

(Agenda No. 17)

The Chair noted the following general points in respect of the County Council's 20mph policy:

- Monitoring impacts showing reductions in accidents in Wales.
- Thames Valley Police can and do monitor speed limits in 20mph zones.
- The impact of 20mph speed limits on reducing insurance claims.
- Objections because they want schemes to go further.

The Chair noted responses from the bus companies relating to interventions on the highways networks not benefitting buses. The Chair noted he felt this was not true and officers agreed.

The Chair introduced the item, invited speakers to make their points and responded to their points in turn.

The Chair noted the application of policy regarding the radial routes compared with residential routes outlined in the map in the report.

The Chair noted the support from Oxford Bus Company and pointed the scheme out as an example of the process working.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED:

a) Approve the introduction of the amended 20mph speed limits in Henley-on-Thames as advertised.

171/24 BESSELSLEIGH: PROPOSED 20MPH SPEED LIMITS

(Agenda No. 18)

The Chair introduced the item to the meeting.

The Chair noted the support from the parish meeting.

The Chair thanked officers and agreed the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of a 20mph speed limit in Besselsleigh, as advertised.**

172/24 BLOXHAM: 20 MPH SPEED LIMIT SCHEME REVIEW
(Agenda No. 19)

The Chair introduced the item to the meeting.

The Chair noted support from the local Parish and District Councils.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

Approve the following speed limits, as advertised:

a) 20mph speed limit on Bloxham Grove Road,
b) 30mph speed limit on Ells Lane.

173/24 BURFORD: SHILTON RD - PROPOSED 20MPH SPEED LIMIT
(Agenda No. 20)

The Chair introduced the item to the meeting.

The Chair noted support for the scheme from the local Town Council and Oxfordshire Cycling Network.

The Chair referred to consultation responses regarding making journeys to school safer.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits on Shilton Road and Signet End, Burford as advertised.**

174/24 CLAYDON: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 21)

The Chair introduced the item to the meeting.

The Chair stated that the principles of the scheme had been clearly implemented as per the map in the report.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Claydon, as advertised.**

175/24 CLIFTON HAMPDEN: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 22)

The Chair introduced the item to the meeting.

The Chair referred to a written statement in support of the scheme.

The Chair referred to the concerns raised by consultees regarding Burcot.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Clifton Hampden, as advertised.**

176/24 DENCHWORTH: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 23)

The Chair introduced the item to the meeting, thanked officers for their work and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Denchworth, as advertised.**

177/24 GRAFTON - PROPOSED 20MPH SPEED LIMITS
(Agenda No. 24)

The Chair introduced the item to the meeting.

The Chair noted the support from the local parish meeting.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Grafton, as advertised.**

178/24 GLYMPTON: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 25)

The Chair introduced the item, invited speakers to make their addresses and responded to their points in turn.

The Chair noted the support from the local County Councillor.

The Chair noted the level of objections in the consultation but felt officers had responded to concerns.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Glympton, as advertised.**

179/24 HAILEY - PROPOSED 20MPH SPEED LIMITS
(Agenda No. 26)

The Chair introduced the item to the meeting.

The Chair noted the written statement of support from Witney Town Council.

The Chair asked officers about differential speed limits outside schools, to which officers confirmed that they were not, but also noted advisory signs that were present.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Hailey, as advertised.**

180/24 HAMPTON GAY & POYLE: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 27)

The Chair introduced the item to the meeting.

The Chair noted the support from the parish meeting for the scheme.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Hampton Poyle, as advertised.**

181/24 HOOK NORTON: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 28)

The Chair introduced the item to the meeting.

The Chair referred to responses from the bus companies regarding road safety due to the narrow width of the road.

The Chair referred to several of the consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Hook Norton, as advertised.**

182/24 HORNTON: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 29)

The Chair introduced the item to the meeting, thanked officers for their work and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Hornton, as advertised.**

183/24 HORSPATH: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 30)

The Chair introduced the item to the meeting.

The Chair referenced several of the consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

Approve the following proposals, as advertised:

a) 20mph speed limit in Horspath,
b) 40mph speed limit on the Horspath Road/Oxford Road.

184/24 LITTLE TEW: PROPOSED 20MPH SPEED LIMIT
(Agenda No. 31)

The Chair introduced the item to the meeting.

The Chair referenced consultation responses from TVP and the bus companies.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Little Tew, as advertised.**

185/24 MAPLEDURHAM: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 32)

The Chair introduced the item to the meeting, thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Mapledurham, as advertised.**

186/24 RADLEY: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 33)

The Chair introduced the item, invited speakers to make their addresses and responded to their points in turn.

The Chair and officers discussed further measures that could be implemented surrounding the new housing developments in and around Radley.

The Chair asked for officers to keep the scheme under review and to remain in touch with the parish council about issues raised.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Radley, as advertised.**

187/24 SANDFORD ON THAMES - PROPOSED 20MPH SPEED LIMITS
(Agenda No. 34)

The Chair introduced the item to the meeting.

The Chair asked officers if there was justification for Sandford Rd not fully having 20mph speed limits, and officers agreed that there was.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Sandford-on-Thames, as advertised.**

188/24 STANFORD-IN-THE-VALE: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 35)

The Chair introduced the item to the meeting.

The Chair welcomed the level of consultation response.

The Chair stated that the map showed a clear application of policy.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Stanford in the Vale, as advertised.**

189/24 STADHAMPTON: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 36)

The Chair introduced the item to the meeting.

The Chair noted the differences in opinion between Stadhampton and Chiselhampton.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

Approve the following speed limits, as advertised.

a) 20mph speed limit in Stadhampton,

b) 20mph speed limit in Chiselhampton on the B480 Oxford to Stadhampton road, and the B4015 Clifton Hampden Road,

c) 30mph speed limit on the B480 between Stadhampton & Chiselhampton.

190/24 STOKE ROW: PROPOSED 20MPH SPEED LIMITS
(Agenda No. 37)

The Chair introduced the item to the meeting.

The Chair noted the objections and officers confirmed their responses were covered in the report.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits in Stoke Row, as advertised.**

191/24 TETSWORTH: 20MPH SPEED LIMITS
(Agenda No. 38)

The Chair introduced the item to the meeting.

Officers and the Chair noted that this item had returned after a deferral in July after further discussion with the parish council and bus companies.

The Chair thanked officers and agreed to the recommendations in the report.

RESOLVED:

a) **Approve the proposed introduction of 20mph speed limits at Tetsworth as advertised.**

..... in the Chair

Date of signing .....

Division(s) affected: *Charlbury*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

CHARLBURY – PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT PARKING SCHEME

Report by Director of Environment and Highways

Recommendation

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Charlbury as follows:

a) **The introduction of parking places on Browns Lane for 30 minute maximum stay during the hours of 8am to 6pm, Monday to Saturday.**

b) **The introduction of parking places on Church Street for residents permit holders or 3 hours maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

c) **The introduction of parking places on Market Street and Sheep Street for permit holders or 1 hour maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

d) **The introduction of parking places on Grammar School Lane for permit holders or 30 minute maximum stay for non-permit holders during the hours of 8am to 6pm, Monday to Saturday.**

e) **The introduction of resident permit holders only at all times bays on Pound Hill Lane, Thames Street, Dyers Hill, Park Street, Sheep Street, Browns Lane and The Playing Close.**

f) **To retain and provide permit parking bays on the west side of Park Street, instead of the east side as originally proposed.**

g) **The introduction of residents permit holders parking only area at all times on Church Lane.**

h) **To remove disabled persons parking place on Church Lane.**

i) **The introduction of no waiting at any time restrictions on sections of Pound Hill, Nine Acres Lane, Market Street, Browns Lane, Sheep Street, Park Street, Grammar School Hill/Park Street and Dyers Hill.**

j) **To include all properties on Fishers Lane and Market Street in the schedule of eligible properties for the issue of a CH permit.**

k) **To approve minor amendments to the length of parking bays provided on Market Street in the vicinity of the access to Charlwood.**

Executive Summary

1. In March 2024, Charlbury Town Council ran an informal consultation seeking views on parking locally to which 126 people responded. 52.5% of respondents supported the idea of restricted/permit parking in the town, 9.8% would support if their street was included, 23% needed more information and 14.8% did not support.

2. In order to address concerns raised by the Town Council regarding commuter parking in the centre of Charlbury, officers at the County Council have worked with the Town Council and County Councillor to develop proposed parking changes which aim to better manage the on-street parking, whist allowing flexibility for residents and their visitors.

3. Charlbury Town Council discussed the proposals at a public meeting on the 28 August 2024, where councillors voted to approve the scheme and requested that the County Council to progress with the statutory consultation.

4. A mixture of no waiting restrictions, dual purpose time limited bays with exemptions for permit holders and permit holder only bays are proposed to better manage parking in the centre of the town which will give priority to residents by preventing all day parking by non-residents. No waiting restrictions are proposed at locations where access needs to be maintained and to promote road safety.

5. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, as the town falls within the Civil Enforcement Area for West Oxfordshire.

6. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1.**

Sustainability Implications

7. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives.

Financial Implications

8. The parking project for Charlbury is being funded by budgets secured under the Highway Operations Programme, with funding allocated for the introduction of new CPZ's over a three year programme from 23-24 to 25-26.

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

10. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

11. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, however they confirm that blue badge holders can park on double yellow lines and in permit holder/time limited bays without restriction.

Formal Consultation

12. For the proposed changes, formal consultation was carried out between 24 October and 22 November 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Charlbury Town Council, West Oxfordshire District Council, the local District Councillors, and the County Councillor representing the Charlbury division.

13. A letter was sent directly to approximately 593 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.

14. The response rate to the public consultation was higher than would be expected for this type of proposal, which demonstrates that there are strong views around

the parking situation in Charlbury, both from the residents and businesses but also the users of the local facilities and services.

15. A total of 312 responses were received via the online surveys during the course of the formal consultation, with 85.58% identifying as residents. The charts shown in **Annex 2** present the general position of the respondent to each of the proposed elements of the Charlbury scheme. This is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.

16. Representatives of Thames Valley Police have responded to confirm that they have no objections to the proposals/

17. The County Councillor for Charlbury has responded to the public consultation and has no objection to any of the proposals.

18. A representative of Charlbury Town Council has responded with the following statement:

    Charlbury Town Council would like to thank OCC and its officers for all the hard work on this scheme and would like to make the following points:

    - *It awaits the outcome of the consultation and requests that OCC takes into consideration all the views of the people who have answered the consultation.*
    - *The TC requests that any scheme supports the aims of the Neighbourhood Plan in its policies to support existing businesses and services as it is concerned about parking for people working in the town.*

19. Additionally, a further 24 emails were received (some of which reiterated comments also made via the online survey). 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 for or against the proposals these have been documented, 4 were in favour, 16 raised concerns or gave no comment, and 4 wholly objected to the proposals.

20. The responses are shown in **Annex 3** (separate document), and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) General feedback to the proposals:

21. There was a mixed level of support for the elements of the proposed scheme, with on-line feedback demonstrating that there is strong feeling around the issues of parking in Charlbury. The following responses were received in general comments and throughout the consultation:

Displacement

22. The most common general comment received was regarding the potential for displaced parking (38 comments). There is concern that introducing the restrictions would lead to vehicles parking in the wider area, causing a knock-on effect of parking issues.

More parking provision required

23. 21 respondents commented that there should be a long stay parking alternative, with seven respondents desiring a change in restrictions in the Spendlove car park and 14 respondents requesting cheaper parking in the Station car park. The consensus amongst these comments is that Charlbury would benefit from more parking provision rather than restrictive parking.

Impact on local businesses

24. Concern about the impact on businesses if visitors are restricted when parking was mentioned in 18 comments. It was considered that the restrictions favour residents at the expense of businesses and that being put off by parking controls may drive customers away.

Parking for workers

25. 14 general comments surround parking for workers in the town. In many cases staff travel to work by car and park in the centre of the town. Some businesses are concerned about retaining and employing new staff if the proposed restrictions are approved.

Enforcement

26. 15 general comments are related to enforcement and respondents believe the scheme would only work if regular enforcement is carried out.

Against any parking controls in Charlbury

27. 16 respondents are against the proposals in their entirety and feel they would not benefit Charlbury.

Restrictions necessary in other areas

28. A number of respondents (23 comments) would like to see restrictions in other areas of the town.

Officer response:

Displacement

29. The potential displacement of any new parking control is a legitimate concern. If the proposals are introduced, further consideration for additional restrictions could be considered if problems occur. If the scheme is approved, officers will undertake pre and post implementation parking beat surveys to identify where further measures may be beneficial.

More parking provision required

30. West Oxfordshire District Council are responsible for the Spendlove car park, whilst the Station car park is owned by Great Western Railway. Charlbury Town Council and the local Member have been working to provide a solution for long term parking in Charlbury. Comments will be passed to Charlbury Town Council.

Impact on local businesses

31. 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.

Parking for workers

32. It is understandable that staff working in Charlbury will want to park as close as possible to their place of work. However, in local retail centres this can be counterintuitive to the needs and demands of customers and other visitors accessing local services including doctor surgeries.

33. The use of limited waiting restrictions in town and village centres is a common tool to ensure the turnover of spaces and there are publicly accessible car parks available at the Spendlove Centre on Browns Lane and Charlbury Railway Station which is 10 minutes' walk from the centre of Charlbury.

Enforcement

34. If the scheme were to be approved, enforcement would be undertaken by our current provider, who will work with officers at the county council to ensure that adequate coverage of the restrictions would be provided. Where new restrictions are introduced, it's typical that a higher level of enforcement is

provided in the initial months of the scheme, both in terms of providing visibility, but also to drive compliance with the restrictions.

35. The scheme has been developed in collaboration with representatives of Charlbury Town Council and West Oxfordshire District Council. With any scheme of this nature, we will continue to monitor and accept feedback from the public on their views after changes are introduced. Typically, a scheme is reviewed 12 months after its introduction to gauge whether further amendments are required. This will include undertaking parking beat surveys before and after introduction.

36. All requests for additional restrictions have been logged and will be assessed, along with the proposed restrictions should they be approved, during the 12 month review.

b) Introduction of time-limited parking bay '30 minutes, no return within 1hour, Mon-Sat 8am-6pm' on the western side of Browns Lane:

37. 119 comments are in agreement with the proposal. The most common type of response (66 comments) conveyed that short term parking in Charlbury is a problem and that proposed time limited bay would be of benefit to users of the Co-op/post office and short trips into the town.

38. In contrast to positive comments in support of the scheme, the second most common response (29 comments) stated that 30 minutes was not long enough to visit several businesses and allow visitors to stop for lunch/dinner.

39. Three respondents would like the 30-minute bay to be shared use, allowing for residents to park.

40. One respondent states that parking problems do not stop at 6pm and would like the restriction extended to 10pm.

Officer comments

41. The proposals have been developed to find a balance between accommodating short trips to 1-2 businesses without the need to walk from neighbouring locations. Allowing for a longer duration would mean the reduced capacity for turnover of parking spaces.

42. Allowing residents to park without time restriction in these bays could potentially result in there being no space for visitors to park for short periods of time. Parking is unrestricted from 6pm to 8am and on Sundays.

43. These comments have been addressed within the officer response section of a) General feedback to the proposals: Displacement (30), Impact on local businesses (32), Parking for workers (33-34), and Enforcement (35-37).

44. The time restrictions are consistent throughout Charlbury (8am-6pm Mon-Sat). These times will be monitored along with the scheme.

c) Introduction of shared use parking bays, Permit holders only or time limited.

45. In response to the proposals to introduce shared use parking bays, there was a mixed level of response for the changes overall with 52.96% of on-line responses received either supporting, partially supporting, or having no objection to this element of the scheme. 40.95% of responses to the on-line consultation were opposed to the proposed restrictions and 6.09% had no opinion.

Church Street Permit holders unlimited or 3 hours no return within 2 hours, Mon-Sat 8am-6pm

46. 108 comments are in agreement with the proposal and feel it provides a good balance between people visiting the area and local residents, preventing long term parking.

47. 37 respondents are concerned about staff parking for businesses in Church Street, 17 respondents feel that restrictions will have a negative impact on businesses. 26 comments worry that vehicles will be displaced to other areas in the town, 8 respondents state that there will need to be enforcement of any new restrictions and 9 would like to see more parking provision in the town.

48. 28 respondents feel that it is already restrictive to park in Church Street to use businesses and that restricting it further would mean they would have nowhere to park. A notable concern (12 comments) is for parents using the nursery on Church Street.

49. 8 respondents disagree with the principle of CPZs or permits in general with a further 8 responding that residents should not be prioritised for permits.

50. 10 comments received felt that 3 hours is too long and that 1 or 2 hours would be sufficient. 1 respondent felt that 3 hours is not enough time to visit establishments on Church Street whilst 6 comments felt the restriction should be changed to include Sundays and evenings.

Officer response:

51. These comments have been addressed within the officer response section of a) General feedback to the proposals: 35: Parking for workers, 34: Impact on local businesses, 32: Displacement, 36: Enforcement and 33: More parking provision provided.

52. The proposed Permit Holders or 3 hour bays on Church Street have been sited to facilitate visitors needing longer than the proposed time limits in the wider area and to provide options for residents and their visitors. As there are public houses and eateries on or close to this location it was felt that 3 hours was ample time to visit these establishments. Persons dropping off/picking up

children at the nursery would be more likely to find a space to park once restrictions are in place.

53. Typically, a scheme is reviewed 12 months after its introduction to gauge whether further amendments are required. This will include undertaking parking beat surveys before and after introduction.

Market Street and Sheep Street Permit holders unlimited or 1 hour no return within 1 hour, Mon-Sat 8am-6pm

54. 90 comments received are in support of the proposals. Respondents believe the proposals protect parking for residents whilst proving adequate parking for visitors.

55. 36 respondents are concerned about displacement of vehicles, 26 feel that the proposals will have a negative impact on businesses and 22 comments were concerned about where staff would park. 8 respondents are concerned that any restrictions would not work without regular enforcement.

56. 30 respondents feel that 1 hour is insufficient time to use the facilities and shops in Charlbury.

57. Five respondents feel that the restrictions should be resident permit holders only and not shared use.

58. Two respondents commented that Market Street had been left off the list of eligible properties and 2 respondents stated that Fishers Lane, off Sheep Street, have properties with no parking and use the surrounding streets.

59. One respondent has concerns that the bays on Market Street will block the access to The Alley, with several properties.

Officer response:

60. These comments have been addressed within the officer response section of a) General feedback to the proposals: 32: Displacement, 34: Impact on local businesses, 35: Parking for workers and 36: Enforcement.

61. A compromise could be to extend the use of the bays up to 2 hours to reduce the anxiety of users overstaying and allow visitors the opportunity to visit multiple businesses.

62. The proposed restrictions are designed to allow residents to park within a reasonable distance of their properties whilst providing space for visitors to the town.

63. Market Street and Fishers Lane had been omitted from the notice. Recommendation will be made to include these streets within the permit eligibility area.

64. Access to properties will be maintained and made obvious with keep clear markings where bays are shown on the plan.

65. During the consultation period we received a complaint that the length of one of the existing bays on Market Street was incorrect and causing an access and safety issue. An assessment has been carried out and the bays have been marked incorrectly in accordance with the existing TRO. It is our intention to adjust the length of the bay to maintain access.

Grammar School Hill Permit holders unlimited or 30 minutes no return within 1 hour, Mon-Sat 8am-6pm

66. 91 comments received agreed with the proposal and felt it was fair to both residents and users of immediate amenities.

67. 33 comments received were concerned about displacement, 18 respondents felt that businesses would be negatively affected by a restriction in parking, 21 comments were regarding parking for workers whilst 9 comments felt that the proposed restriction would only work if properly enforced.

68. 29 respondents felt that 30 minutes wasn't long enough to walk into the centre of the town and 8 respondents would prefer if it was residents only.

Officer response:

69. These comments have been addressed within the officer response section of a) General feedback to the proposals: 32: Displacement, 34: Impact on local businesses, 35: Parking for workers and 36: Enforcement.

70. The proposed shared use parking bay on Grammar School Hill is on the outskirts of the town and will be primarily used by residents and the pre-school. 30 minutes is ample time for dropping off/picking up children, as referenced by 17 respondents. Making the bay residents only would not allow pre-school children to be dropped off safely in this area.

Resident Permit Holders Parking only bays Pound Hill/Thames Street, Dyers Hill, Park Street, Sheep Street, Browns Lane and The Playing Close

71. 116 comments of support overall for all areas.

72. 33 respondents are concerned about displacement of vehicles, 28 feel that the restrictions will have a negative affect on businesses, 9 comments reference parking for workers and 7 respondents would like to see more parking in the town.

73. The Playing Close received the highest number of objections with 140 respondents objecting, 87 supporting, 48, partially supporting, 13 having no objection and 24 with no opinion. The most common comment regarding The Playing Close is that properties have off street parking so there is no need to provide more.

74. Park Street, two respondents commented that changing parking from its current west side to east would provide additional parking space but would make the road awkward to drive, particularly where the road narrows.

Officer response:

75. These comments have been addressed within the officer response section of a) General feedback to the proposals: 32: Displacement, 34: Impact on local businesses, 35: Parking for workers and 36: Enforcement.

76. The proposal to include a Resident Permit Holders Only bay on The Playing Close was added to provide an additional area for residents within the scheme as a whole to park.

77. Following the public feedback, it is recommended to retain and provide permit parking bays on the west side of Park Street, instead of the east side as originally proposed.

Resident Permit Holders only Parking area Church Lane

78. 120 comments of support were received .

79. 27 comments referenced displacement of vehicles, 21 respondents have concerns that businesses will be negatively affected, 10 respondents are concerned that workers in the town will not be able to park.

80. 12 respondents would prefer shared use bays, resident permit holders only or 1-3 hour parking.

81. 13 respondents are concerned about the lack of parking for visitors to the church.

Officer response:

82. These comments have been addressed within the officer response section of a) General feedback to the proposals: 32: Displacement, 34: Impact on local businesses and 35: Parking for workers.

83. Church Lane is residential and it is considered unnecessary to include shared use bays over resident permit holders parking.

84. The concerns raised by users of the church wishing to park on Church Lane are noted, however parking along the road is limited and any general exemption for non-permit holders, would reduce the capacity for residential parking. Alternative options exist with parking available on Church Street and neighbouring roads, blue badge holders can still park without time limit within permit parking areas.

Removal of Disabled Persons Parking Place Church Lane

85. 79 comments of support received, with respondents noting that the bay, which was installed for a previous resident on Church Lane, has not been used for some time.

86. 95 comments received objecting to the removal of any DPPP from the town. 13 of these comments reference the necessity of the bay for visitors to the church.

Officer response:

87. The removal of the DPPP was added at the request of Charlbury Town Council. The bay was originally put in to accommodate a resident in Church Lane however the resident no longer resides there. The bay is a significant distance from the church and therefore not used during church services.

88. Blue badge holders are able to park within the resident permit holders only area and will be able to park closer to the church.

Introduction of No Waiting at Any Time (double yellow lines) restriction Pound Hill, Nine Acres Lane, Market Street, Browns Lane, Sheep Street, Park Street, Grammar School Hill/Park Street and Dyers Hill

89. 111 comments of support were received. Respondents feel that No Waiting at Any Time would be needed in order to support the other proposals, that they would reduce congestion and stop unsafe parking.

90. 55 comments objected to the proposals, the majority of these comments referenced the loss of parking places and the lack of additional parking areas in Charlbury.

91. 17 respondents referenced displacement of vehicles, 14 were concerned regarding businesses with 4 worried about parking for workers. 9 respondents would like to see more parking provided by way of a car park and 17 respondents say that it is essential that enforcement is carried out.

Officer response:

92. The proposals were put forward to mitigate displaced parking in areas where parking would cause a safety issue.

93. These comments have been addressed within the officer response section of a) General feedback to the proposals: 32: Displacement, 34: Impact on local businesses, 35: Parking for workers and 33. More parking provision required

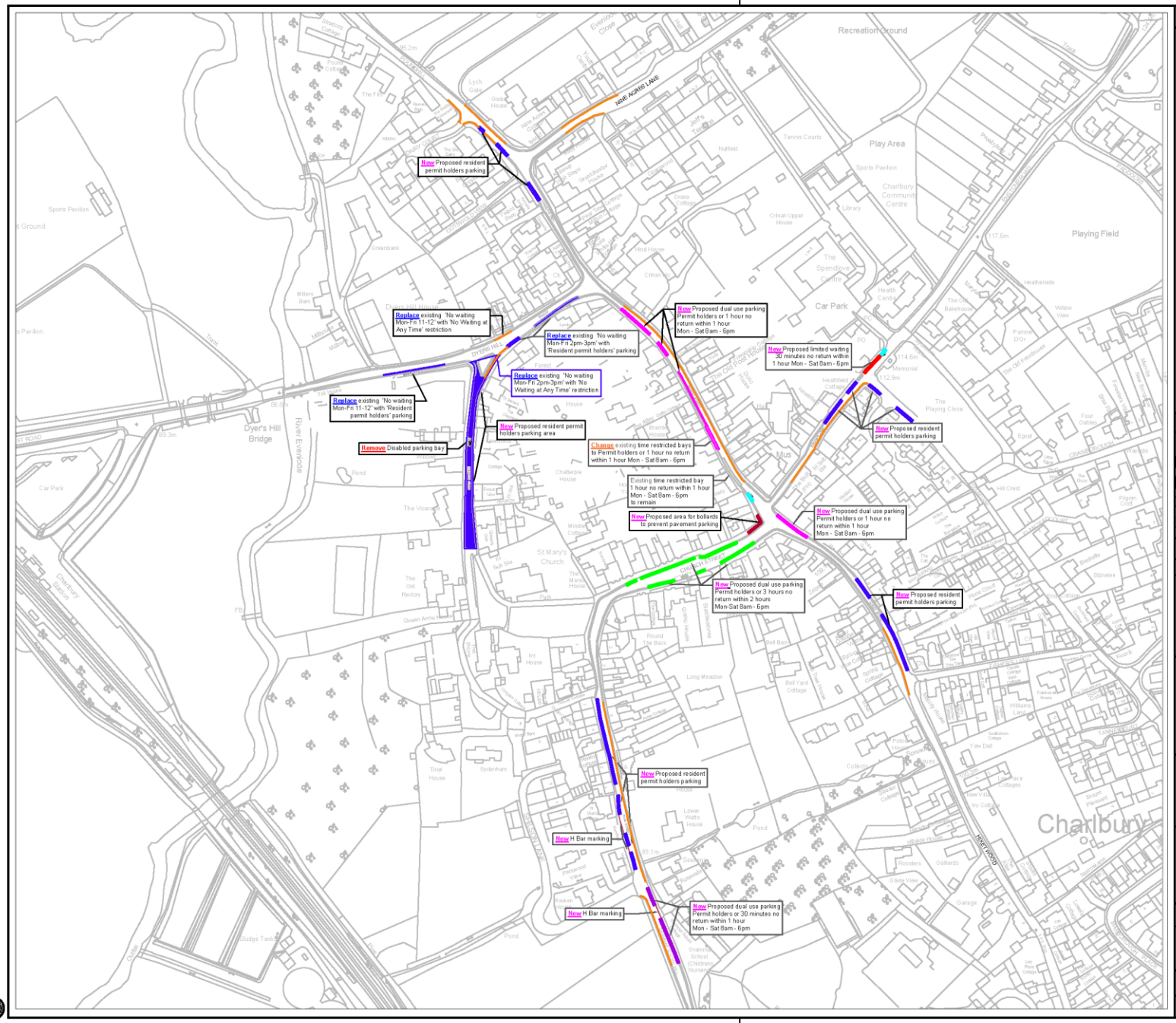
Monitoring and Evaluation

94. It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.

Paul Fermer
Director of Environment and Highways

Annexes:	Annex 1: Consultation plan Annex 2: Consultation response summary tables Annex 3: Consultation responses
Contact Officers:	Emma Palmer (Senior Officer – TRO and Schemes) James Whiting (Team Leader – TRO and Schemes

December 2024



Drawing No.

Revision 0

KEY

- Existing 'No Waiting at Any Time' restriction (Double yellow lines)
- Existing 'No Waiting Mon- Fri, various times' (Single yellow lines)
- Existing disabled parking bays to remain
- Existing parking bay 1 hour no return within 1hour Mon - Sat 8am - 6pm to remain
- Proposed restricted parking bay 30 minutes no return within 1 hour Mon - Sat 8am - 6pm
- Proposed dual use parking bay Permit holders or 3 hours no return within 2 hours Mon - Sat 8am - 6pm
- Proposed dual use parking bay Permit holders or 1 hour no return within 1hour Mon - Sat 8am - 6pm
- Proposed dual use parking bay Permit holders or 30 minutes no return within1 hour Mon - Sat 8am - 6pm
- Proposed residents permit holders parking
- Proposed 'No Waiting at Any Time' restriction (Double yellow lines)
- Proposed new 'H Bar' markings
- Proposed removal of Disabled parking bay
- Proposed area for bollards to prevent pavement parking

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
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

© Crown copyright and database rights 2023 OS AC0000851087

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Paul Fermer
Director of Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

CHARLBURY
PARKING RESTRICTION
DESIGN OPTIONS

Drawing title

CHARLBURY - OVERVIEW
PROPOSED PARKING RESTRICTION CHANGES
DUAL USE & PERMIT HOLDERS PARKING

Drawing Status: PRELIMINARY DESIGN

Scale @ A3	Drawn by	Checked by	Approved by
1:2500	EP		
	Date drawn AUG 2024	Date checked	Date approved

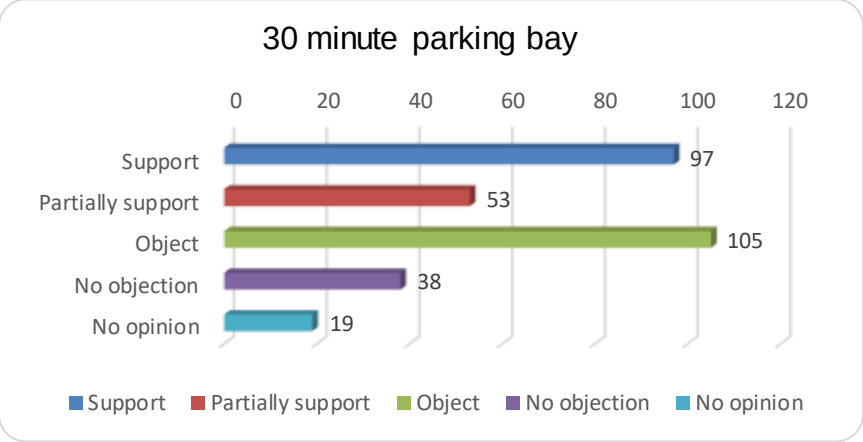
Oxfordshire Project No. & File Ref

Drawing No.

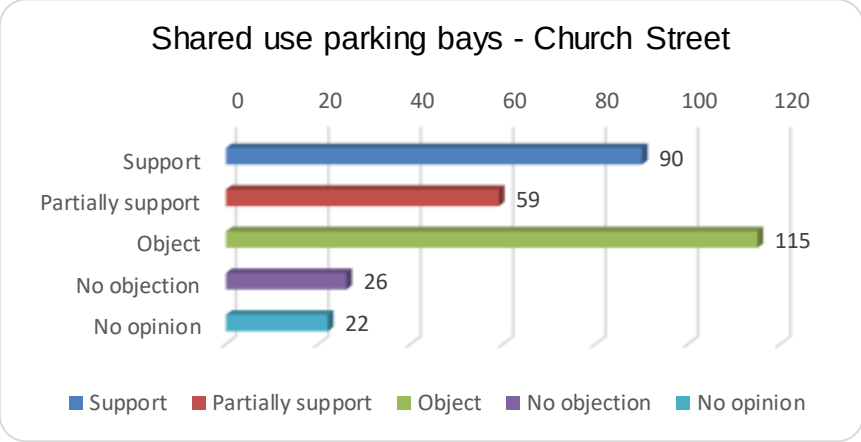
Revision 0

P:\2. Network Management\Parking Control\SCHEMES & MAINTENANCE\2. District Areas\5. West Oxon\1. Live Projects\Charlbury\CAD files\Charlbury.dwg

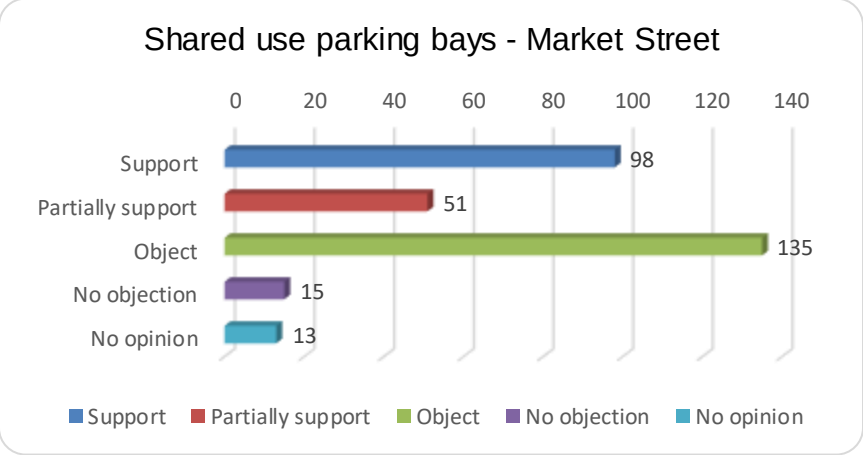
a. Introduction of a 30 minute parking bay on the western side of Browns Lane.



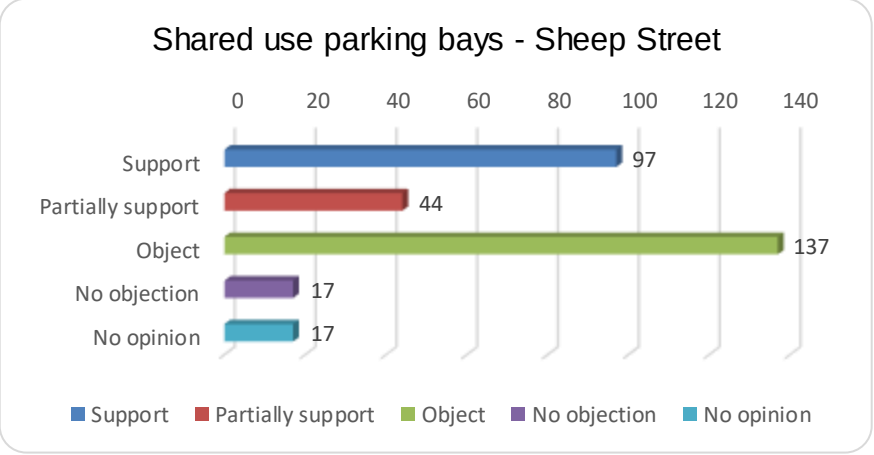
b. Introduction of shared use permit holders or 3-hour parking bays – Church Street



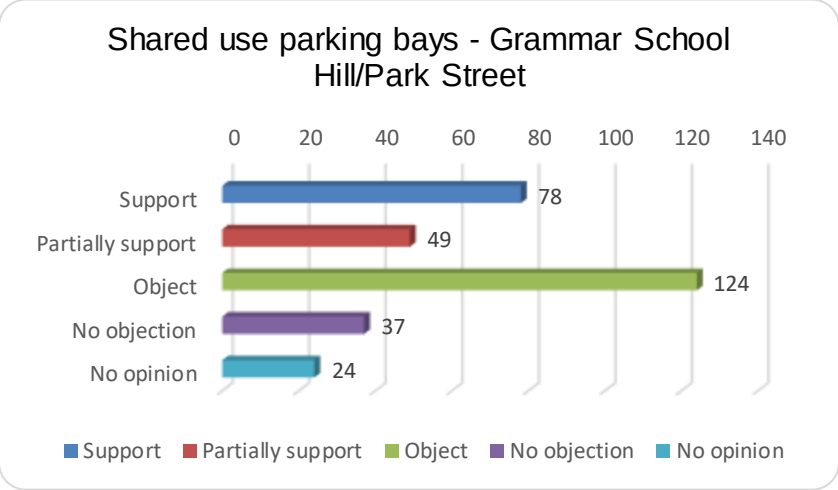
c. Introduction of Shared use permit holders or 1 hour parking bays – Market Street



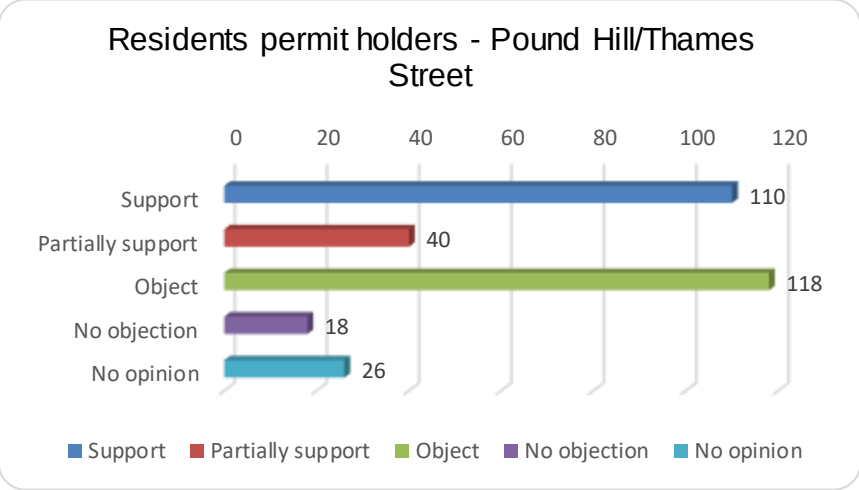
d. Introduction of Shared use permit holders or 1 hour parking bays – Sheep Street



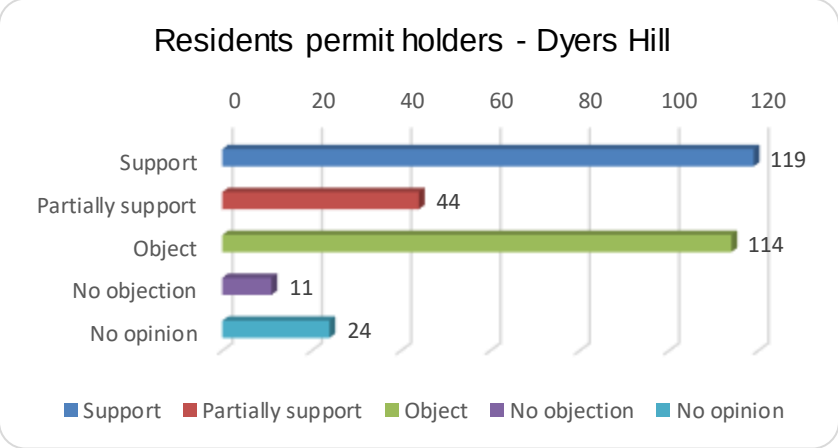
e. Introduction of Shared use permit holders or 30 minute parking bays – Grammar School Hill/Park Street



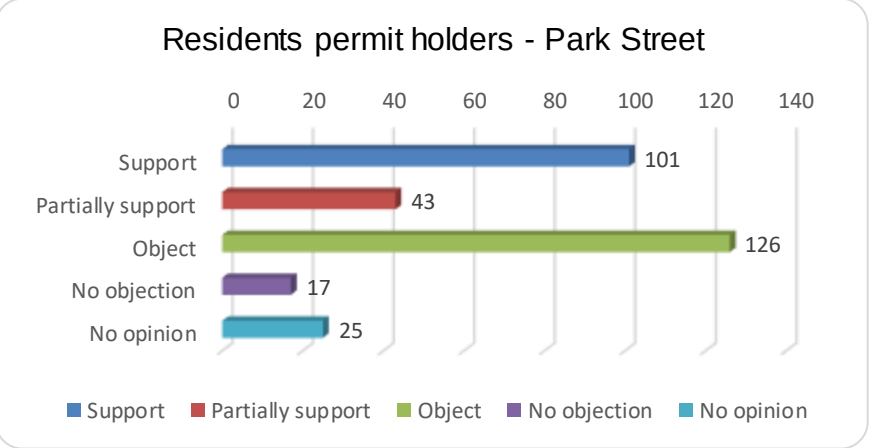
f. Introduction of Residents Permit Holders Only parking bays – Pound Hill/Thames Street



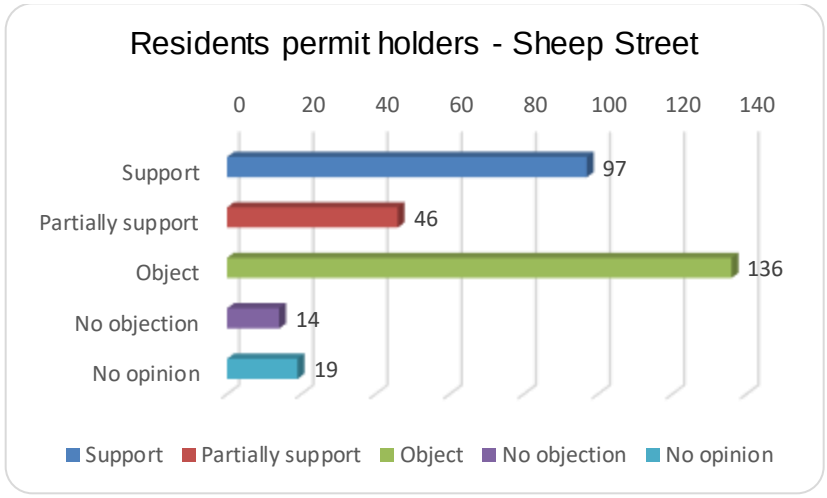
g. Introduction of Residents Permit Holders Only parking bays – Dyers Hill



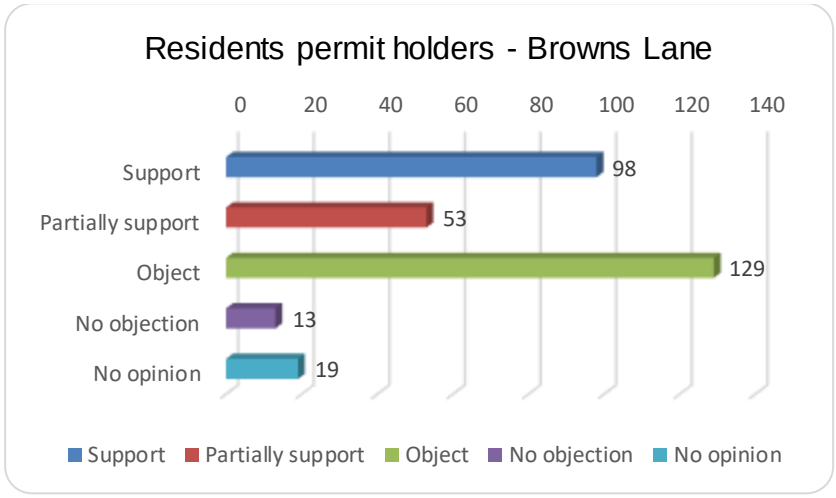
h. Introduction of Residents Permit Holders Only parking bays – Park Street



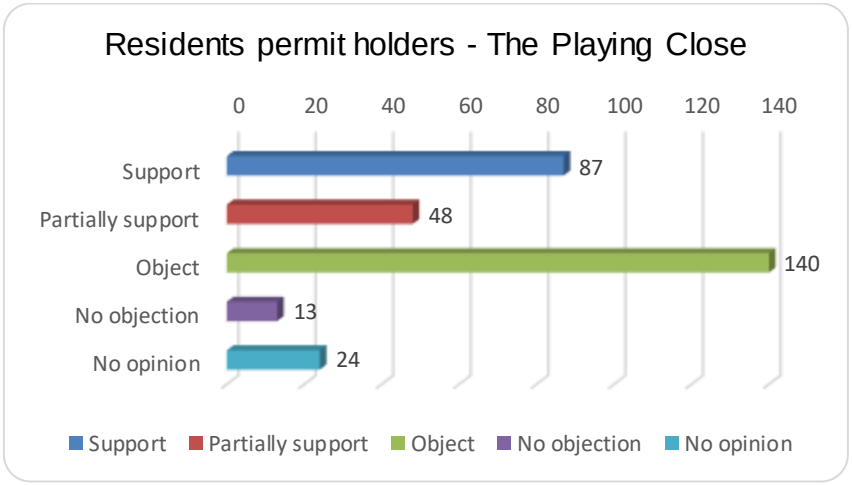
i. Introduction of Residents Permit Holders Only parking bays – Sheep Street



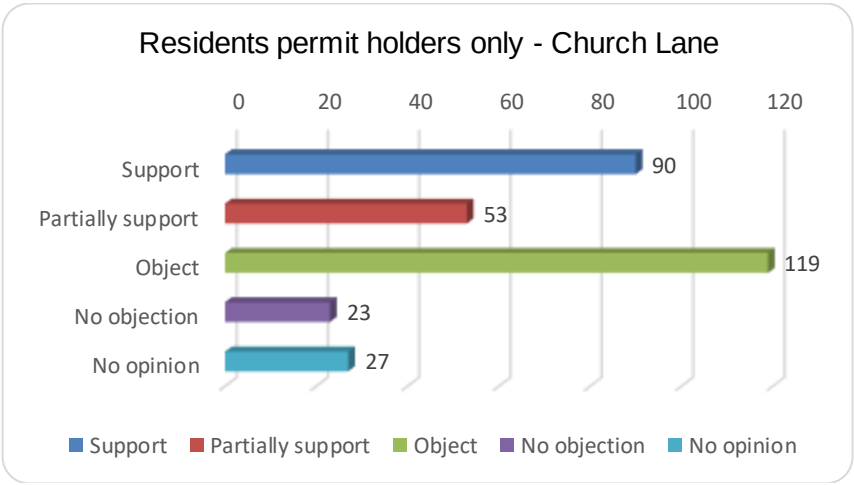
j. Introduction of Residents Permit Holders Only parking bays – Browns Lane



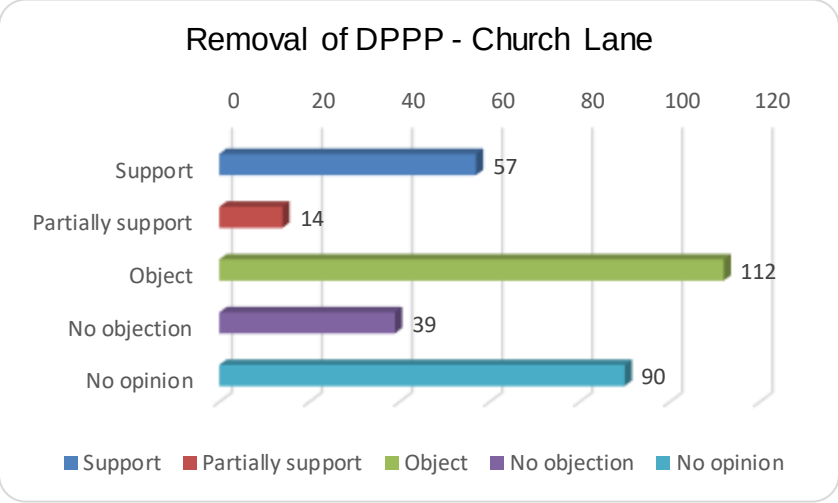
k. Introduction of Residents Permit Holders Only parking bays – The Playing Close



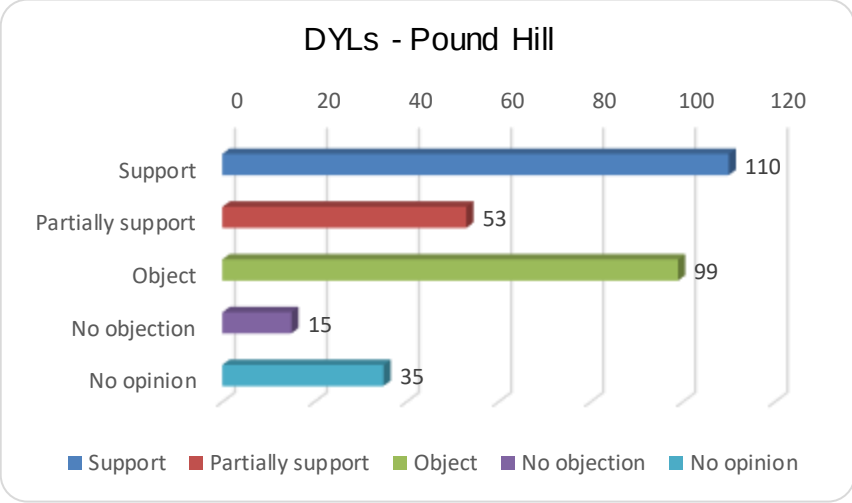
l. Introduction of Residents Permit Holders Only area – Church Lane



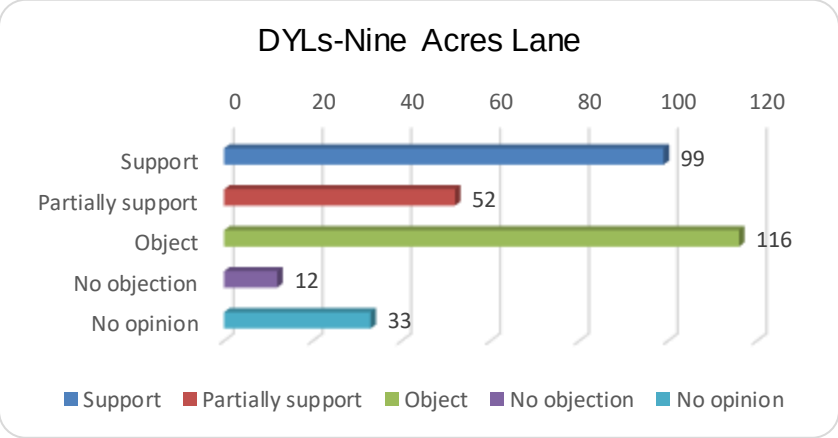
m. Removal of Disabled Persons Parking Place – Church Lane



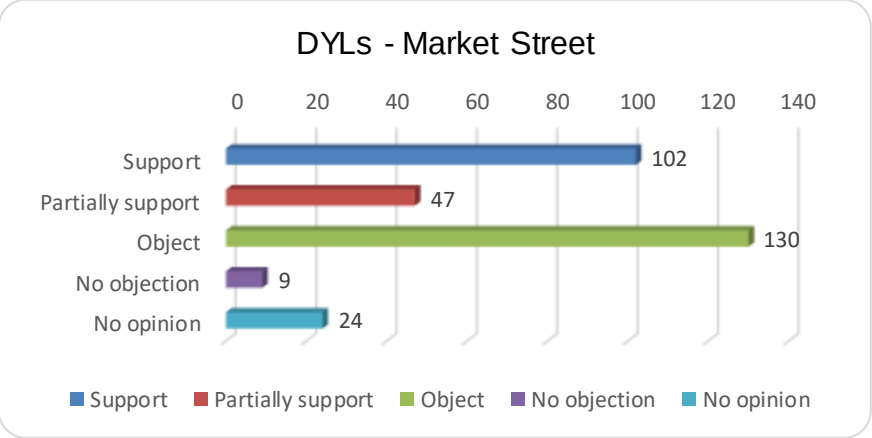
n. Introduction of 'No Waiting at Any Time' (double yellow lines) – Pound Hill



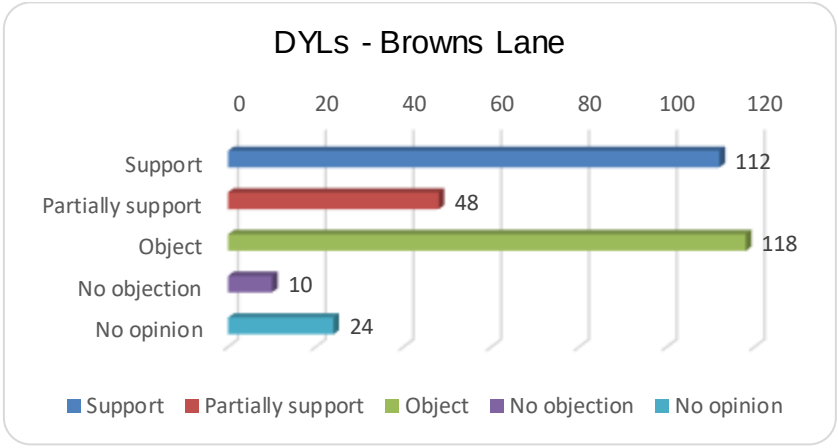
o. Introduction of 'No Waiting at Any Time' (double yellow lines) – Nine Acres Lane



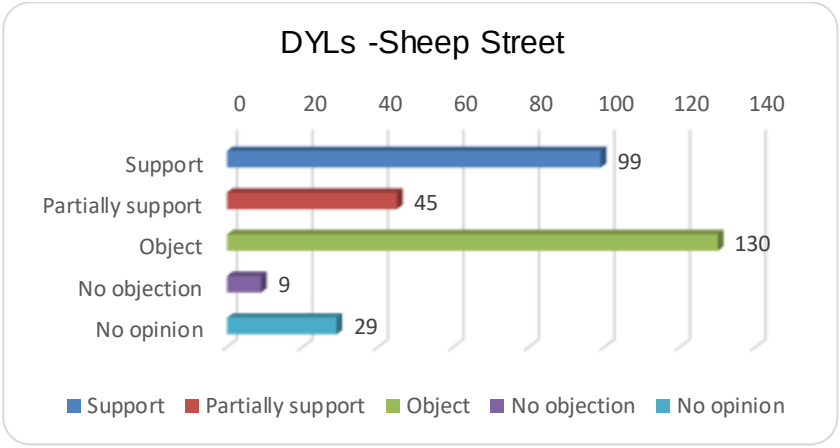
p. Introduction of 'No Waiting at Any Time' (double yellow lines) – Market Street



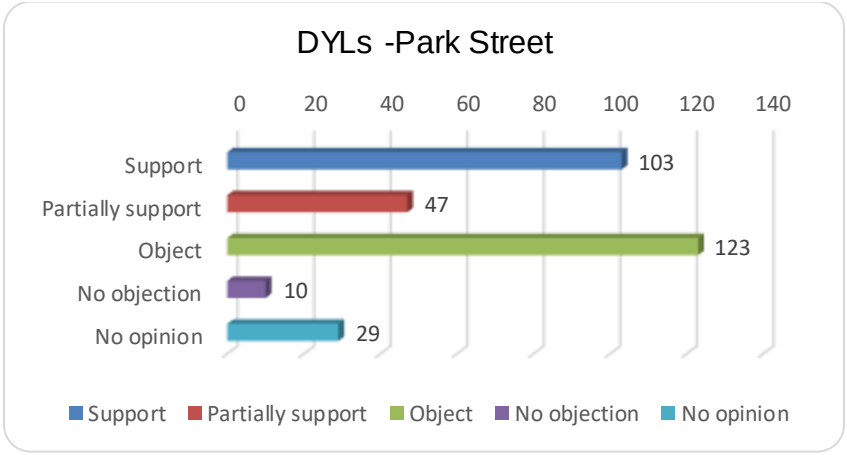
q. Introduction of 'No Waiting at Any Time' (double yellow lines) – Browns Lane



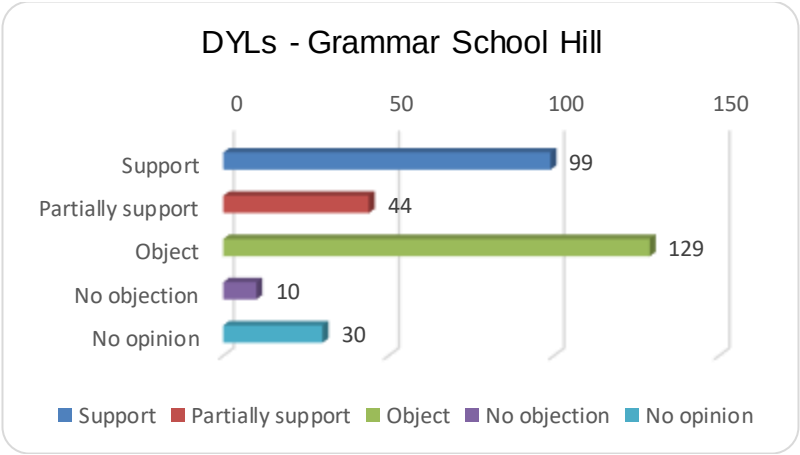
r. Introduction of 'No Waiting at Any Time' (double yellow lines) – Sheep Street



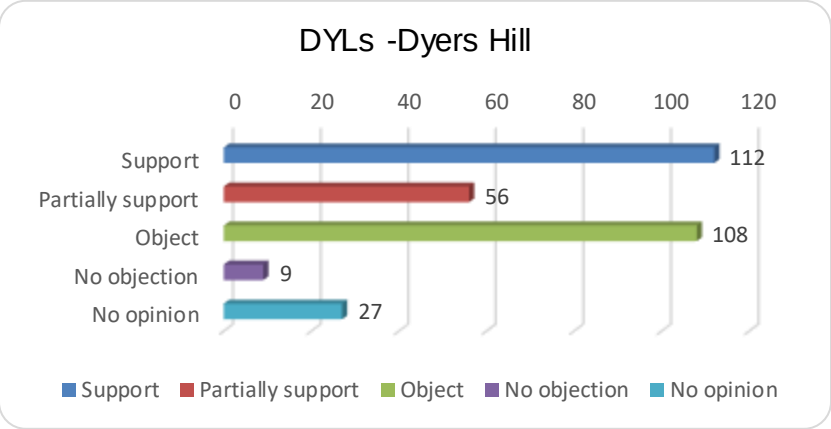
s. Introduction of 'No Waiting at Any Time' (double yellow lines) – Park Street



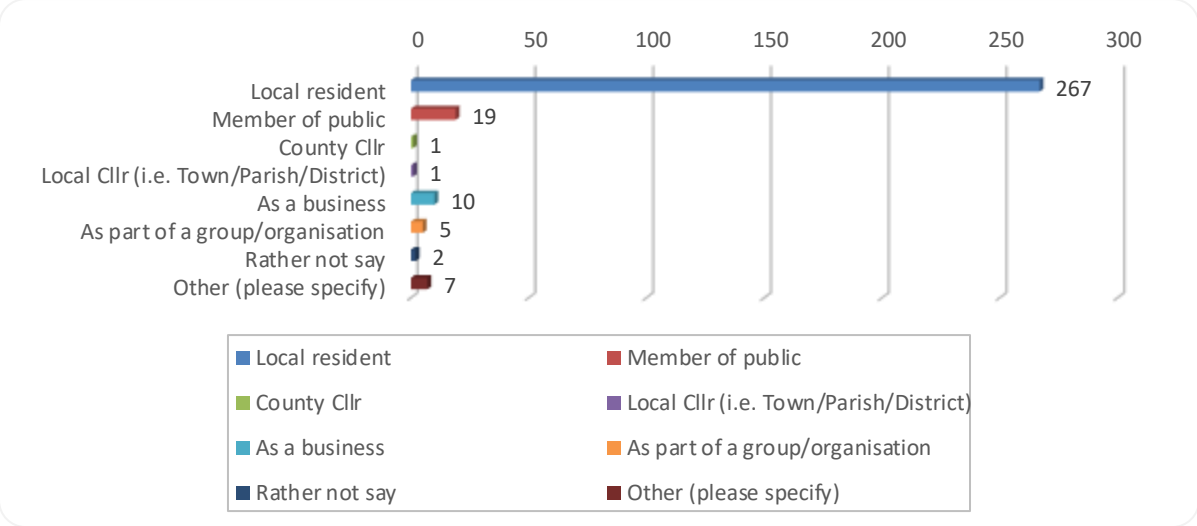
t. Introduction of 'No Waiting at Any Time' (double yellow lines) – Grammar School Hill



u. Introduction of 'No Waiting at Any Time' (double yellow lines) – Dyers Hill



v. In what capacity are you responding to this survey?



ANNEX 3

A. Statutory consultee responses:

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(s2) Local MP (Banbury)	I have been contacted by one of my constituents who is very concerned about this and he tells me that many of the residents are also. Their main concern is the impact on the local businesses, in particular a childcare facility that has been established in the village since 2012. Little Monkeys Charlbury employs many of its staff from surrounding areas and they are required to use their cars to commute each day. There is a very real possibility that these proposed restrictions could cause significant difficulty for staff members. I would like to request that local businesses and their workforce are consulted with on the potential impact of these restrictions.

B. Responses received by email:

RESPONDENT	COMMENTS
(e1) Local resident, (Charlbury, The Playing Close)	Car parking is indeed a problem in Charlbury so I was delighted to receive your letter regarding proposed changes in Charlbury. Whilst I was pleased to note you are proposing a system to try to solve the problem, theres no proposal to provide alternative car parking, so it is quite likely to cause a problem elsewhere. Also for your suggestions to work it will take a great deal of supervision, so will the town be patrolled regularly by traffic wardens?

	Also will there be an extra charge levied on the properties allotted permit holder status? Another question is how do blue badge holders fit in with these proposed new regulations. At present they can park almost anywhere. I would be grateful if you would include these points in your discussions on whether to proceed with your proposals.
(e2) Local resident, (Charlbury, Dyers Hill)	The proposal fails to make any proposals for Church Lane. This is opposite my house on Dyers Hill. If all the surrounding areas are subject to new parking restrictions, this area will be targeted by passers-by/train passengers given the convenience for the station and is anyway, close to full ongoingly for residents (myself included) who live on or very near Church Lane and choose to park there. I would urge you to reconsider this area in your proposals Especially since, following the new parking allocation, there will be an increase in traffic wardens and ticketing so those present residents using Church Lane will be penalised ongoingly - without an alternative parking arrangements. I moved into Dyers Hill, and like many others initially parked on Dyers Hill - I have now over £1,000 of damaged paintwork to deal with on my car following drivers pushing thru this area - it is too narrow with impatient drivers. Would it not make more sense to increase the residents parking down Dyers Hill (where it is presently opposite Dyers Hill House land) and along Church Lane to alleviate these problems - I know I am not alone, several of my neighbours have experience similar expense thru no fault of their own. As a resident, I don't object to paying ODCC for residents parking, what I do object to is the fact this proposal doesn't cover residents needs (even with one car) and when the restrictions are in place, it occurs as a further revenue increase for the council, with residents paying for the permits then, when there is no parking available, paying again for parking fines.
(e3) Local resident, (Charlbury, Dyers Hill)	I am a resident of Market Street, Charlbury, and am naturally interested in your consultation on the proposed parking restrictions in the town centre. I have looked at the Let's Talk website and see the following statement

	"Those properties which would be eligible to apply for permits would be residents of: Browns Lane, Church Lane, Church Street, Dyers Hill, Park Street, Sheep Street, Thames Street, and The Playing Close." I assume that this list should also include the residents of Market Street but would be grateful if you could confirm this. (Market Street is also not mentioned in the sections of the Public Notice and the Statement of Reasons which deal with permit holders, despite the fact that permit holders are mentioned in the proposals for the street.)
(e4) Local resident, (Charlbury, Market Street)	Thank you for the advice regarding the proposed new parking restictions in Charlbury. It is sad that we should have to resort to the introduction of residents' parking permits in a little place like Charlbury BUT it is clearly necessary. Many residents are obliged to park a long distance from home because visitors and rail travellers occupy the most desirable slots. It is difficult to follow the finer detail on your plan and I apologise if my point which follows has already been taken into account: In Market Street, there are a number of places in the road marked KEEP CLEAR. These are where some of us residents drive in and out to access our properties (where we park). Please will you ensure that these spaces are maintained under the new arrangements and to the same width, as Market Street is narrow and if cars encroach, access is impossible.
(e5) Local resident, (Charlbury, Thames Street)	1. I live in Thames Street with off-street parking for once car and have many elderly, fairly disabled visitors who have difficulty when walking. 2. As a church goer I am concerned as to where people going to services, weddings, funerals, etc which are not confined to Saturdays are going to park. 3. the following comments ignore all street except Dyers Hill, Church Lane, Thames Street and Nine Aces Lane. 4. It should be noted that traffic jams in Dyers Hill, Thames Street & Nine Acres Lane are caused mainly by the considerable number of large vehicles trying to pass each other because of the weight restriction on the bridge. These

	vehicles are banned but OCC never enforces this. Remove these vehicles and the jams would go and cars need not be banned from parking on these roads. 5. However, another cause of people not finding places to park is the number of vehicles parked in these streets for days, even weeks, and sometimes months by people using the station. This could be solved by banning most people from parking ibn these roads for more than say 4 hours. 6. This leaves parking for residents which could be solved by allowing one car for any resident to have unrestricted parking.
(e6) Local resident, (Charlbury, Church Street)	Thank you for sharing the Charlbury parking proposal. We live on Church Street with our six month old daughter and we often struggle to park near our home. We are strong supporters of permit holders parking. However by making Church Street "Permit holders only or 3 hours no return within one hour" when the other streets around have more restricted parking it will make the 3 hour spaces more attractive and put pressure on the parking spaces for permit holders on Church Street. We would like to propose amending the shared parking bay times on Church Street to align with Market and Sheep Street 'Permit holders or 1 hour, no return within 1 hour, Monday - Sat 8am - 6pm'
(e7) Local resident, (Charlbury, Browns Lane)	Thanks for your letter of 24 october 2024 – we take note of your proposals for changes to on-street parking and approve of them. We note your plan to have parking for residential permit-holders in browns lane And look forward to recivng a permit for our dwelling, heathfield cottage, as indicated on your plan.
(e8) Local resident, (Charlbury, The Playing Close)	1 Sadly without extra parking being made available restricted parking will only move the problem on to another part of town. 2 If restricted parking is installed who will enforce it? 3 Permit holding isn’t required by the residents of The Playing Close, we have our own parking at the rear of the houses.

	To me it seems at present an insoluble problem which certainly won't be solved by instigating the suggestions you have made. Good luck!
(e9) Local business, (Charlbury, Church Street)	I am sure you are aware of the proposed parking changes in Charlbury. We feel very strongly about these, and genuinely believe that they will have a large negative effect on our business. We own a private children's day nursery in Charlbury. We currently provide quality childcare for 92 children throughout the week and have a waiting list up until Easter 2026, so we class ourselves as a successful local business. We employ 22 members of staff with 14 of these living outside of Charlbury. Most of these were Charlbury residents who have had no option but to move away to surrounding areas due to the astronomical house prices in Charlbury. These 14 members of staff all have to drive to work and will need to be able to park their cars somewhere. They all work varying hours with some of them working 10-hour days, with the shortest working day being 5.5 hours. The proposed parking scheme limits the on-street parking to a maximum of 3 hours on Church Street and shorter periods of time elsewhere. The only all-day parking available will be the Spendlove carpark which I believe has 26 spaces. There are obviously surrounding streets that can be parked on, but these are already busy, and it doesn't seem right to simply create a problem elsewhere. We have investigated bus timetables, but these simply do not work. For example, some of our staff live in Carterton, they would need to catch a 6.30am bus to get to Charlbury for 8am. Some of these staff have school children who need to be dropped of and collected, so with the 3-hour bus journey, simply this does not work. Working in childcare is low paid, due in part to the low funding rates imposed by the government. The new employer National Insurance payments are going to compound this further. Most of our staff could earn significantly higher wages elsewhere, but choose to work in childcare, because they feel that they are carrying out a very important job role and making a positive impact on the lives of hundreds of children. If parking is made difficult, or impossible, we have genuine concerns that we will loose our valuable staff, and ultimately will result in us having to close our business. We have expressed our concerns with the Town Council, but they seem to be keen on pushing these changes through. A member of the Town Council did come out and have a meeting with us, and their suggestion was that our staff should consider getting electric bikes!

	A number of the Town Council members are going to benefit directly from these changes, and I am not confident that these changes are being pushed for the benefit of the town. I understand that approximately 150 people are currently employed in the town, and it seems utter madness that this proposal does not cater for any of these people and where they are going to park. How is it right that business (ours has been here for 27 years), are being overlooked. All I hear is that this scheme will improve parking for visitors to the town, but there isn't going to be a lot left to visit if all of the workers cannot park. As a side issue, I have heard from a Town Councillor that the Spendlove carpark is also being considered for having time restrictions put in place to stop all day parking, but this seems to being kept very quiet. All very worrying.
(e10) Local business, (Charlbury, Church Street)	I am the owner of a children's day nursery situated in Church Street Charlbury. There has been a nursery situated here since 1995, we are full and have a waiting list until Easter 2026, people want their children to come to us. The nursery is good mainly due to the amazing staff we employ. Many have worked with us for years and we value our staff members greatly, they are what makes Little Monkeys special , they know the children, they know the parents, they have knowledge, qualifications and experience and they ensure the children are happy, having fun and are safe and the parents feel supported in leaving their child to go to work. Something every working parent struggles with. They are also special as they could probably earn more and have a less stressful job as a cashier at Sainsburys, but their passion is childcare, and they are irreplaceable. I employ 23 staff. 15 live outside of Charlbury. We work long days - some staff work 10-hour shifts starting at 7.30 or 8am, making sure we are here ready for the children to be dropped off so the parents can get to their jobs. Some have no option but to drive to work. We have explored all other options - getting a bus from Carterton would mean leaving at 6.30 am and arriving home at around 8pm. It's just not viable, childcare is tiring, it's hard work both physically and mentally and it would make it a ridiculously long day, allowing for no work/home balance, no downtime and would not be good for anyone's mental health. Staff who can lift share do, but different shifts, days and personal commitments (collecting children from school etc.) means this can't always happen. So, Staff drive to work. The proposed parking restrictions in Charlbury worry me, where are my staff going to park, they won't be able to park in the roads around the nursery as we have for years and there are only 24 spaces available in the coop. The town council said they have talked to businesses, yes they came out and spoke to us and we told them our concerns and they agreed it would be difficult, now they are saying they are exploring options for businesses, but what options no

	one seems to know and surely these options need to be secured before the restrictions come in? They also need to be sensible options. What if parking for businesses becomes too tricky, childcare recruitment is difficult and I don't want to lose my staff over parking, I don't want a mediocre staff team, I want the best, the staff I have now. What if I do lose staff and can't replace them, then what happens, we work to ratios, if we can't meet the ratios, we then have to close. It concerns me. The staff themselves are worrying, some are angry, of the 15 who live outside of Charlbury, 6 staff members started with us when they were young and lived at home in Charlbury. As they have grown up, qualified and wanted to naturally purchase their own homes, they have had no choice but to move away from Charlbury to Carterton, Chipping Norton, Witney etc. as house prices are more favorable there than the astronomical prices in Charlbury. Downside, they have to drive to work! I feel sad that I feel we are not being listened too, the nursery has been here for a long time, we have beenand are important to a lot of families, we have been here a lot longer than most of the people who live on Church street, but we don't seem important to the town council, as we are not useful to them. The town council has even admitted on Charlbury Forum that this is being done because residents can't park near their homes - surely this should have been addressed and thought about when they bought a house with no parking attached as the problem now is no worse than previously. It does seem though that many of the town council will benefit as they live on the streets due to get the parking restrictions - surely this isn't fair? Purely selfishly, not even thinking about the nursery and my staff, surely all these people who can't park will just park on the estates and roads outside of the parking restrictions (where I live), so we will be moving the parking problem to a different area - luckily for me, I had the foresight to buy a house with a driveway!
(e11) Local resident, (Charlbury, Jeffs terrace)	I live ,Jeffs terrace charlbury,on nine acre lane we can have permit holders parking in the lay-by out side our homes as well as all the well off areas in charlbury getting priority as we will have no were to park once you put more yellow lines down. The problem is that the railway station cars park outside my property in mornings from 06.00-19.00 at night and the garage opposite in day time so the only option will to move up road in front off other peoples houses which is not right, or as some say next to wall near football field meaning single file traffic up there.I've asked cottesway to talk to you see if we can sort something out.

	No one seems to care or reply to my emails. I've bought my property and this just not fair. If the railway station was free parking we would not have this problem.
(e12) Local resident, (Charlbury, Church Lane)	We're writing to respond to the proposed changes regarding parking in Charlbury. We are currently live on Church Lane. Having reviewed the proposals and completed the survey, we would like you to also consider the following request: We are lucky enough to have a gated driveway on Church Lane however people are blocking our access by parking opposite the entrance to it. It renders the driveway useless as we don't want to risk being blocked in and unable to get to work / take our daughter to school. We would like some 'No parking' road markings and 'No parking - gates in use 24/7' sign to ensure people don't park opposite our gates, preventing access. I attach photos below. Our landlords are also aware of our request and support it. Part of the reason we rented this house was because it came with a driveway, we don't wish to spend more money on having to obtain a resident's parking permit. We would be happy to welcome anyone from the council who wishes to physically see the space.
(e13) Charlbury Community Centre	It was concluded that the proposed parking scheme would have a negative impact on the Charlbury Community Centre and on the Playing Close. If the scheme is implemented there is an expectation of compensation should mitigations by TGT be necessitated to deal with increased unauthorised parking in the car park at the Community Centre (ie by people not using the Community Centre), and/or with damage to grass verges and road surface caused by increased parking on the Playing Close.
(e14) Member of public, (Charlbury, Cornbury Park)	I have lived in Charlbury for over thirty years. At least I thought I had. But if I understand the document laying out the new parking restrictions correctly I am now longer a resident of Charlbury but 'a visitor ' although my address remains ' Charlbury. My dentist is in Charlbury as is my vet, chemist, shop and post office, the Coop,and the local beauty parlour, Clarimore. Not forgetting the deli, the pubs, and Tim at Number 4. I live in Cornbury Park and in order to avail myself of any of the above it requires the use of my car. I am not alone in facing this dilemma.

	I find the document confusing to understand and there seem to be a few contradictions along the way which makes it even more difficult to get to grips with the proposal.
(e15) Local resident, (Charlbury)	I am writing to share my thoughts on the current parking proposal for Charlbury, as I believe it could negatively affect the area. I have outlined my concerns below and wish to formally express my objection to the proposal. As a lifelong resident of Charlbury, I wanted to share some thoughts and concerns about the proposed parking plan for our town centre. While I understand the council's aim to address parking challenges, I'm not sure the current proposal fully supports a sustainable solution for the community. The parking issues we're facing today have some relation to the railway station's car park renovation several years ago. Although the upgrade and additional spaces were much needed, the current pricing may unintentionally discourage use. Many commuters from nearby villages, as well as Charlbury residents, prefer to avoid these additional charges on top of already high train fares. As a result, they opt to park in nearby streets for days at a time—often from Monday morning to Friday evening—leaving limited spaces for local needs. In addition to this we have an increased number of visitors who are choosing Charlbury as the place to enjoy. However, the introduction of double yellow lines, limited waiting parking bays and the addition of resident parking permits will shift these parking issues to other areas around Charlbury. I also worry that our community's shared spaces, like the co-op/community centre car park, may become the next choice for parking. This could limit access for people visiting local businesses, the community centre, and essential services such as the doctor, dentist, and vet. Would the council consider how to address this potential impact if the town centre restrictions are introduced? For instance, would residents be required to pay for parking in the co-op/community centre car park? And would parking metres then need to be installed in these areas? Additional restrictions could also affect our town's convenience for families, especially for those dropping off children at nursery or collecting prescriptions. Businesses in the centre—like the deli and framing shop—might also see reduced foot traffic if parking becomes too restrictive. Are we sure this plan won't unintentionally discourage visitors from using these amenities? Parking challenges are indeed a known part of living in Charlbury, and most residents are likely aware of them when choosing to live here. Given the careful consideration we know the council puts into each decision, I wonder if the costs of this proposed plan could outweigh its benefits.

	Implementing and enforcing these restrictions will likely require significant investment (new signage, council staff issuing parking permits, line painting etc..), including the potential hiring of full-time parking attendant to monitor compliance. Might it be worth exploring a partnership with the station's car park operator instead? Prehaps the council could assist in funding a reduced parking fee for Charlbury residents or those within a certain radius who frequently use the station. A discounted annual permit, supported by a council contribution, could encourage commuters to utilise this designated parking space at a potentially lower overall cost than implementing town-wide restrictions. Maybe this could be trialled over a 12 month period to see if this may be a successful alternative to the one already proposed by the council? In conclusion, I believe solving one problem by shifting it to other parts of town doesn't feel like a sustainable solution. I worry that assisting a small number of residents at the expense of others will ultimately do more harm than good for our community. I really do think there are other options to consider other than the current proposal and I hope the above helps provide perspective on how we might best support a balanced solution for everyone living and parking their car(s) in Charlbury.
(e16) Local resident, (Charlbury, Market Street)	I broadly support the proposals though some arrangement could be considered for employee parking. Ultimately, though, the supply/demand issue for parking in Charlbury town centre will continue. Demand has skyrocketed since Covid (overflowing station car park, destination food pubs, larger cars, more working from home, planning preference for infill leading to former off-street parking spaces being redeveloped). There is no opportunity to increase supply and nor should there be - Charlbury is a conservation area, in the Cotswolds AONB, and no one sensible wants more of its green space concreted over. 50% of those using the town centre car park are making a journey of less than two miles. Others are travelling from areas with a train or (OCC-supported) bus link. We should be doing everything we can to replace car trips with active travel and public transport. To this end, I would suggest that an accompanying package of (cheap!) "quick wins" is brought in with the introduction of this scheme, to encourage walking, cycling and public transport: • pavement parking prohibition as part of the TRO • cycle contraflows on one-way streets in the town centre

	• advisory road markings to make drivers aware of crossing pedestrians (particularly at the south end of Browns Lane by the Bull, and at the entrance and across the Spendlove car park) • promotional commuter fare campaign on the X9 from Witney/Chipping Norton • consider routing selected X9 journeys via the railway station and Catsham Lane, river bridge weight limit permitting (e.g. the 07.05 Witney-Chipping Norton service) • a "Travel Plan"-like initiative, working with the food pubs, other employers and Town Council, to inform employees and customers of non-car options ——— A few matters of detail: • I may have missed it, but in the draft orders, I can't find the wording used in Oxford's CPZs requiring that vehicles are parked within the marked bays "with every part of the vehicle on the carriageway". Pavement parking is a big issue in the town centre, particularly with the wide cars of visitors to the two food pubs: it obstructs the pavement for the less mobile, wheelchair and pushchair users. Please could you ensure this stipulation is included? • Pooles Lane (section north of Fisher's Lane) is narrow with very little on-street parking and residents usually park nearby in the town centre. These properties could be added to the list of those eligible for permits. • The bollards proposed for Church Street don't address the problem area, which is not at the junction itself, but at the end of the existing DYLs outside the Rose & Crown (by the pub's side gate and the wall-mounted maps). Cars parked there regularly obstruct buses. A bollard on a small build-out would be clearer than pavement bollards. • The other area for obstruction of buses, most recently last Saturday night, is the recently extended DYLs on Browns Lane which are regularly ignored by pub customers. A small build-out here with a bollard would make a massive difference. (None of these change the intention of the plans so I'm sure, where necessary, they could be included in a TRO without re-consulting.)
(e17) Local resident, (Charlbury, Dyers Hill)	I have completed the survey relating to these proposals which I mainly welcome. I would just like to reiterate to you and extend some of the comments I made and ask a couple of questions for clarification relating to the proposals for Dyers Hill and Church Lane, Charlbury. All the places in the survey where residents' parking is proposed have sections where they are largely without resident off street parking, so in every case the proposed Residents' Parking Permits are to be welcomed. The anxiety that this issue causes has built up over the many years that I have lived on Dyers Hill, when returning home, always wondering if there will be anywhere to park. The current Time Limited system on Dyers Hill worked for

	residents when it was enforced, with our registration numbers being collected by WODC, when they had overview of the system. Since the scheme was taken over by OCC, the whole thing has collapsed and parking has again become a free for all, with Dyers Hill and Church Lane particularly being subject to station users leaving vehicles for a length of time on many days of the week, on a street where there is almost no off street parking available for residents. In addition, many users of the road seem oblivious of the need to respect the pavements, when heading precipitously to or from the station. Although this is not the issue being currently discussed, it is clear from the fact that it is proposed to remove the time limited parking on the north side of Dyers Hill that highways inspectors and councillors are aware of this additional problem. It would be very useful if 'Give Way'/priority signage could be installed in conjunction with the proposed new parking scheme. *Space will still be at a premium for the residents who need to park on Dyers Hill. The proposals suggest 89m of residents' parking space = approximately 18 vehicles. There are 13 + houses with frontage onto Dyers Hill with no off street parking. The plans are not clear about what happens on Dyers Hill, adjoining the eastern entrance to Church Lane. Reducing the section allocated for Residents' Parking at that point from the current 15 m Time Limited approx to 10 m Residents' Parking, means that effectively only two vehicles will be able to park at that point, rather than the current three. Can this be reviewed? *Together with the loss of three spaces on the North side of Dyers Hill, we will effectively lose five potential spaces. Although not every household is in possession of two vehicles, several are, for various necessary reasons. There also needs to be space for contractors, health visitors, normal visitors to come and go. Therefore, will residents with parking permits on Dyers Hill be allowed to park in other parts of Charlbury where there will be residents' parking, most particularly Church Lane, as they often need to do now, if space is not available on Dyers Hill?* *The Dyers Hill 'No waiting at any time' lines depend entirely on the detail. The length of the line going into Church Lane (east side) from Dyers Hill (south side) is not at all clear on the plans (map). There also seems to be a blue Residents' Parking line across the mouth of the triangle at the junction of Church Lane and Dyers Hill. I am not sure if this is intended, but if it were, it would be very welcome and worked well prior to the current Time Limited scheme being introduced.* This is a long awaited rethink of parking in Charlbury and it is a great relief for someone who has lived on Dyers Hill for 34 years, seen a huge increase in the traffic using the hill, the introduction of parking charges at the station, which have added to the difficulties and who has campaigned for something similar for at least 20 of those years. I do hope that the proposals come into being. I am concerned, however, about the charge to tradesmen, which will surely then

	be passed on to clients and add to the inflationary spiral. Issuing a visitors permit to them would perhaps be a better alternative.
(e18) Local resident, (Charlbury, Dyers Hill)	1. The hours for parking restrictions should be extended by one hour in the evening. The cover letter states the changes propose to address concerns regarding commuter and non-resident parking in Charlbury. The non resident parking in central Charlbury is in large part made up of pub visitors, especially in the evenings. Given this, Charlbury's own commuters are not served by a system that times out before you can get home. A standard working day in, say, Oxford, where you use your car to park and ride, or drive in some other way, does not see you home by 6pm. To be of use, the hours for parking restrictions in Charlbury should be extended from 8am-6pm to 8am-7pm. This would also assist users of the Co-op. 2. The restrictions should also apply on a Sunday. Sunday is a pub trading day in Charlbury, and free spaces tend to be just as rare on a Sunday because of this. Correspondence by residents to both the planning and environmental health departments refers also to the reduction in size and the repurposing of the car park at the Bull pub on the corner of Browns Lane. The proposals for limited waiting time with permit holder exceptions should be extended from Mon-Sat to Mon-Sun. Again, this would also assist users of the Co-op. 3. With regard to 1.e.v. The length of the proposed resident permit holders parking only bays in Browns Lane should include all the current places that are available for car parking (4 cars and 2 cars). While I have done my best to follow the proposal, I cannot be certain whether or not another car parking space is being removed from the Memorial Hall end of Browns Lane. No further spaces should be removed. One space was removed to help buses navigate near the Memorial Hall. Sometimes, people still park there. They are not residents. Council authorities may be tempted to conclude that a further space should be taken out of use, but if you look at the photo below, the lines marking the old bay are still highly visible. Once a driver has parked, they're on top of the double yellow, and the no parking sign is, rightly, discreet. Those lines showing the old bay need to be burned off or otherwise removed completely, and no further spaces should be taken out of use at the Memorial Hall end of Browns Lane. 4. Regarding 1.e.vi. The length of the proposed resident permit holders parking only bays in Browns Lane should include all the current places that are available for car parking (2 cars and 4 cars). The shape of the road can and does hold 4 cars parked outside the Over 55's Development (formerly known as the Beechcroft Development on the old primary school site). It has done so for years. The proposal appears to remove one of the spaces on The Playing Close, towards Poole's Lane, and this is unnecessary. Every space in the Browns Lane/Co-op precinct is precious. Improve the marking e.g. with a double yellow line boundary at the Poole's Lane end, but don't remove a space. This stretch of road can and ought to continue to hold 4 cars.

	5. With regard to 7a. The use of visitors permits by pubs must be capable of monitoring for abuse. Unlike staff in other businesses, pub staff tend to live in and are therefore a distinct kind of resident because it is the business of pubs to attract as many visitors as possible to their premises. The car park at the Bull has been significantly repurposed so as to take it effectively out of use as a car park for patrons of the pub. My reading is that staff residing permanently in the pubs are deemed permanent residents and the pub may obtain two resident parking permits, and 50 permits a year for visitors (I am not sure whether this is 50 permits for the property or 50 for each permit for the eligible property). Temporary pub staff residing for several weeks are entitled to 25 visitors permits (I am not sure whether this is 25 permits on a rolling sort of basis, or whether the cap is 50). Pub staff also live locally in other properties, and while I do not know the exact locations of all properties owned by the Bull, or those owned by other pubs in Charlbury, I am aware the Bull has staff residing in several houses in the town. Whichever way you look at it, there is great scope for a pub to make the proposed system for parking restrictions in central Charlbury laughable. Blocks of visitors permits should be issued in such a way they can be traced back to the eligible property. 6. Any scheme introduced should have a timely review. In truth, I am ambivalent about these well meant proposals to regulate parking. Parking is very tight in central Charlbury, and I am uncertain if it can be regulated to achieve what people say they want to achieve. It is difficult to foresee whether new rigidity will make for added parking pressure in the centre or indeed displace problems to other streets in the town. I request that a timely review is scheduled to see whether this scheme meets need, or whether it gives rise to central Charlbury's version of musical chairs for drivers, where we go around the town in circles but find there is no space.
(e19) Local business, (Charlbury, Sheep Street)	We have been running a successful beauty salon in Sheep Street for nearly 8 years and we are extremely worried that the proposed parking restrictions will seriously impact our business as we have a high number of clients that travel in by car from surrounding areas. We understand that something needs to be done with the current parking situation as over the 8 years our clients have faced more and more parking struggles. However, if what has been proposed the only parking available for our clients would be Spendlove, we understand a survey was carried out and it was found that spaces became regularly available however from experience we were shocked of these findings as most of our clients would try Spendlove before parking on the streets surrounding the salon and Street parking would become more successful!! The time limits on the street parking which have been proposed would not be long enough for our clients who on average are in the salon for 90 minutes or more. A 3 hour limit, would be more welcomed, we also believe that would help other businesses for example the restaurants but would hopefully act as a deterrent to anyone using it for the

	station. We believe Church Street is the only street offering 3 hours and majority of that Street will be used for residence we don't believe spaces will be available for our clients, plus it would be battling with the pub customers. We strongly believe if these restrictions are put into place than an additional car park would be needed. With the amount of people that work in the town from the doctors, dentist, vets nurseries, etc these workers alone would fill Spendlove twice over - which then leads back to our clients having no chance of getting into Spendlove. One last note we would like to express is since the community centre has opened, this alone has affected our parking situation. We share quite a few clients with the community centre that use their classes and these clients are again from outside of the town, not enough space was made available when this opened. We really worry that this proposed plan will kill what's left of the town. Also we were told that some local businesses have been interviewed on this matter, unfortunately no one has been to visit us as we would have appreciated voicing our concerns.
(e20) Local business, (Charlbury, Sheep Street)	I have been a resident of Charlbury for the past 42 years and have lived at the above address for nearly 21 years now. The problems with parking first came about owing to the parking charge being introduced at the Charlbury Railway station when it was more cost effective for rail users to park in Charlbury rather than use the car park provided for them. This could have been addressed during the Planning consent process and perhaps could be reviewed as many rail users leave their cars in Charlbury - some for some weeks at a time? Free parking at the station would alleviate this problem to some extent. My customers are generally locals who walk unaided, although a few are partially disabled and need to get access to the front door. Likewise, access to my cellar is from Sheep Street and either stock is brought by my wholesalers to the front or else delivered from my own van and being unable to access the front would mean that I would miss deliveries. That will be the case for other businesses and perhaps a loading/unloading area could be made available with (say) 30-minute parking for this purpose only? Otherwise, deliveries stop vehicles moving along Sheep Street for 20 minutes or more which leads to fractious incidents with other road users. Also. Sheep Street has a problem in that it gets constricted from the front of Greater Hone House to No.2 Sheep Street (approx. 17m in length) and I think it would be best if parking was prohibited on one side over this length and combined with a width restriction put in place at the Junction of Sheep Street with Church Street. We are often asked to identify cars in order that we can ask the owners to move them so that large HGV's can pass through – wrongly directed to Sheep Street by their Sat Nav's.

	In fact, if the 17m length was used for deliveries only with a 30-minute maximum stay, the drivers would be near their vehicles anyway and so could move them quickly in the event of a blockage. There is also a man hole cover at the front of Greater Hone which has fuses within it that have to be replaced when power goes down to The Bull and other properties at the North of Sheep Street. Cars often park over it and the SEC often ask who owns them in order that they can gain access in an emergency. A post would prevent parking at this position and allow the SEC access. It would also be useful if windscreen parking permits had the car owners telephone number because of these problems, otherwise the police have to be called to deal with them which takes some time. I realise that whatever happens there will be problems caused for someone and it may be a case of having a trial period but it will never be possible to get agreement from everyone as we all know so well!
(e21) Charlbury Baptist Church	The members of this congregation, located at the top of Dyers Hill, have requested that you provide some Disabled Parking spaces near the church. We have several attendees who need near and easy access to the premises.
(e22) Local resident, (Charlbury, Dyers Hill)	I have already completed the online survey, and in the form suggested that on Dyers Hill the proposed no waiting restriction is 'swapped' with the proposed resident's parking holder parking bay opposite so as to (a) create a chicane to slow traffic flow up and down the hill and (b) put the proposed parking bay on the same side of the road as the residents who are likely to use it. Another alternative is set out in the sketch attached. The introduction of chicanes with downhill priority would also slow traffic up and down the hill, but has the added advantages of (a) ensuring downhill traffic has priority which should help keep the junction with Thames Street and Market Street from becoming blocked at peak times and (b) affording drivers proceeding uphill the advantage of being able to remain on the left hand side of the road and so give them better visibility up the slightly curved section of road between Lawn Cottage and Kimbell House where parked cars are being damaged as they come into conflict with traffic proceeding downhill. It may also remove the need for the bollards I suggested to protect the pavement opposite this bay.

	I hope this suggestion is helpful. I am also copying in Cllr Leffman as several residents have been in correspondence with her asking for something to be done to resolve the ongoing issue of damage to resident's cars on this stretch of road.
(e23) Local resident, (Charlbury)	I am writing as a folow-up to responding to the survey. I initally responded largely supporting the parking proposals. However, having read this long thread on the Charlbury website, https://www.charlbury.info/forum/12512, I'm concerned that people who work in Charlbury are not included in the scheme, for example workers at the pubs and the nursery in Church Street. I wanted to register this concern and ask that the proposals are amended to make provision for people who work in the centre of the town.
(e24) Local resident, (Charlbury, Sheep Street)	As a resident of Charlbury I filled in the online questionnaire about parking recently. I wanted to highlight a concern that I have that I suggested in my response. I live on Sheep Street at the top end near The Bull. We do not have a front garden so our front door is directly onto the road. We now regularly have large vehicles parking on the pavement close to our front door. In Market Street where there are narrow pavements they have bollards which prevent vehicles from going near the pavements. The proposal suggests that there will be bollards on the corner of Church Street. I would like to suggest that we have them on the section of road between the Bull and Wallden House to prevent parking on the pavement. It causes problems because • It narrows the footpath which means that people often have to walk in the road including people with buggies, children and people with disabilities which is very unsafe as not everyone keeps to speed limits and also we often have vehicles coming the wrong way up Sheep Street • It makes household maintenance at the front of the house problematic • It can be very intrusive and cut out light The alternative would be to have fewer parking spaces at this point.

C. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Charlbury, Browns Lane)	'Time-limited' parking bay: Browns Lane – **No opinion** No opinion Shared use parking bays: Church Street – **No opinion** no opinion Market Street – **No opinion**, Sheep Street – **No opinion** no opinion Grammar School Hill/Park Street – **No opinion** no opinion Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **Support**, The Playing Close – **No opinion** Resident Church Lane residents parking area – **No opinion** No opinion Church Lane DPPP removal – **No opinion** no opinion 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **Object**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** Resident

	Any other comments?
(o2) Local resident, (Charlbury, Browns Lane)	‘Time-limited’ parking bay: Browns Lane – **Support** I am a resident on Browns Lane. The significant increase in car traffic since the newly refurbished pubs opened (especially when the Bull Inn has removed 7 parking spaces without planning permission) has made it basically impossible to park in front of our house. This causes significant disruption as a young family with prams, shopping, etc. We are forced to park in the sports centre due to the lack of any alternatives. Also, all street residents understand the need to park properly and close to the kerb so that the hourly bus can pass. Visitors with huge cars blocking the bus on Browns Lane are an almost daily occurrence, so residents parking only on Browns Lane would help the local bus route significantly. Shared use parking bays: Church Street – **No opinion** N/A Market Street – **No opinion**, Sheep Street – **No opinion** N/A Grammar School Hill/Park Street – **No opinion** N/A Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **Support**, The Playing Close – **Support** I am a resident on Browns Lane. The significant increase in car traffic since the newly refurbished pubs opened (especially when the Bull Inn has removed 7 parking spaces without planning permission) has made it basically impossible to park in front of our house. This causes significant disruption as a young family with prams, shopping, etc. We are forced to park in the sports centre due to the lack of any alternatives. Also, all street residents understand the need to park properly and close to the kerb so that the hourly bus can pass. Visitors with huge cars blocking the bus on Browns Lane are an almost daily occurrence, so residents parking only on Browns Lane would help the local bus route significantly.

	Church Lane residents parking area – **No opinion** N/A Church Lane DPPP removal – **No opinion** N/A <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** I am a resident on Browns Lane. The significant increase in car traffic since the newly refurbished pubs opened (especially when the Bull Inn has removed 7 parking spaces without planning permission) has made it basically impossible to park in front of our house. This causes significant disruption as a young family with prams, shopping, etc. We are forced to park in the sports centre due to the lack of any alternatives. Also, all street residents understand the need to park properly and close to the kerb so that the hourly bus can pass. Visitors with huge cars blocking the bus on Browns Lane are an almost daily occurrence, so residents parking only on Browns Lane would help the local bus route significantly. The double yellow lines on Browns Lane have become a de-facto parking space for Bull Inn visitors and/or tradesmen. The width of the road means that vehicles must park on the pavement in this section, often on my front door and they have frequently caused damage. The bus is often blocked and given residents have no right to park here, it is unclear why delivery drives should have the right to park on the pavement and block pedestrians. Any other comments? The success of the new local establishments has significantly increased car traffic, has effectively removed parking spaces on Browns Lane and has made it impossible to park in front of our house which is very disruptive.
(o3) Local resident, (Charlbury, Browns Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** People need access to Coop <u>Shared use parking bays:</u> Church Street – **No opinion** No view

	Market Street – **No opinion**, Sheep Street – **No opinion** No view Grammar School Hill/Park Street – **No objection** No view <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **Support**, The Playing Close – **Support** residents of Browns Lane and Playing Close should have priority over visitors to the pubs Church Lane residents parking area – **No opinion** No view Church Lane DPPP removal – **No opinion** no view <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** no view Any other comments?
(o4) Local resident, (Charlbury, Centre of Charlbury)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** I support the changes. I do wonder what the plans for enforcing the parking restrictions will be. There are currently various restrictions in the areas of proposed changes which people simply ignore as they are not enforced often enough - receiving a parking ticket once every 6 months is probably worth it for most. Currently visitors to the pubs simply park on the double yellows and pavements if they cannot find a space. I do not think the restrictions will stop this without enforcement.

	<u>Shared use parking bays:</u> Church Street – **Support** See above Market Street – **Support**, Sheep Street – **Support** See above Grammar School Hill/Park Street – **Support** See above <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** See above Church Lane residents parking area – **Support** See above Church Lane DPPP removal – **No opinion** See above <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** What about the garage? The traffic flows much better since the yellow lines were put in place a year ago. Could this section be for use by the garage only? I presume they could be issued with disks to put in the cars they are servicing. Any other comments? I would add permit holders only for nine acres lane.
(o5) Local resident, (Charlbury, Church Close)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Allows space for shoppers at Coop and Market Street

	Shared use parking bays: Church Street – **Support** more flexibility for visitors Market Street – **Support**, Sheep Street – **Support** See 3 and 5 Grammar School Hill/Park Street – **Partially support** residents need parking here more than casual visitors Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Very limited space for residents parking Church Lane residents parking area – **Support** no station users please Sundays excepted NO Parking at any time yellow lines for 4 car lengths opposite Church Close required. When parking occurs here there is no access for emergency vehicles to the Close. Also space required for waste bins on Mondays and Tuesdays Church Lane DPPP removal – **Support** limited Disabled parking elsewhere in town 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Support** some present parking hazardous to other road users Any other comments? mostly improvements but dependent on finding an alternative parking area for displaced vehicles
(o6) As part of a group/organisation, (Charlbury, Church Lane)	'Time-limited' parking bay: Browns Lane – **No objection** N/A

	<u>Shared use parking bays:</u> Church Street – **No opinion** N/A Market Street – **No objection**, Sheep Street – **No objection** N/A Grammar School Hill/Park Street – **No objection** N/A <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No objection**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** N/A Church Lane residents parking area – **Object** St Mary's church is at the very centre of life in Charlbury, hosting worship, community and charitable events. It is vital that there is access for people with limited mobility as close as possible to the church. The proposals would limit access for a number of people. Church Lane DPPP removal – **Object** See above <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** N/A Any other comments?
(o7) Local resident, (Charlbury, Church Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object**

	There are no current parking issues here <u>Shared use parking bays:</u> Church Street – **Object** It restricts parking for the pubs Market Street – **Support**, Sheep Street – **Support** Parking here is dreadful Grammar School Hill/Park Street – **Object** Not needed <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** There are no real parking issues here Church Lane residents parking area – **No objection** Very much needed to stop station parkingl Church Lane DPPP removal – **Object** This space is used daily by the resident of Cricket Cottage who has a Blue Badge <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Not needed Any other comments?
(o8) Local resident, (Charlbury, Church lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Seems absolutely spot on

	<u>Shared use parking bays:</u> Church Street – **Support** Sensible Market Street – **Partially support**, Sheep Street – **Partially support** It would need a trial run Grammar School Hill/Park Street – **No objection** Not sure of the situation there <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** I notice these residents unable to get near their homes Church Lane residents parking area – **Support** I live there. It has been extremely difficult lately. Weekends etc. The scheme is sooooo necessary Church Lane DPPP removal – **Support** The current space has never been used. We are unsure why it's there. The house it is opposite does not seem to have a disabled resident <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Object**, Market Street – **No opinion**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** These are residential streets and realistically people need to park outside their home Any other comments? A well thought out scheme but possibly too many yellow lines. Limit signage
(o9) Local resident, (Charlbury, Church Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support**

	Very sensible to allow people to shop without blocking residents ability to park <u>Shared use parking bays:</u> Church Street – **Support** Rightly prioritises residents parking while making sure people are still able to visit local businesses Market Street – **Support**, Sheep Street – **Support** Similar to above. Supports residents parking while still allowing people sufficient time to go to chemist and other shops. Reasonable to stop at 6pm to let people park to go to restaurants and pubs. Residents may find it more difficult to park at these Grammar School Hill/Park Street – **Support** As above. Sensible balance between protecting residents but allowing brief visits <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** I think that all these areas need protected residents parking as there are no easy options for parking elsewhere especially if residents are older or cannot carry shopping for longer distances. However, where possible, some parking should still be left open for anyone. Many residents do have driveways so not all residents need to use the permit zones. I imagine the number of residents needing parking can be estimated. Church Lane residents parking area – **Support** I live in Church Lane with my wife. We are both in our 70s and my wife has arthritis and has had several falls. Being able to park near our house is very important to us and becoming increasingly so over time. Cars of people who are not residents are frequently left in the lane for long periods and, even though there is now ample station parking, many people still use Church Lane as a station car park. Having a protected parking area would be a massive relief to us and enable us to stay in our home long term (we have no other parking options). This has been a constant anxiety to us over the years, especially as we have got older, and it would be marvellous for us if these plans are put into action. We would be so relieved. Church Lane DPPP removal – **No objection** At the moment I do not believe there are any residents who need the disabled space. I understand that blue badge holders who are visiting can use residents parking anyway so this seems very helpful.

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** I am presuming these double yellow line areas are mostly the ones that are already in existence. I would prefer that double yellow lines are only used where necessary to prevent obstructions and delays and that this is not simply a blanket option for all non designated parking areas. Any other comments? I am very grateful to everyone who has worked on these comprehensive, sensible and proportionate proposals. I believe they will be hugely beneficial to the people of Charlbury, especially those who are older or who have disabilities. At the same time I
(o10) Local resident, (Charlbury, Church Lane)	'Time-limited' parking bay: Browns Lane – **Support** We need more parking spaces in general Shared use parking bays: Church Street – **No opinion** It's more for the residents of that street to respond on this one. Market Street – **No opinion**, Sheep Street – **No opinion** It's for the residents of those streets to reply Grammar School Hill/Park Street – **No opinion** It's more for the residents of that street to reply Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** It's for the residents of those streets to respond Church Lane residents parking area – **Support** We can't use our driveway on Church Lane as people park opposite our gates and block our access to it (I have sent a separate email on this to Mr Mauz). It is stressful finding parking when it shouldn't be. I believe people use our street

	to avoid having to pay for parking at the station so hence why I support this. However I don't believe there should be a fee for residents to apply for a parking permit - I don't find this very fair. There needs to be clarity as well on how you apply for a visitor's permit and the cost of one as my mother helps us with childcare and parks in our street and she shouldn't have to pay each time she comes to help us. Church Lane DPPP removal – **Support** If it's not being used it could be used by other residents. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** People often block roads Any other comments? I would like our own request considered which is to mark an area as 'no parking' opposite the gates to our driveway on Church Lane (I have emailed Mr Mauz about this separately). Also there should be more parking provision overall in Charlbury. Could the
(o11) Local resident, (Charlbury, Church Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** I support the above proposal except I feel that Blue Badge holders should still have a designed bay outside the Coop so that they can get to the door of the Coop easily. I know there are designated bays in the Spendlove carpark but feel that may be a long way for some disabled people to walk particularly if unaided. <u>Shared use parking bays:</u> Church Street – **Support** I support the above proposal but feel, even although Blue Badge holders can park in residents' bays, that there should still be a designated disabled space, perhaps near Little Monkeys kindergarten. Market Street – **Support**, Sheep Street – **Support** Good to allow 1 hour for people to use the shops. Grammar School Hill/Park Street – **Support** Good to allow brief time for visitors

	Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** It is almost impossible for residents to find a parking space ANYWHERE in Charlbury let alone in the road in which they live. Church Lane residents parking area – **Support** We live in Church Lane and have done for over 30 years. Both my husband and I are in our 70s and parking has become a total nightmare. We are both still active and still drive and parking is becoming an increasing problem. Cars belonging to non-residents of Church Lane are very often left in the lane for long periods of time, occasionaly a week at a time, as it is used as free parking by people catching the train instead of the parking available at the station. I absolutely dread going out in the car as I may not be able to park when I get home. If I can't park, I have to drive around Charlbury looking for a space which is almost impossible to find. I can no longer carry heavy shopping a long way from the car to the house and I long to feel free to be able to leave my house without fear of not being able to park on my return. To be able to easily park in the lane in which I live would be the most enormous relief. I am beginning to think that I would have to park at the station, pay the fee and trudge up the hill to reach my house. PLEASE, PLEASE allow the "Residents permit holders parking only" area on the entire length of Church Lane. Church Lane DPPP removal – **No objection** Whilst I believe that there should be a few designated bays for Blue Badge holders in the centre of town, I do not feel it is necessary in Church Lane. I believe that, with the new proposals, there will be space in the residents' parking areas for Blue Ba 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Support the above as long as the yellow lines are only used as a deterrent for blocking the roads/obstructions Any other comments? I feel so relieved that at last the parking problems in Charlbury are being addressed in what seems to be a very thoughtful manner. I and two other residents were taken to court many years ago as we refused to pay the parking fines that had been given to

(o12) Local resident, (Charlbury, Church Lane)	'Time-limited' parking bay: Browns Lane – **Partially support** Won't residents there need somewhere to park if they don't have a garage? Shared use parking bays: Church Street – **No objection** The proposal seems reasonable. Market Street – **Support**, Sheep Street – **Support** Seems reasonable Grammar School Hill/Park Street – **Support** Seems reasonable Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Seems reasonable Church Lane residents parking area – **Partially support** There is only room to park on one side of Church Lane except by Queen's Own where there is room on both sides. There needs to be a 'keep clear' area opposite Church Close for access. Church Lane DPPP removal – **Support** What is the reason for it? 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **No opinion**, Browns Lane – **Support**, Sheep Street – **No opinion**, Park Street – **Support**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **Support** Depends where the double yellow lines are. Certainly important near road junctions, eg end of Church Lane/Dyers Hill, Dyers Hill/Thames Street, Nine Acres/Thames Street Any other comments?

	It's hard to say if these changes will be an improvement to Charlbury parking arrangements until they are put into practice.
(o13) Local resident, (Charlbury, Church lane)	'Time-limited' parking bay: Browns Lane – **Support** to keep traffic flowing Shared use parking bays: Church Street – **Support** fair split between residents and visitors Market Street – **Support**, Sheep Street – **Support** fair split etc Grammar School Hill/Park Street – **Support** Fair split though 15 minutes is probably adequate for dropping off children Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Space is limited if the traffic is going to be able to flow Church Lane residents parking area – **Support** It gets blocked by train users and then that is all day or longer Church Lane DPPP removal – **Support** presumably the person it was made for is no longer diabled? 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** for traffic flow Any other comments?

(o14) Local resident, (Charlbury, Church St. Private resident)	'Time-limited' parking bay: Browns Lane – **Support** Parking is impossible for residents Shared use parking bays: Church Street – **Partially support** I don't want shared parking on this basis, too long a stay. One hour is enough. I want residents to have priority Market Street – **Support**, Sheep Street – **Support** Residents need priority to park. Grammar School Hill/Park Street – **Support** Walkers at Cornbury and others cause a huge hazard parking on this road Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Residents need to be able to park Church Lane residents parking area – **Support** Church St is mayhem with anyone and everybody parking for the station, going away on holiday for weeks, business workers parking all day, customers of local hotel and Airbnb, tourists. Residents can never get parked. It's a nightmare! I welcome visitors to Charlbury but as residents we must have priority over parking. Church Lane DPPP removal – **Support** It's not needed anymore. That person has passed away. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** As above

	Any other comments? Just please get this scheme in place as soon as possible.
(o15) Local resident, (Charlbury, Church Street)	'Time-limited' parking bay: Browns Lane – **No opinion** No opinion Shared use parking bays: Church Street – **Partially support** The 3 hour returners are likely to take the place of residents. Better to keep resident spaces for qualifying residents only Market Street – **Object**, Sheep Street – **Object** Shared use will not work (would get blocked). Please calculate how many residents are approved, and keep parking bays for them. Separate parking bays for visitors. Grammar School Hill/Park Street – **Object** Again, shared use would create non-residents taking up permit bays. Better to keep non-shared parking bays for residents Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** To prevent parking bays being taken up by non-residents Church Lane residents parking area – **Support** Narrow street with very little room Church Lane DPPP removal – **Object** Important to provide space for at least one disabled person for the church. 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **No objection**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** If there is room, parking should be available. Any other comments? 1/ The restrictions will not be useful unless there is MORE parking made available in the town. It will cost the council, but (free) parking should be made available. Sites to consider could be part of the field that faces the Grammar school, ie pa, ie s
(o16) Local Cllr (i.e. Town/Parish/District), (Charlbury, Church Street)	'Time-limited' parking bay: Browns Lane – **Support** Needed Shared use parking bays: Church Street – **Support** Needed Market Street – **Support**, Sheep Street – **Support** Needed Grammar School Hill/Park Street – **Support** Needed Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** All Needed Church Lane residents parking area – **Support** Needed Church Lane DPPP removal – **Support** No longer required

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Needed Any other comments?
(o17) As a business, (Charlbury, Church Street)	'Time-limited' parking bay: Browns Lane – **Object** I object as I own a business in Church Street (Little Monkeys) and I employ 23 staff. Over 3/4 of these staff live outside of Charlbury and have no option but to drive into work and need to be able to park somewhere. The coop gets very full at the best of times. We have looked at car sharing for them, this doesn't work as they work different shifts, don't all come from the same place, some have to go direct to schools to collect their children etc. If my staff who live in carterton were to come by public transport, to start at 8am they would need to get on two buses and leave at at 6.15am. who wants to do that with young children in bad weather??? Shared use parking bays: Church Street – **Object** I object as I own a business in Church Street (Little Monkeys) and I employ 23 staff. Over 3/4 of these staff live outside of Charlbury and have no option but to drive into work and need to be able to park somewhere. The coop gets very full at the best of Market Street – **Object**, Sheep Street – **Object** As above - My nursery provides excellent care and is very oversubscribed as the parents want to use us, we are seen as an asset to Charlbury and to the Charlbury community and the parents, to continue to be able to provide this care I need the best staff Grammar School Hill/Park Street – **Object** as above. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

	As my previous points. Also if you want to be able to park outside your house, surely you buy a house with a driveway. These houses have been here for a very long time and have never had driveways. Its just the way it is. I also believe you will just push the problem of parking onto the estates like Marlborough place, Wychwood close and Hixet wood. If you do this, you need a bigger car park, so people can park. The town is nearly dead already and its hardly encouraging for people to come if they cant park anywhere. Church Lane residents parking area – **Object** as above. Church Lane DPPP removal – **Object** surely people park here for church who have a disability? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** . Any other comments? We have spoken in depth to the town council in meetings and in private meetings and aired our concerns along with other businesses and feel that our views and concerned are not been listened too. This is not fair.
(o18) Local resident, (Charlbury, Church Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** This simply moves the problem round, it can only be resolved by creating additional parking in the town. <u>Shared use parking bays:</u> Church Street – **Object** This simply moves the problem round, it can only be resolved by creating additional parking in the town. And I live in Church Street. Market Street – **Object**, Sheep Street – **Object** This simply moves the problem round, it can only be resolved by creating additional parking in the town. Grammar School Hill/Park Street – **Object**

	This simply moves the problem round, it can only be resolved by creating additional parking in the town. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This simply moves the problem round, it can only be resolved by creating additional parking in the town. Church Lane residents parking area – **Object** This simply moves the problem round, it can only be resolved by creating additional parking in the town. Church Lane DPPP removal – **No opinion** No opinion <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** I am not qualified to have a view on this Any other comments? This simply moves the problem round, it can only be resolved by creating additional parking in the town.
(o19) Local resident, (Charlbury, Church Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Averts parking by non-residents. If a residential building such as Tall Storeys at the corner of Church Street and Sheep Street, where I live, is granted permits for each of the six apartments, I completely support the proposal. <u>Shared use parking bays:</u> Church Street – **Partially support** Averts parking by non-residents. If a residential building such as Tall Storeys at the corner of Church Street and Sheep Street, where I live, is granted permits for each of the six apartments, I completely support the proposal.

	Market Street – **Partially support**, Sheep Street – **Object** I park on Sheep Street, and thus it is extremely important for me to be able to hold a Permit, please! I live in a six-apartment residential building, named The Tall Storeys, located at the corner of Church Street and Sheep Street. Grammar School Hill/Park Street – **Partially support** Averts parking by non-residents. As regards Park Street, if a residential building such as Tall Storeys at the corner of Church Street and Sheep Street, where I live, is granted permits for each of the six apartments, I completely support the proposal. Re <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **No opinion**, Park Street – **Partially support**, Sheep Street – **Object**, Browns Lane – **Partially support**, The Playing Close – **Partially support** I live in a six-apartment residential building, named The Tall Storeys, and thus it is extremely important for me to be able to hold a Permit for Sheep Street, please! If The Tall Storeys, located at the corner of Church Street and Sheep Street, is granted permits for each of the six apartments, I partially support the proposal, as it averts parking by non-residents, however, I consider temporary parking during the day for non-permit-holders a solution that will accommodate the local businesses. Church Lane residents parking area – **Partially support** I live in a six-apartment residential building, named The Tall Storeys, and thus it is extremely important for me to be able to hold a Permit for Sheep Street, please! If The Tall Storeys, located at the corner of Church Street and Sheep Street, is granted permits for each of the six apartments, I partially support the proposal, as it averts parking by non-residents, however, I consider temporary parking during the day for non-permit-holders a solution that will accommodate the local businesses. Church Lane DPPP removal – **No opinion** I am not familiarised with how often it is used and the particular area in question. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** The only place where I can park is Sheep Street. The proposed double yellow line on it is at its end at Fisher's Lane where Sheep Street becomes wider than its middle section, thus affording parking on both its sides.

	At its middle section Sheep Street needs extension of the double yellow line by just one-car length opposite the driveway, as the first car next to the driveway needs to be parked on the pavement because of the car parked opposite the driveway. Any other comments? I live in a six-apartment residential building, named The Tall Storeys, located at the corner of Church Street and Sheep Street, and I really need to be able to hold a Permit, please!
(o20) Local resident, (Charlbury, Church Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I think that things should stay as they are <u>Shared use parking bays:</u> Church Street – **Object** Parking is working very well in Church Street and there should be no change Market Street – **Object**, Sheep Street – **Object** This will not solve the parking problem and could make it worse Grammar School Hill/Park Street – **Object** This will not solve the parking problem and could make it worse for other parts 8th the town <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I do not think any of the restrictions should go ahead as it will move the problem elsewhere Church Lane residents parking area – **Object** It will move the problem elsewhere Church Lane DPPP removal – **No objection** No opinion 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** Not enough knowledge to express an opinion Any other comments? I feel very strongly that these proposals should not go ahead as they will move the problem elsewhere.
(o21) Local resident, (Charlbury, Church Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** my concerns centre who will be checking the restricted parking and the bigger concern of the empirical evidence on entitlement and the respect for the law. i am happy to park anywhere where it is legal, i just want to be confident i can park legally. i am very open please use evidence based decision making processes <u>Shared use parking bays:</u> Church Street – **Object** As above in 4, people will not respect the law and 35£ will not deter most demographic using the space Market Street – **Object**, Sheep Street – **Object** As previous comments Grammar School Hill/Park Street – **Object** As above <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As per previous comnents Church Lane residents parking area – **Object** As before Church Lane DPPP removal – **Support** Only if disabled or less able bodied people have equal chance to legally park long term

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Deliveries need to be cobsidered Any other comments?
(o22) Local resident, (Charlbury, Church Street)	'Time-limited' parking bay: Browns Lane – **Object** All surrounding streets should be 3 hour (not ONLY church street), no return within 1 hour - otherwise you are penalising the residents and businesses on church street - needlessly. ALL traffic will converge on church street, which isn't feasible. Shared use parking bays: Church Street – **Partially support** All surrounding streets should be 3 hour (not ONLY church street), no return within 1 hour - otherwise you are penalising the residents and businesses on church street - needlessly. ALL traffic will converge on church street, which isn't feasible. Market Street – **Object**, Sheep Street – **Object** All surrounding streets should be 3 hour (not ONLY church street), no return within 1 hour - otherwise you are penalising the residents and businesses on church street - needlessly. ALL traffic will converge on church street, which isn't feasible. Grammar School Hill/Park Street – **Object** All surrounding streets should be 3 hour (not ONLY church street), no return within 1 hour - otherwise you are penalising the residents and businesses on church street - needlessly. ALL traffic will converge on church street, which isn't feasible. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **Partially support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

	As residents of church street, we desperately need Resident Only parking for residents in the streets surrounding (and including) church street. Church Lane residents parking area – **No opinion** i don't personally feel church lane has a significant parking issue, as we experience in the centre of town ie church street, therefore i have no real opinion on this Church Lane DPPP removal – **No opinion** We don't have any information to make an informed comment on this <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** There are already double yellows on all of these streets, also unsure how this would be policed as at present - cars park on double yellows everywhere in charlbury Any other comments? As residents of church street, parking is a significant issue, 9/10 we cannot park on our own street, and even the surrounding streets. There simply needs to be an additional parking area solution for visitors to charlbury / businesses - in addition to th
(o23) Local resident, (Charlbury, Church Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** I believe the 3 hours no return within 2 hours needs to be extended to streets near the pubs beyond Church Street. <u>Shared use parking bays:</u> Church Street – **Partially support** I believe this should extend to Sunday too. Market Street – **Partially support**, Sheep Street – **Partially support** I believe the 3 hours no return within 2 hours needs to be extended to streets near the pubs beyond Church Street. Grammar School Hill/Park Street – **Support**

	I believe this is fair given these streets are not as close to the pubs <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** I believe the 3 hours no return within 2 hours needs to be extended to streets near the pubs beyond Church Street. Church Lane residents parking area – **Support** This is a key street to relieve pressure on residents parking and should not be used for train station traffic Church Lane DPPP removal – **Support** This is a key street to relieve pressure on residents parking and should not be used for train station traffic <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** I believe this is sensible Any other comments? Market Street, Browns Lane & Sheep Street all need to support & share the parking pressure brought on by the pressure of the popularity of the pubs. The community benefits from having such successful & popular pubs and should support its patrons in parkin
(o24) Local resident, (Charlbury, Church Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Should be no return within 2 hrs. <u>Shared use parking bays:</u> Church Street – **Partially support** It is not clear why Church street has been singled out for a 3hr limitation when others are 1hr or 30 minutes. This result in Church street becoming the de-facto parking street of choice, particularly for all the pubs, which is already a significant probl Market Street – **Partially support**, Sheep Street – **Partially support**

	Should be no return within 2 hrs. Grammar School Hill/Park Street – **Partially support** Should be aligned to others at 1hr and no return within 2 hrs. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Should be aligned to others at 1hr and no return within 2hrs to provide more options for visitors but distribute the parking better. Church Lane residents parking area – **Partially support** Should be aligned to others at 1hr and no return within 2hrs to provide more options for visitors but distribute the parking better. Church Lane DPPP removal – **Support** It doesn't appear to serve a need. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Double parking has been an issue. Any other comments? The overall proposal is a welcome step forward, but it needs to be more consistently applied to each of the roads. The distance between these roads isn't significant and therefore such differences wouldn't appear to be warranted. As it stands, the proposa
(o25) Local resident, (Charlbury, Church Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** short stay for people needing to park by the co-op. <u>Shared use parking bays:</u> Church Street – **Partially support**

	Prefer 1 hour parking with no return within 1 hour. Otherwise Church Street will become the car park of choice. This discriminates against Church Street residents compared to the rest of the central Charlbury streets whose residents will receive resident Market Street – **Partially support**, Sheep Street – **Partially support** As long as Church Street is aligned with this proposal then I fully support the idea. Grammar School Hill/Park Street – **Support** Excellent timing for parents dropping off children to The Pre-school. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** As previously, Church Street should be aligned with 1 hour shared zones with all the above streets. However, Dyers Hill should be residents only to stop train users taking up spaces and causing more traffic issues. Church Lane residents parking area – **Partially support** 1 hour shared zones to align with the other streets in Charlbury and to add Church Street to this proposal. Church Street has greater issues with parking than Church Lane. Church Lane DPPP removal – **Support** If disabled access is needed for the Church then visitors could request parking and drop off directly to the Church entrance. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Making clear areas not suitable for parking is beneficial. Any other comments? Church Street has suffered with parking issues and this needs to be addressed as correctly as the other streets in Charlbury.

(o26) Local resident, (charlbury, church street)	‘Time-limited’ parking bay: Browns Lane – **No opinion** I do not have a strong opinion Shared use parking bays: Church Street – **Support** as a resident of Church Street we regularly face the challenge of finding parking due to people leaving cars for several days - presumably using the station - and then customers of the Bell and Bull - it has worsened since they reopened. Market Street – **Support**, Sheep Street – **Support** reasons as above Grammar School Hill/Park Street – **No opinion** I do not have a strong opinion on this and would leave to the local residents to comment Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **No opinion**, The Playing Close – **No opinion** due to the fact that local residents find it challenging to park and that sometimes parking can make it difficult for pedestrians and other users for those not used to the narrowness of the streets Church Lane residents parking area – **Support** as previous answers Church Lane DPPP removal – **No opinion** unless there is a local resident who requires the space 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** the challenge is that people regularly ignore these areas already in other parts of Charlbury so unless policed I am not sure they work ?

	Any other comments?
(o27) Rather not say, (Charlbury, Church Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available. <u>Shared use parking bays:</u> Church Street – **Object** These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available. Market Street – **Object**, Sheep Street – **Object** These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available. Grammar School Hill/Park Street – **Object** These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available. Church Lane residents parking area – **Object**

	These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available. Church Lane DPPP removal – **Object** These proposals will further place additional pressures on the parking options for local businesses. There is already insufficient space in the village to park during the day and these planned changes will further restrict the options currently available. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** No comments. Any other comments? The provision of additional parking spaces would help to alleviate the current parking problems, rather than restricted the use of the already limited space.
(o28) Local resident, (Charlbury, CO Op, Little Monkeys, Nara Charlbury, No 5 Market street, Charlbury Deli, Charlbury Community Centre)	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** N/A <u>Shared use parking bays:</u> Church Street – **No opinion** N/A Market Street – **No opinion**, Sheep Street – **No opinion** N/A Grammar School Hill/Park Street – **No objection** N/A Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **Object** N/A Church Lane residents parking area – **No opinion** N/A Church Lane DPPP removal – **No opinion** N/A <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** N/A Any other comments? I am extremely concerned for the parking in the Spendlove centre and in the town being changed. A lot of town businesses rely on the parking in town and if they are changed and there is no resource given to workers coming into Charlbury there will be a hu
(o29) Local resident, (Charlbury, Cotswold View)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** I support this as it would be useful for people who just want to pop into the Coop for a few minutes. <u>Shared use parking bays:</u> Church Street – **Object** I object because some of these parking spaces are used by people who work in the town. It would be impossible for some businesses, such as the nursery, to survive if their employees cannot park in Charlbury. Market Street – **Object**, Sheep Street – **Object** There are many businesses along these streets, such as the restaurants and pubs, that depend on people coming in from outside Charlbury and they need to be able to park. I walk often along Market Street and there are always one or two parking spaces avail

	Grammar School Hill/Park Street – **Object** If there was restricted parking on Grammar School Hill/Park Street, the parking problem would be pushed onto Church Street. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I do not feel that parking restrictions are necessary in Charlbury. It is important that we don't do anything to undermine the thriving businesses in the centre of Charlbury. They are very important employers and contribute hugely to the economy of the town. Church Lane residents parking area – **Object** I do not feel that parking restrictions are necessary in Charlbury. It is important that we don't do anything to undermine the thriving businesses in the centre of Charlbury. They are very important employers and contribute hugely to the economy of the town. Church Lane DPPP removal – **No opinion** I don't have any information as to whether it is still necessary. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Object**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** There are awful problems with gridlock in parts of NineAcres Lane, Dyers Hill and Park Street. In addition, Pound Hill is very dangerous for pedestrians particularly if vans or cars have parked there. Any other comments? I don't agree with residents permits; but if they are introduced, I suggest that a restriction of only an hour at, say, 2-3pm, would deter commuters from the train station from parking in Charlbury. I think that all day permits are an overkill and would d
(o30) Local resident, (Charlbury, Crawborough)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** 30 mins is adequate for those parking to avsil of shops

	<u>Shared use parking bays:</u> Church Street – **Support** 3 hrs is ample time for visitors dining at local pubs Market Street – **No objection**, Sheep Street – **No objection** Adequate time period for those without permit Grammar School Hill/Park Street – **Support** Adequate duration for parent drop off and pick up at pre school <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Residents parking should be prioritised Church Lane residents parking area – **Partially support** Church Street residents need parking Church Lane DPPP removal – **Object** Disability parking is a necessity <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** It is becoming increasingly difficult to navigate through streets of Charlbury unimpeded. This will improve the situation. Any other comments? N/a
(o31) Local resident, (Charlbury, Crawborough)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** No changes required

	Shared use parking bays: Church Street – **Object** No changes required Market Street – **Object**, Sheep Street – **Object** No changes required Grammar School Hill/Park Street – **Object** No changes required Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** No changes required Church Lane residents parking area – **Object** No changes required Church Lane DPPP removal – **Object** No changes required 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **No objection**, Browns Lane – **No objection**, Sheep Street – **Object**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **No objection** No changes required Any other comments? Concerned about knock-on affect on the other residential streets in the town, Concern about parking for workers and visitors.
(o32) Local resident, (Charlbury, Crawborough)	'Time-limited' parking bay: Browns Lane – **Object**

	Don't think this will reduce the parking problem. Who's going to police it? <u>Shared use parking bays:</u> Church Street – **Object** This will move the parking problem to other parts of the town Market Street – **Object**, Sheep Street – **Object** This will move the parking problem to other parts of the town Grammar School Hill/Park Street – **Object** This will move the parking problem to other parts of the town <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This will move the parking problem to other parts of the town Church Lane residents parking area – **Partially support** Should be limited to residents. Church Lane DPPP removal – **Object** This space is needed. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** This will move the parking problem to other parts of the town Any other comments? Perhaps there is a need to use the top field in Nine Acres for additional parking.
(o33) Local resident, (Charlbury, Crawborough)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** This assists users of the Co-op

	<u>Shared use parking bays:</u> Church Street – **Object** Conceptually, I object to the whole scheme. There is insufficient parking in Charlbury. The scheme will not change that. There are no plans for a new car park into which cars displaced by the scheme can park. Rather, you are simply moving the problem e Market Street – **Object**, Sheep Street – **Object** As above Grammar School Hill/Park Street – **Object** As above <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As above Church Lane residents parking area – **Object** As above Church Lane DPPP removal – **Support** Increases parking available <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** I have not looked at the detail, but double yellow lines and no parking in some areas is necessary so traffic can flow. Any other comments? I have set out my general views above

(o34) Local resident, (Charlbury, Crawborough)	'Time-limited' parking bay: Browns Lane – **Object** Not sure this benefits anyone Shared use parking bays: Church Street – **Object** Residents on church street mostly have off road spaces somewhere and parking need for businesses Market Street – **Object**, Sheep Street – **Object** I don't think this will help anyone. People won't be able to use businesses if parking for so short a time. Grammar School Hill/Park Street – **Object** As above Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Residents do not need parking on all these streets. This just discourages tourism and visitors. Church Lane residents parking area – **Object** As above Church Lane DPPP removal – **Object** Disabled parking important 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Support** Object apart from one dryers hill which makes sense given proximity to station Any other comments?

(o35) Local resident, (Charlbury, Dancers Hill)	'Time-limited' parking bay: Browns Lane – **Support** It enables disabled/people with small children to shop quickly in the co-op with a quick turnover while leaving other spaces available in Spendlove. Shared use parking bays: Church Street – **Support** Seems reasonable. Market Street – **Support**, Sheep Street – **Support** Seems reasonable. Grammar School Hill/Park Street – **Support** Seems reasonable. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Object**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** Many houses on Park Street have garages, so reasonable to share with those dropping off children at the nursery. Pound/Dyers Hills are not close to shops/businesses, so less in need of non-permit sharing. Church Lane residents parking area – **Partially support** Depends how many houses have garages: hard to tell, but many do. Church Lane DPPP removal – **Object** If that's for church access, perhaps fair enough: I can't picture where this space is located. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No opinion**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** It seems unreasonable to limit parking spaces further, unless needed for traffic flow, such as Dyers Hill for station traffic, or for buses to pass on Browns Lane.

	Any other comments?
(o36) Local resident, (Charlbury, Dancers Hill)	'Time-limited' parking bay: Browns Lane – **Object** The only issue regarding parking on Browns Lane relates to The Bull pub and that is a separate issue. Shared use parking bays: Church Street – **Object** This town should avoid organising permit holders for residents cars. That is the last resort. Market Street – **Object**, Sheep Street – **Object** Organising permit holders for cars parked in a residential street is a last resort. The issue here is with those residents who have cars but nowhere to park them. Grammar School Hill/Park Street – **Object** As above. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Charlbury doesn't support multiple cars in streets that were never designed to accommodate them. Church Lane residents parking area – **Object** Same as before. Church Lane DPPP removal – **Support** Because this is obviously useful. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No opinion**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **No opinion**, Sheep Street – **Support**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Objecting to those streets where residents have bought houses without relevant and sufficient parking facilities and haven't given this any thought. This then becomes the problem of those who have given it thought.

	Any other comments? I would be very careful before I would grant anywhere in Charlbury parking permits. That is not the answer.
(o37) Local resident, (Charlbury, Ditchley Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** This relies on honesty, seldom seen with drivers in the town, will it be enforced on a random basis? <u>Shared use parking bays:</u> Church Street – **Support** Something needs to be done Market Street – **Support**, Sheep Street – **Support** Something needs to be done Grammar School Hill/Park Street – **Support** Something needs to be done, especially here, it can be dangerous due to the speed of traffic and parked vehicles. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Something needs to be done Church Lane residents parking area – **Support** Something needs to be done Church Lane DPPP removal – **No objection** n/a <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Something needs to be done, but enforcement will be needed as existing restricion are frequently ignored.

	Any other comments? I think consideration has to be given to the shift of traffic movement and parking to other streets in the town where there are no restrictions, although common sense doesn't seem to come into that. The other problem is that you are seeking support/object
(o38) Local resident, (Charlbury, Ditchley Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Feel there hasn't been adequate consultation with residents of the town who live outside the centre, also with those who work in businesses in the town centre. A map has been belatedly posted near the Co-Op, but so high up it is very difficult to read. I have strong objections to some (not all) of the detailed proposals, and will reply setting out my reasons on these. <u>Shared use parking bays:</u> Church Street – **No opinion** I would prefer things to remain as they are, primarily because of the businesses on Church Street, but object less strongly to shared use parking bays than to residents only parking bays. Market Street – **Object**, Sheep Street – **No opinion** I would prefer things to remain as they are, but object less strongly to shared use parking bays than to residents only parking bays. On Market St especially: 1 hr too short. Insufficient consideration has been given to those with limited mobility, but wh Grammar School Hill/Park Street – **Partially support** I would prefer things to remain as they are, but object less strongly to shared use parking bays than to residents only parking bays. 30 minutes very short for those with limited mobility, including to visit the Church. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **Object**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **Object** I would prefer things to remain as they are, but strongly prefer shared-use parking bays to residents only parking bays. I have very strong objections to the proposed resident-only parking on the lower part of Dyer's Hill. This would prevent many of those with limited mobility accessing the Mill Field and the river walk -- much used by dog walkers. Keeping the parking as now, but enforcing the time restriction would be preferable. Also the Retirement Houses on the Playing

	Close have their own garages. I see no reason for Residents Only restrictions there. Both proposed restrictions are likely to increase pressure on the Spendlove Centre parking area. Church Lane residents parking area – **Object** I would prefer things to remain as they are, but strongly prefer shared-use parking bays to residents only parking bays. This would prevent some with limited mobility gaining access to the Church or Priory Gardens. Keeping the parking as now, but enforcing the time restriction would be preferable. Church Lane DPPP removal – **Object** Best left as at present. See above. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **Object**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** Don't object where there are safety concerns, but the proposals for Sheep Street too extensive and are likely to increase pressure on Hixet Wood. Replacing the Residents-only spaces with Shared Parking bays would help. Any other comments? I am pleased that parking in the Spendlove Centre remains free, but have no confidence in the survey of those parking at the centre that was done there. I park there once or twice a week, often for longish periods, but never saw anyone doing a survey. I o
(o39) Local resident, (Charlbury, Ditchley road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** sufficient time. <u>Shared use parking bays:</u> Church Street – **Partially support** 3 hours is generous Market Street – **Support**, Sheep Street – **Support** support it

	Grammar School Hill/Park Street – **Support** support it <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **Support**, The Playing Close – **No objection** parking in these streets should be for mainly residents Church Lane residents parking area – **Partially support** church visitors to consider Church Lane DPPP removal – **No objection** if not required <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **No objection**, Browns Lane – **No objection**, Sheep Street – **No objection**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **Support** allow more access for passing traffic Any other comments? need to reduce the congestion on the roads in town
(o40) Local resident, (Charlbury, Dyers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** I walk to that location. I only park when I have heavy goods such as firewood to pick up. I can switch to use Londis so it may harm Coop business however. <u>Shared use parking bays:</u> Church Street – **Partially support** 2 hours may not be enough time for eating at restaurants on Church St. could result in no longer frequenting these businesses which would be bad for Charlbury

	Market Street – **Support**, Sheep Street – **Support** I don't park there. (However local businesses may depend on for Customer parking for more than 1 hour) Grammar School Hill/Park Street – **Support** I don't park there. Sometimes it is hard to get past at present, due to car parking <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** As a resident of Dyers Hill, I support having someplace to park. However parking space should be expanded to include the area outside Grooms Cottage (1 Dyers Hill) and only 1 spot per house rather than 2. Church Lane residents parking area – **Support** Better parking to allow cars to get past. Bad parking makes it hard to do so. Church Lane DPPP removal – **No objection** Parking is at a premium and all spots are needed for residents. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Object** Object to no waiting which is needed for Grocery delivery to senior residents on Dyers Hill. Any other comments? Object to residents having 2 spots per household plus visitors for each on Dyers Hill as there is not enough space at present.
(o41) Local resident, (Charlbury, Dyers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Because too many customers visiting The Bull leave their cars inconveniently for residents of Charlbury <u>Shared use parking bays:</u>

	Church Street – **Support** Because too many visitors to The Bull are leaving their cars overnight or for long parts of the day Market Street – **Support**, Sheep Street – **Support** Because too many large cars visiting The Bull are left for large parts of the day or overnight Grammar School Hill/Park Street – **Support** Cars are left overnight <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Not enough spaces for residents as it is and customers particularly if The Bull park inconveniently. In Dyers Hill and Thames Street cars are left for the station. Church Lane residents parking area – **Support** Difficulty for delivery drivers if excess cars are parked, many for the station. Church Lane DPPP removal – **Object** Need for disabled parking for elderly people visiting the church <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Need for dropping off/ picking up pupils from Pre School Any other comments?
(o42) Local resident, (Charlbury, Dyers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** All the proposals seem very reasonable. It makes it easier for residents to park near their properties. <u>Shared use parking bays:</u>

	Church Street – **Support** Overall improvement for Charlbury Market Street – **Support**, Sheep Street – **Support** Useful for short drop offs but gives parking to residents Grammar School Hill/Park Street – **Support** As above <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Currently significant challenges for some residents to find parking spaces. Some non residents use these spaces when commuting by train Church Lane residents parking area – **Support** See above Church Lane DPPP removal – **No opinion** NA <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Improve traffic flow and reduce congestion which can be particularly problematic when trains arrive Any other comments?
(o43) Local resident, (Charlbury, Dyers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Provides better parking provision for visitors wanting to use the Coop/Post Office <u>Shared use parking bays:</u> Church Street – **Support**

	Provides better parking provision for both residents and visitors wanting to use the pubs, shops and restaurants in the town centre, or wanting to drop off and pick up from the nursery Market Street – **Support**, Sheep Street – **Support** Provides better parking provision for both residents and visitors wanting to use the pubs, shops and restaurants in the town centre, or wanting to drop off and pick up from the nursery Grammar School Hill/Park Street – **Support** Provides better parking provision for both residents and visitors wanting to drop off and pick up from the pre-school <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Provides better provision for resident parking Church Lane residents parking area – **Support** Provides better provision for resident parking Church Lane DPPP removal – **Support** This space now appears to be unused <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** These changes will aid the flow of traffic. However on Dyers Hill can I suggest that the proposed no waiting restriction is 'swapped' with the proposed residents parking holder parking bay opposite so as to (a) create a chicane to slow traffic flow up and down the hill and (b) put the proposed parking bay on the same side of the road as the residents who are likely to use it Any other comments? The pavement opposite the parking bay on Dyers Hill between Lawn Cottage and Kimbell House would benefit from the additional protection of bollards to prevent impatient drivers from mounting the pavement in order to allow two cars to pass on this section.

(o44) Local resident, (Charlbury, Dyers Hill)	'Time-limited' parking bay: Browns Lane – **Support** It is appropriate for those using the Co-op and yet prevents pub guests (likely to stay >30 mins) blocking this road. Problems with buses passing should be eased but consideration should be given to where local residents park. Shared use parking bays: Church Street – **Partially support** Shared use bays are appropriate but otherwise parking should be limited to 1 hour. This is sufficient time for drop offs at Little monkeys, a visit to the Deli, shop or one of the hair dressers. It would discourage Pub guest parking. These guests shou Market Street – **Support**, Sheep Street – **Support** It protects parking for local residents, who, if need be on the look out for a car to leave. It provides appropriate visitor parking for visitors to the shops yet avoids pub guests blocking the streets for hours at a time. Grammar School Hill/Park Street – **Support** The 30 min parking is appropriate for playschool drop offs but the parking still favours local residents. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** The partial support for Sheep Street, Brown's Lane and Playing close is to ensure that some provision is made so that local businesses continue to thrive. Where guests intend staying at local businesses for hours as for the restaurants and pubs it would not seem unreasonable to park a little further away. Church Lane residents parking area – **Support** 1. There are no local businesses on Church lane. 2. There is a need to keep the flow of traffic on Church lane to a minimum due to the need to turn around at the end of church lane . 3. There is a heavy density of housing on that street that does not have access to parking and spaces therefore need to prioritise residents. Church Lane DPPP removal – **Support** Not regularly used as such at present

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** We need more parking not less! The only exception is where double lines are necessary to prevent parked cars blocking bus routes. Any other comments? There should be a real push to encourage those with parking to use their allocated parking spaces. To leave a car on the road because a garage is full of other items or because it involves extra effort is not neighbourly.
(o45) Local resident, (Charlbury, Dyers Hill)	'Time-limited' parking bay: Browns Lane – **No objection** Would hopefully stop Browns Lane being a pinch point for buses Shared use parking bays: Church Street – **No objection** The top of Church Street - outside Little Monkeys - is another bus pinch point which would hopefully be alleviated by restrictions. Market Street – **No objection**, Sheep Street – **No objection** Restrictions would hopefully make the pavements clearer for pedestrians on Market Street Grammar School Hill/Park Street – **No objection** Would help to clear bus route Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No objection**, Dyers Hill – **Support**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** As a Dyers Hill resident - our car has been hit twice on Dyers Hill by vehicles trying to squeeze through parked cars. Many of the few available on-street car spaces are used by rail commuters and parking for residents can often mean driving around and trying to find a space on Nine Acres. Restricting parking would hopefully deter commuters leaving their car on Dyers Hill for a week - and locking up parking spaces - while working in London.

	Church Lane residents parking area – **No objection** Would hopefully deter commuters from using - instead the station car park. Church Lane DPPP removal – **Support** It's an unusual siting for a disabled bay - assume it's purpose was for a local resident and is no longer required? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **No objection**, Browns Lane – **No objection**, Sheep Street – **No objection**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **Support** On Dyers Hill - cars often park on the double yellow lines at the top of the road. So not sure whether more double yellow lines would be beneficial - if they can easily be ignored. Any other comments? A residents parking scheme - is a pretty much tried and tested system which has been adopted in towns and cities across the country. Seems the most obvious steps to take to tackle the town's parking issues.
(o46) Local resident, (Charlbury, Dyers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** This should be long enough for people if the parking is full next to Co op. <u>Shared use parking bays:</u> Church Street – **No objection** I do think this needs to be monitored by parking officers as inevitably people using the train will chance parking here all day as they currently do on church street and Dyers Hill if no ticketing is enforced. Market Street – **Support**, Sheep Street – **Support** This puts a time limit on those visiting Charlbury Grammar School Hill/Park Street – **Support** Will reduce people parking here all day <u>Residents Permit Holders Parking only bays:</u>

	Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Charlbury has become increasingly challenging to live in since the opening and success of the many gastro pubs and increased use of the train station with less now working regularly from home. Most evenings after work it is a struggle to find parking on the same road that I live on (Dyers Hill). To the point that we were considering moving somewhere else. The proposal of permitted parking has come just at the right time and we are very much in favour of this. The amount of times I see people parking outside my house and running down to the the train station or walking back into town to presumably head to one of the pubs, when I have been forced to park ages away from my house is so frustrating, especially when we will soon have a child to manoeuvre out of our car. This has been an issue for a long time and I am relieved to see that progress is now being made to help resolve this situation. Church Lane residents parking area – **Support** Church Lane and Dyers Hill suffer the most from people parking for train access. It is becoming increasingly frustrating trying to find parking near my home. Opening this up to permit holders only is the only means I can think of to reduce people chancing access to the train and leaving their cars here all day. Church Lane DPPP removal – **Support** This parking space is hardly ever taken with a disabled badge, in fact I can think of only one time I have seen a disabled car parked here in the last 3 years. With limitations on parking that exist I think this space could be better used. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Charlbury is a small town with high traffic volume. I can speak generally for other streets but personally for Dyers Hill which has become blocked with traffic in both directions more times that I care to mention. Any other comments? I am appreciative of the efforts to improve this and am fully in support particularly of the parking permits. Policing of this should also be considered along with how to improve parking at the train station for train users so that they are not encouraged

(o47) Local resident, (Charlbury, Dyers Hill)	'Time-limited' parking bay: Browns Lane – **Support** Enables shopping at Co-op if town car park full Shared use parking bays: Church Street – **Support** Allows for visitors to visit local hostelries and shops, though may affect Church Street residents adversely (am not a Church Street resident, so leave it to them to say more) Market Street – **Support**, Sheep Street – **Support** Means residents should be able to park and discourages long term parking in places where it is not advisable. Grammar School Hill/Park Street – **Support** Means residents should be able to park and discourages long term parking in places where it is not advisable. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **No opinion** All those places have sections where they are largely without resident off street parking. The nearest to the station, Dyers Hill particularly, are subject to station users leaving vehicles for a length of time on many days of the week on a street where there is almost no off street parking available for residents. Space is at a premium for the residents who need to park on Dyers Hill. The proposals suggest 89m of residents' parking space = approximately 18 vehicles. There are 14+ houses with frontage onto Dyers Hill. Space will still be at a premium and the plans are not very clear about what happens at the eastern entrance to Church Lane. It is to be hoped that residents with parking permits on Dyers Hill will be allowed to park in other parts of Charlbury where there is residents parking, most particularly Church Lane, as they often need to do now, if space is not available on Dyers Hill. I am not sure what the problems are on the Playing Close, so must remain with no opinion on that one. Church Lane residents parking area – **Support** Church Lane suffers the same fate as Dyers Hill, for the same reasons, station users leaving vehicles for long periods of time, though there is comparatively more off street parking for residents there than on Dyers Hill. Church Lane DPPP removal – **No opinion** I don't know if there is someone in Church Lane who needs a Disabled Parking bay.

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Partially support** The Dyers Hill 'No waiting at any time' lines depend entirely on the detail. The length of the line going into Church Lane (east side) from Dyers Hill (south side) is not at all clear on the plans. The double yellow lines on the north side of Dyers Hill, I fully support. I support the proposals for the other roads outlined, if the residents of those roads do too. Any other comments? This is a long awaited rethink of parking in Charlbury and it is a great relief for someone who has lived on Dyers Hill for 34 years and campaigned for something similar for at least 20 of those years. I do hope that the proposals come into being. I am co
(o48) Local resident, (Charlbury, Dyers Hill)	'Time-limited' parking bay: Browns Lane – **Support** I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre). Shared use parking bays: Church Street – **Support** I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre). Market Street – **Support**, Sheep Street – **Support** I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre). Grammar School Hill/Park Street – **Support** I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre). Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** I support this particular proposal because it strikes a fair balance between the interests of different types of user (including those using cars to shop or use other services in the town centre). In the case of Dyers Hill there is a real and growing problem as a result of parking spaces being taken up by those driving to the railway station. The car park there is inadequate - now being routinely full from Monday to Thursday. And in any event, some people choose not to use it, in order to avoid paying the (modest) car parking fees. As a result, at any one time there are a number of cars parked in Dyers Hill belonging to station users - which often remain there for several days at a time. And on occasions when there is a replacement bus service to stations north of Charlbury the problem is acute, as many people prefer to drive to pick up the train at Charlbury rather than using the replacement bus service - resulting in some very selfish parking, including on the footpath down the hill which those accessing the station on foot need to use. There is accordingly an urgent need to address this situation. Church Lane residents parking area – **Support** Similar considerations apply in this case to those outline above in relation to Dyers Hill. Church Lane DPPP removal – **Support** There no longer seems to be any need for the current provision. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Please see my general comments above. I support this particular proposal because it strikes a fair balance between the interests of different types of user. Any other comments? I welcome the proposals, which seem to me to be an appropriate response to the increasing problems in relation to parking in Charlbury. Those who oppose the proposals in principle have evidently forgotten that the extensive consultation process undertake
(o49) Local resident, (Charlbury, Dyers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection**

	Should solve the problem of people parking badly and/or going off for the day unaware that they may have created a problem for the buses. <u>Shared use parking bays:</u> Church Street – **No objection** Few people on Church Street have garages so need to park on the street. People working in and using nearby pubs etc also need to park somewhere BUT buses shouldn't have to deal with obstructions. Market Street – **No objection**, Sheep Street – **No objection** My reasons are the same as for Church Street save that for Market Street and Sheep Street it is delivery lorries who sometimes have the same problems as buses do on Browns Lane and Church Street. Grammar School Hill/Park Street – **No objection** As above for Church Street. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **Support**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** I live on Dyers Hill where most houses have no garages or parking provision. The proposals unfortunately do reduce the already limited number of parking spots but the restrictions should help avoid the impatient driving and damage to parked cars which we currently endure. My own car has been bumped into twice already this year. Church Lane residents parking area – **No objection** People who live in Church Lane take care not to damage the dry stone walls on the field boundaries. Visitors often don't realise how vulnerable the walls are. Church Lane DPPP removal – **Partially support** I understood this was in place for someone who is disabled and lives on Church Lane but don't know whether this is actually the case or not. If it is not necessary for a current resident then I would support the proposal. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** I don't really understand this question and how it relates to earlier references to these streets in this questionnaire.

	Any other comments? No solutions are going to be perfect here but there are clear indications for future planning proposals and the provision of parking space within any development plans, whether for individual houses or small developments.
(o50) Local resident, (Charlbury, Dyers Hill)	'Time-limited' parking bay: Browns Lane – **Support** It's a parking place I use occasionally when briefly visiting the Coop. Shared use parking bays: Church Street – **No opinion** Residents of Church St. will have infinitely more valuable opinions on parking in their road than mine. Market Street – **Support**, Sheep Street – **No opinion** I park briefly in Market St to visit the pharmacy, but never park in Sheep St. Grammar School Hill/Park Street – **No opinion** Not an area I use for parkiing Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Support**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **Support** Pound Hill/Thames St - the area of Thames St south of Nine Acres Lane often gets clogged up with traffic from Spelsbury, Market St, Dyers Hill and Station, and traffic from Witney heading for Chipping Norton avoiding the town centre by going up The Slade and on into Nine Acres Lane. Dyers Hill - I have supported Residents Parking for many years. Parking space is critical, so it must be clear that no permits or visitors permits will be issued to residents who themselves have off-street parking. The north side of the Triangle at the junction of Dyers Hill and Church Lane could support at least 2 cars, possibly 3. And the space north-east of the Triangle should be extended to take 3 cars. Thank you for taking on this chronic problem. Park St/Sheep St/Browns Lane - I have no objection. The Playing Close - I support, on behalf of residents along there. Church Lane residents parking area – **Support** A narrow and uneven little cul-de-sac that needs all the support local residents can give it.

	Church Lane DPPP removal – **No objection** No opinion. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **Support**, Market Street – **Partially support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Only concern is Market St which has a number of residents who need parking for their cars. No Waiting at Any Time along the east side of Market St, as currently observed, is fine. Support for, or no objection to, other proposals. Any other comments? These proposals will surely help. But Dyers Hill particularly will remain dangerous as traffic is funnelled up and down at speed, mostly related to pick-up and drop-off at the station. Just 2 weeks ago, our car parked well within the space north-east of
(o51) Local resident, (Charlbury, Elm Crescent)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** People cannot park there all day and gives others a chance to park <u>Shared use parking bays:</u> Church Street – **No opinion** This is acceptabe Market Street – **Partially support**, Sheep Street – **Partially support** This gives people the chance to park for an hour rather than a whole day Grammar School Hill/Park Street – **Partially support** This should be an hour and not 30 minutes <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** All acceptable

	Church Lane residents parking area – **No objection** Acceptable Church Lane DPPP removal – **No objection** Acceptable <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Parking is needed Any other comments? Spendlove carpark should have 2 hour bays as well as the existing 60 minute bays
(o52) Local resident, (Charlbury, Enstone Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Hopefully will eliminate a regular bottleneck <u>Shared use parking bays:</u> Church Street – **No objection** Seems sensible Market Street – **No objection**, Sheep Street – **No objection** Seems a sensible solution to current parking problems Grammar School Hill/Park Street – **No objection** Unable to suggest a better solution to current parking problems <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Object** Resident only bays are appropriate where residents have no alternative parking facility

	Church Lane residents parking area – **No objection** I have no objection Church Lane DPPP removal – **No objection** I have no objection <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** All seem sensible suggestions Any other comments? These proposals will probably cause more parking on Enstone Road. I think there should be a no waiting area established on the west side of Enstone Road from 10 Enstone Road to the crossroads to prevent obstruction, especially opposite the bus stop.
(o53) Local resident, (Charlbury, Enstone Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Encourages visits to local shops <u>Shared use parking bays:</u> Church Street – **Support** Prevents rail users parking all day Market Street – **Partially support**, Sheep Street – **Partially support** Good for stopping all day parking by rail commuters, but people attending classes in the centre of town that last longer than one hour would be disadvantaged. Grammar School Hill/Park Street – **No objection** Would allow playgroup pickups <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

	If they are not shared spaces, there may be huge gaps once residents have gone out for the day, and if nobody else can park, it will push parking to the fringes of town. Church Lane residents parking area – **Support** Church lane is too narrow for use other than by residents. Church Lane DPPP removal – **No opinion** I do not know the space, so cannot comment on its suitability. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** There should be no waiting at any time on places where parked cars create gridlock at busy times. Any other comments? If central restrictions are introduced, there should,also be double yellow lines at the top of Enstone Road, between no 10/wychwood House and the crossroads with the Slade. When the centre of town gets busy,(or if traffic were prohibited from parking the
(o54) Local resident, (Charlbury, Enstone Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Will allow older residents or those with less ability who live further out of the town to drive in to collect prescriptions etc. The rest of Browns lane should be permit holders only for residents to park. <u>Shared use parking bays:</u> Church Street – **Partially support** I support permit holder bays for the residents.....BUT....this will push the parking problem to further out of town. The 3 hours no return for 2 hours would help absorb traffic from The Bull, and I support this ONLY if a better solution further out of tow Market Street – **Partially support**, Sheep Street – **Partially support**

	It will stop commuters from parking there all day....BUT only will work if this is enforced....AND....this will push the parking problem to further out of town....commuters will just park for the day / while on hols in the areas not addressed here. Will a Grammar School Hill/Park Street – **Partially support** It will stop commuters from parking there all day....BUT only will work if this is enforced. BUT....this will push the parking problem to further out of town....commuters will just park for the day / while on hols in the areas not addressed here. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Improved parking options for residents...BUT.....this will push the parking problem to further out of town....commuters will just park for the day / while on hols in the areas not addressed here. Church Lane residents parking area – **Partially support** Improved parking options for residents...BUT....this will push the parking problem to further out of town....commuters will just park for the day / while on hols in the areas not addressed here. Church Lane DPPP removal – **Object** I feel that this is needed for disabled / less able to access the church more easily. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** People need to be able to access the amenities in town. Residents need to be able to park near their homes. Any other comments? It is my opinion that the proposed parking restrictions were to be put in place, it will push the parking problems to further out of town....commuters will just park for the day / while on hols in the areas not addressed here thus causing similar problems

(o55) Local resident, (Charlbury, Enstone Road)	‘Time-limited’ parking bay: Browns Lane – **Support** Supporting because priority should be given to residents of those addresses. Will also hopefully support the restrictions that are already in place regarding double yellow lines. Illegal parking on Brown's Lane affects local bus services also and can cause damage to vehicles as the bus is forced through. Shared use parking bays: Church Street – **Partially support** Partial because double parking and illegal parking on double yellows is an issue. however i'm mindful of the impact this will have on i.e the nursery, pub and church. Market Street – **Partially support**, Sheep Street – **Partially support** Same as above Grammar School Hill/Park Street – **Partially support** Right of way is already tricky and so far back that when approaching the road it's tricky to see who is coming through. It's already tight with people double parking. However, also mindful of the impact on the pre-school Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Charlbury is a hub for grocery shopping and transport for many surrounding villages. This should be supported by adequate parking options. Public transport is not regular enough to replace this and people should not be required to get a bus if they're feeling ill or need to catch a train. Let's be practical, not ideological. Church Lane residents parking area – **Object** As above Church Lane DPPP removal – **Object** Removing access for disabled people does not seem in line with the spirit of a town that likes to pride itself in being inclusive and welcoming 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Impractical. I would support however better signage on Brown's lane and double yellow lines on Enstone Road, particularly in front of Wychwood House and up to the cross roads, as it can be tricky to enter and exit Any other comments?
(o56) Local resident, (Charlbury, Enstone Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park. <u>Shared use parking bays:</u> Church Street – **Object** Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park. Market Street – **Object**, Sheep Street – **Object** Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park. Grammar School Hill/Park Street – **Object** Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park. Church Lane residents parking area – **Object** Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park.

	Church Lane DPPP removal – **Object** Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Because we live in Enstone Road and by imposing restrictions else where within Charlbury the problem will be pushed into our road, and outside our house leaving us nowhere to park. Any other comments? The proposals will only move the problem and not address it. The fundamental issues are two fold, firstly the station car park a not big enough, and its expensive. Secondly people buy houses with little or no parking and then abandon their cars, and even
(o57) Local resident, (Charlbury, Enstone Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town <u>Shared use parking bays:</u> Church Street – **Object** I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town Market Street – **Object**, Sheep Street – **Object** I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town Grammar School Hill/Park Street – **Object** I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town

	<u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town Church Lane residents parking area – **Object** I think this will affect local businesses and this sort of restriction needs to be accompanied by providing additional parking in the town Church Lane DPPP removal – **Object** Why would you remove disabled parking spaces?! This makes no sense! <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Everything works fine as it is for Charlbury residents - no need to change anything Any other comments?
(o58) Local resident, (Charlbury, Fishers Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** This area needs to be kept free for visitors to the Co-op. Recently cars have been prked there for days at a time. <u>Shared use parking bays:</u> Church Street – **Partially support** The key issue here is enforcement. At present visitors to the local pubs (especially the Bull) park on the double yellow lines in the evenings with impunity. There is no point going ahead with these restrictions unless they can be enforced: a quick visit Market Street – **Support**, Sheep Street – **Support** This would help residents to park nearer their homes. Grammar School Hill/Park Street – **Support**

	Same reason as 7. above. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** As for 7. above. Church Lane residents parking area – **Support** This is needed as people park here all day and longer when using Charlbury Station. Church Lane DPPP removal – **No opinion** No strong views on this. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **Support** Double yellow lines should only be introduced on the narrower streets. The key challenge is Dyers Hill which is usually congested with Station users. Note that the existing parking restriction on Dyers Hill (one hour a day) seems not to be enforced. Any other comments? These proposals do not address the key problem..the lack of parking spaces. The Council needs to engage with GWR and their parking contractors so that visitors could be encouraged to use the Station Car Park at weekends for a nominal fee (say £3). This ca
(o59) Local resident, (Charlbury, Fishers Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** Parking needs sorting out <u>Shared use parking bays:</u> Church Street – **No opinion** No opinion Market Street – **No opinion**, Sheep Street – **No opinion**

	No opinion Grammar School Hill/Park Street – **No opinion** I don't understand this form <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **No opinion** I've responded Church Lane residents parking area – **Support** All residents need parking Church Lane DPPP removal – **No opinion** No opinion <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** No opinion Any other comments? Sheep street should have double yellow lines down all one side and only a very few on hebother OO pavement parking.
(o60) Local resident, (Charlbury, Fishers Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets from which we will now debarred. This is inequitable. <u>Shared use parking bays:</u> Church Street – **Object**

	My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets Market Street – **Object**, Sheep Street – **Object** My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets Grammar School Hill/Park Street – **Object** My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets from which we will now debarred. This is inequitable. Church Lane residents parking area – **Object** My concern is that at present the proposal excludes residents of Fishers Lane from eligibility for permits. Fisher's Lane has no on-street parking (and most of us have no off-street parking either) which means that we normally park in neighbouring streets from which we will now debarred. This is inequitable. Church Lane DPPP removal – **Object** Surely disabled people need this access? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** This seems sensible and reasonable. Any other comments?

	As noted above, my concern is about the negative impact on Fishers Lane residents, whose opportunities to park will be seriously reduced but do not appear to be eligible for permits. I don't think this has been thought through.
(o61) Local resident, (CHarlbury, Fishers Lane)	'Time-limited' parking bay: Browns Lane – **Object** As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in on-street parking options and by not being eligible for parking permits. Shared use parking bays: Church Street – **Object** As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in Market Street – **Object**, Sheep Street – **Object** As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in Grammar School Hill/Park Street – **Object** As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in on-street parking options and by not being eligible for parking permits. Church Lane residents parking area – **Object**

	As a resident of Fishers Lane with no on-street and no off-street parking (we have no parking) I believe that the current proposal has not considered the knock-on impacts for residents such as us. I believe we will be negatively impacted by a reduction in on-street parking options and by not being eligible for parking permits. Church Lane DPPP removal – **Object** I believe disabled people need this parking place <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** I believe these proposals are designed to make Charlbury safer for pedestrians Any other comments? As a resident of Fishers Lane I, like many of my neighbours, have no off-street parking and there is no allowed on-street parking on this narrow one-way lane. As a result, I have to park on neighbouring streets. The current proposal means that I will n
(o62) Local resident, (Charlbury, Fishers Lane, Charlbury)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Parking restrictions here will allow more people access to short stay parking while using Charlbury shops. <u>Shared use parking bays:</u> Church Street – **Partially support** these restrictions will help residents find parking and faciltate short stay parking in the town centre by displacing commuters seeking all day parking that avoids paying at Charlbury station car park. My only reservation is over the who qualifies as a re Market Street – **Partially support**, Sheep Street – **Partially support** Samer answer as above. I approve of the rstrictions in principle but would have a definition of resident that allows people living in adjacent streets to be classified as residents for the purpose of obtaining a parking permit. Grammar School Hill/Park Street – **Support**

	I support resterictions here because these streets have an escially high incidence of people using the station for commuting parking here all day blocking off spaces for local residents and people wanting to access Charlbury shops and services in the town <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Partially support**, Browns Lane – **Support**, The Playing Close – **Partially support** I think specifiying some resients parking only areas if a good diea in principle but would set a definition of local resident that includes people living in adjacent streets. As mentioned earlier, I live in Fishers Lane which has no possibility of onstreet parking. Fishers' lane residents, in my view, should be allowed to obtain residents' parking permits for streets with restrictions, especially for Sheep Street and the Playing Close, which are close to Fishers Lane. The establishment of resident's permit zones will displace non-residents cars to other stareets which will make it even more doffoicult for people living in Fishers lane, where there is no parking, to find places for their cars. The problem would be avoided if Fishers Lane residents were able to obtain residents' parking permits in some of the streets listed above. Church Lane residents parking area – **Partially support** Same as my ansers to previos questions. Parking permits are ok if Fishers Lane residents are able to obtain permits as well as people actually living in Church Street. Church Lane DPPP removal – **No objection** This space is often empty, suggesting that it is little used by diasabled drivers. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Limited application of no waiting areas will ease traffic flow but there shouldn't be too many of them. Ch\rlbury is desperately short of parking spaces. Any other comments?
(o63) Local resident, (Charlbury, Grammar School Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** A quick turnover parking bay would be useful for the Coop.

	Shared use parking bays: Church Street – **Object** Seems that it disadvantages householders on Church Street. More information is needed on householders' needs. The Bull, by reducing their parking have contravened their contract and pushed their obligation onto nearby streets and Spendlove. Market Street – **Object**, Sheep Street – **Object** Not enough detailed information available. Grammar School Hill/Park Street – **Object** There isn't a problem on Grammar School Hill at the moment. Householders need their street parking towards the town on Park Street. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No objection**, Sheep Street – **No opinion**, Browns Lane – **Partially support**, The Playing Close – **Object** The Playing Close residents have parking at the back and visitor parking. Browns Lane time limited parking Bay is useful. Church Lane residents parking area – **Partially support** It seems a reasonable ratio for the residents on Church Street. Other areas I wold ned more information as to the extent of the problem for residents. Church Lane DPPP removal – **No objection** If it is no longer needed by residents. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** No information is given to justify the need. Any other comments? We need more information

(o64) Local resident, (Charlbury, Hill Close)	'Time-limited' parking bay: Browns Lane – **No objection** n/a Shared use parking bays: Church Street – **No opinion** Need to ensure it works for parents dropping and picking up from Little Monkeys Market Street – **Support**, Sheep Street – **Support** Will help local residents to park Grammar School Hill/Park Street – **No objection** Needs to work for parents dropping and picking up children from preschool Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Must allow a reasonable range of parking options - e.g. residents of bayliss yard need to be able to park where there is a space whether that is pooles lane, browns lane or sheep st Church Lane residents parking area – **Support** Prevent rail commuters from using it instead of the car park Church Lane DPPP removal – **Object** Don't understand the reason to remove it 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No objection**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Not clear where they would be and whether they would impact on existing parking - also unclear if this is as well as or instead of parking proposals for these roads elsewhere in the survey. Support only if it makes sense in addition to existing parking on these roads.

	Any other comments?
(o65) Local resident, (Charlbury, Hill Close)	‘Time-limited’ parking bay: Browns Lane – **Partially support** This is unlikely to make much of a difference as most people visiting the coop park in the spendlove car park. Shared use parking bays: Church Street – **Object** This scheme is unnecessary as residents currently have ample parking space available, and it is rare for anyone to need to park more than 50 meters from their homes. While there was a temporary increase in demand for parking in 2023 due to the opening of Market Street – **Object**, Sheep Street – **Object** Specific to Market Street, it should be noted that some residents with off-road parking prefer to park on the street, which contributes to the parking issues. However, the presence of parked cars actually helps to slow down traffic, making the street safe Grammar School Hill/Park Street – **Object** For similar reasons to my previous objections regarding Church Street, Market Street and Sheep Street, the proposed scheme is redundant. The parking issues experienced in 2023 have largely resolved themselves due to a decrease in visitors to the new pubs Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** There is very rarely a problem with parking in any of these areas that would prevent residents from parking close to their homes. Some homes within the area have off-street parking which they choose not to use in favor of parking on the street. Introducing parking restrictions in these areas will push any problems into other parts of Charlbury, thus inconveniencing other residents. Church Lane residents parking area – **Object** There are only four houses on Church Lane that do not have their own off-street parking, most residents choose to park on the street rather than in their driveways. The current parking restrictions for Church Lane are just right,

	however the lines need repainting and the scheme needs to be policed, it is common for people to park on double yellow lines for long periods as the lines have faded and become broken. Church Lane DPPP removal – **Support** The disabled space was specifically provided for a resident who has now passed away. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Existing double yellow lines need repainting and parking needeeds to be policed. Nine Acres Lane and Pound Hill have both recently had their double yellow lines extended that has improved road safety, some further tweaking in these areas may necessary. Any other comments? Two Main Issues Firstly, in 2023, new restaurants and pubs opened in Charlbury. For a short time, these were very popular and featured in the press, making Charlbury 'trendy.' This popularity occasionally caused parking issues in the town centre and at t
(o66) Local resident, (charlbury, Hixet Wood)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Only if resident permit are exempt for those spaces <u>Shared use parking bays:</u> Church Street – **Partially support** Not sure this will ease parking problems. Ideally dedicated resident only spaces with a few shared use spaces. Market Street – **Partially support**, Sheep Street – **Partially support** Think probably needs dedicated resident only spaces Grammar School Hill/Park Street – **Partially support** Need resident only spots. Plus why not Sunday, arguably busier with walkers and pub goers Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Yes please. Sorely needed. Ideally the majority of them Church Lane residents parking area – **Object** Not if other streets don't get that in the centre. It'll cause knock on problems Church Lane DPPP removal – **No opinion** Not sure one space makes a difference in the scheme <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** Dunno if it'll make much difference. It's not waiting that's the problem it's people parking up and leaving because there's no wardens Any other comments? Generally in favour of more restrictions in favour of households in the town
(o67) Local resident, (Charlbury, Hixet Wood)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Good to have space for users of the co-op. However limits spaces for current residents of Browns lane. <u>Shared use parking bays:</u> Church Street – **Object** It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park. Market Street – **Object**, Sheep Street – **Object** It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park. Grammar School Hill/Park Street – **Object**

	It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park. Church Lane residents parking area – **Object** It will push visitors to other areas of the town residents currently use to park such as Hixet Wood and Woodfield Drive. Many houses here don't have driveways, where will residents then be able to park. Church Lane DPPP removal – **Object** I don't feel that by introducing permits you will remove the parking problem. Instead you will push it to other areas of the town for others to deal with. Keep the disabled space rather than introduce permits. Perhaps instead just line out spaces for all <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** If these are placed in areas that if a vehicle where to park it would restrict access then I support it. However if a car could comfortably park there without blocking passing vehicle or pedestrian access it seems a little pointless to me as this could have been a perfectly usable space to park. Any other comments? We need to consider where residents of surrounding roads will park when visitors to the town, (not the visitors of the residents) end up being pushed onto these roads instead. We also need to consider where workers in the town will be able to park such as
(o68) Local resident, (Charlbury, Hixet wood)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection**

	These are useful spaces if coop car park is full. I would not support this all the way down Browns lane as these spaces are used by residents <u>Shared use parking bays:</u> Church Street – **Object** I am concerned about the businesses located in the town centre that don't have their own car parks such as the nursery. However The Bell apparently do not let their staff park in their car park…this might help to change their policy!! Market Street – **Object**, Sheep Street – **Object** I am concerned that introducing a residents permit will push all visitors to the surrounding streets. Most of the airbnbs are in these roads, their guests will not be eligible for permits and each property will not receive enough permits to cover their gu Grammar School Hill/Park Street – **No opinion** . <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I am concerned that introducing a residents permit will push all visitors to the surrounding streets. Most of the airbnbs are in these roads, their guests will not be eligible for permits and each property will not receive enough permits to cover their guests. Many visitors park on double yellow lines anyway, clearly many of these visitors are not put off by a £30 fine if paid in 14 days! Church Lane residents parking area – **Object** I am concerned that introducing a residents permit will push all visitors to the surrounding streets. Most of the airbnbs are in these roads, their guests will not be eligible for permits and each property will not receive enough permits to cover their guests. Many visitors park on double yellow lines anyway, clearly many of these visitors are not put off by a £30 fine if paid in 14 days! Church Lane DPPP removal – **Object** This seems unnecessary…although blue badge holders can park on yellow lines, many don't want to <u>'No Waiting at Any Time' (double yellow lines):</u>

	Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Does this mean no parking at all? This seems counter productive, the goal should be to increase the amount of available space not reduce it Any other comments? The lack of parking at the train station seems to have had a major impact on parking in the town, there are a number of very vocal residents that have chosen to live in close proximity to the station with no allocated parking that have been badly affected
(o69) Local resident, (Charlbury, Hixet Wood)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** It moves the problem it doesn't solve it <u>Shared use parking bays:</u> Church Street – **Partially support** The restrictions aren't broad enough, they just move the problem without solving it. Market Street – **Partially support**, Sheep Street – **Partially support** We live on the corner of Fishers Lane and Hixet Wood, these restrictions just cause more cars to park in Hixet Wood and its become a problem to park over the last few years as it is, either extend the restrictions or don't bother with them Grammar School Hill/Park Street – **Support** It will hopefully leave less cars blocking the road outside school time <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** In principal its fine but moves the problem, what alternative parking are you proposing Church Lane residents parking area – **No opinion** see previous answer

	Church Lane DPPP removal – **No opinion** see previous answer <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Partially support** see previous answer make the restrictions go further or don't bother Any other comments? Restricting parking in these areas is obviously necessary but the proposals just move the problem they don't solve it. Hixet Wood is already full of cars from Sheep Street that can't find parking there. There's also a development underway which will incre
(o70) Local resident, (Charlbury, Hixet Wood)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** In theory, this could add a very few short-term spaces for Co-op users, especially when the car park is full. I don't see the point in having these 30 minute spaces right next to an existing couple that are 1 hour. That is just plain confusing, and will mean the need for even more street signs. <u>Shared use parking bays:</u> Church Street – **Partially support** There has to be some leeway for parents to park for long enough to drop off/collect their offspring from the playschool - unless, of course, they can be persuaded to remind said offspring that their hind legs are there for a purpose. Market Street – **Support**, Sheep Street – **Support** Giving residents priority over others. Having said which, it would be really nice if everyone who parks on the east side of Sheep Street could be persuaded to do so on the road, not the pavement. Grammar School Hill/Park Street – **No objection** Again, there should be space available for parents to park within reasonable distance of the Preschool for drop-off/collect. At the moment, the double yellow lines might as well not be there.

	Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No objection**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **No objection** Hopefully it will help traffic flows. Church Lane residents parking area – **No objection** Church Lane is not a main through route. Church Lane DPPP removal – **No objection** See previous. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Essential to keep traffic flowing. Any other comments? I do not live in the affected area of the town. We wait to see whether the proposed scheme merely serves to push the parking problem further out from the centre, in which case some consideration will have to be given to providing, as a minimum, H-bars in
(o71) Local resident, (Charlbury, Hixet Wood)	'Time-limited' parking bay: Browns Lane – **Partially support** My understanding is that the reason for the proposal is the difficulty of parking for people working in Charlbury and visiting The Bull , Amarello or Chloe's. By having short stay bays, will help less able residents to pop in for a meeting or shopping. It will also push much of the longer term parking further into streets away from the Centre. Therefore just pushing the issue elsewhere. Residents' opinion should have priority. Sadly what Charlbury may need is additional edge of town parking. Charlbury may have a need for additional disability parking bays as the population's needs change. Shared use parking bays: Church Street – **Partially support** Shifts issue elsewhere, unless anlternative additional edge of town parking is provided.

	Work with the station/ Network Rail/ GWR, to reduce fees? Market Street – **Partially support**, Sheep Street – **Partially support** These streets should give priority to residents. Grammar School Hill/Park Street – **Object** Not sure of the level of need. I want to give comment not declare one of the compulsory boxes. I do not feel this will solve the parking issues. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Residents need to be able to park. I believe the scheme is a money raiser first. Church Lane residents parking area – **Partially support** Priority to residents. If a Disabled Persons Bay is needed in a particular place it should be provided. Church Lane DPPP removal – **No opinion** A Council money raiser. Residents of particular streets need priority. Will shunt issues further afield. Due to businesses in town, Charlbury may well need an edge of town parking provision in addition to The Spendlove. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Waiting suggests driver can move vehicle immediately. Any other comments? I fear this will not resolve the “current issues” completely. I do believe these initiatives are money raisers, although I appreciate admin. does cost.

(o72) Local resident, (Charlbury, Hixet Wood)	'Time-limited' parking bay: Browns Lane – **No opinion** We're not affected by the proposals for Browns Lane and feel its best for those in the immediate area to decide Shared use parking bays: Church Street – **No opinion** We're not affected by the proposals for Church St and feel its best for those in the immediate area to decide Market Street – **No opinion**, Sheep Street – **Object** As residents living at the lower end of Hixet Wood we write to express our concerns about the proposals for Sheep Street. We understand there may be issues with outsiders taking residents parking spaces, however the bigger problem in this part of town is Grammar School Hill/Park Street – **No opinion** Please see our response to question 7 Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **Object**, Park Street – **No opinion**, Sheep Street – **Object**, Browns Lane – **No objection**, The Playing Close – **No opinion** To reiterate our response to an earlier question..... As residents living at the lower end of Hixet Wood we write to express our concerns about the proposals for Sheep Street. We understand there may be issues with outsiders taking residents parking spaces, however the bigger problem in this part of town is the high proportion of dwellings on Sheep Street, Fishers Lane and Hixet Wood with no off-street parking, which leaves residents vying for a limited number of on-street spaces. At present we benefit from two local developments being at a standstill, which eases the parking pressures and provides a few extra spaces in front of the gates, but this is temporary. When you get a parking space its fine, when you don't, you're obliged to park two or three streets away, so not exactly convenient. This is what the residents of Sheep Street will face on a regular basis if the proposals are introduced. Displacing approx. 6 cars from Sheep Street is not the solution, it's the wrong answer to the wrong question. We're aware of occasional problems with lorries getting stuck, but we'd like to see some serious exploration of other solutions, that don't involve residents paying a heavy price. To make some positive suggestions: 1) Restrict access to larger vehicles, with exceptions as appropriate

	2) We note that in places the pavements on Sheep Street are very narrow and not user friendly. We suggest that a 'shared surface' might be an option worthy of further exploration. For those unfamiliar with shared surfaces, they are usually combined with lower speed limits, pedestrian priority and restrictions on access. Such a solution would hopefully maintain the existing parking numbers and might even allow the introduction of a few street trees or other embellishments. Church Lane residents parking area – **No opinion** As residents of Hixet Wood we don't anticipate being directly affected by the proposals for Church Lane Church Lane DPPP removal – **No opinion** As residents of Hixet Wood we don't anticipate being directly affected by the proposals for Church Lane <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** There is already a significant shortage of parking for residents. Throughout the town there is a high proportion of dwellings with no off-street parking, which leaves residents vying for a limited number of on-street spaces Any other comments? Throughout the town there is a high proportion of dwellings with no off-street parking, combined with limited on-street parking (i.e. in most streets the parking is single sided and in some streets (Fishers Lane, parts of Pooles Lane etc) there is no on-s
(o73) Local resident, (Charlbury, Hixet Wood)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** understand hard for buses to pass through <u>Shared use parking bays:</u> Church Street – **Support** 3 hours good time for business clients in pubs restaurants and beauticians etc Market Street – **Object**, Sheep Street – **Object** should be shared permit holders or 3 hours no return for the businesses

	Grammar School Hill/Park Street – **Object** should be shared permit holders or 3 hours no return for the businesses <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** should 100 percent include Hixet Wood which is in the same radius from the centre of town and otherwise will get all the pushed out overflow traffic there instead Church Lane residents parking area – **Object** should allow some 1 to 3 hour parking Church Lane DPPP removal – **No opinion** if not used much remove <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** will push the parking elsewhere like Hixet Wood which for some strange reason has not been included, and no alternative parking is being offered Any other comments? In the radius from the centre of town, why on earth has Hixet Wood not been included in this survey ? It already gets all the overflow of traffic from the town centres businesses, air b n b s and pubs and from roads like Fishers Lane with no parking facil
(o74) Local resident, (Charlbury, Hixet Wood)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** If it is enforced then it will assist "shop and go" customers at the Co-op and ease the current problems with the buses and larger delivery LGV/HGV that regularly get stuck at the pinch points. There are few current residents and they have close access to the Spendlove car park whilst the 30 min restriction would allow them to load/unload and cater for any disabled passengers/drivers. There would be only a couple of disadvantaged full-time residents and I regret that their inconvenience is the cost for the town's greater good.

	<u>Shared use parking bays:</u> Church Street – **Object** Church St is essentially residential, it is wide and would facilitate herringbone parking. "The Bell" hotel has ample on-site parking and would not be affected. The "Heat Store" and "Little Monkeys" nursery would benefit from an occasional use parking str Market Street – **Object**, Sheep Street – **Object** Whilst I sympathise with the encumbent residents, as the minority they should not be permitted to export their problem onto the greater majority of Charlbury residents. It seems to me that many of the cars here hardly ever move and are kept for contingenc Grammar School Hill/Park Street – **Partially support** I can not see as to how these proposals will change the existing situation though the 30 min restriction would be appropriate along Grammar School hill in recognition of the nursery. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Several reasons: (1) As a principle, there should be no right (paid for or not) for a resident to effectively "own" a section of the public highway just so as to be able to park a vehicle close to or infront of their property especially as the highway is maintained with public money and, I presume that in most cases, today, that the lack of on-site parking was known when the property was purchased. (2) The streets in question are critical routes through the town. A permit scheme would guarantee that these routes are almost permanently congested as (by observation) these vehicles only move occasionally; in particular, the Playing Close houses have their own bespoke parking at the rear and they choose not to use it. (3) By restricting "first come first served" parking in the centre of the town then the problem of random parking will be exported into the surrounding un-restricted roads eg: Hixet Wood and Pooles Lane. (4) These draconian blanket restrictions will grossly affect the few small businesses within the town by detering customers and thereby encouraging them to drive elsewhere. (5)(The Community Centre is proving to be a growing and valuable community asset. Its car park already suffers from "long-stay" vehicles and any tightening of local parking restrictions can only exacerbate this problem and force centre-users and potential users to go elsewhere. Church Lane residents parking area – **Object** Again, on principle, nobody should be able to buy a "right" to reserve a piece of the public highway, it should be on a "first come first served" basis. In addition, any restriction would prejeudice church attendance by the infirm/disabled as

	they would have nowhere to park during the church event. Moreover, from local knowledge, the majority of residents have on-site parking (though a number choose to park on the street) and it seems only 4 households would benefit from reserved slots. Some of the present problem is caused not only by the occasional "rail station user" refugee but also by some overflow cars from the uphill Dyers Hill residents. Church Lane DPPP removal – **No objection** I understand that the slot is no longer required as the original disabled person has gone. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **No objection**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Support** (1) Pound Hill - no objection though it will not enhance the observance of the 20 mph speed limit. (2) Nine Acres - it might reduce the town centre congestion caused by the backing up of traffic routing via Dyers Hill. (3) Market St - If actually enforced it would clearly help traffic flow but residents would have to find parking elsewhere which merely exports the problem for the benefit of smoother traffic flow for a 150 yds or so. 4) Browns, Sheep, Park Sts - If enforced then would be welcome; it will solve many angry confrontations. 5) The road is relatively wide and at 20 mph there is plenty of time to negotiate parked vehicles, a "speed hump" would reinforce the issue. 6) Dyers Hill - the proximity of the T junction with Thames St/Market St means that some enhanced restriction is necessary. It will only work however if it is enforced. Any other comments? (1) I emphasise that the selfish interests of a minority (ie: to have some degree of priority over a section of the publicly used, owned and maintained highway using a permit system) should not be at the expense of the majority of townsfolk who should be
(o75) Local resident, (Charlbury, Hixet wood)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We need more parking not less. Although I understand this is time restriction it essentially will mean anyone working in the town needs to park on any of the other side roads that isn't restricted. There is an awful lot of residents that only have on street parking as an option. We need more parking not less or more restricted parking.

	<u>Shared use parking bays:</u> Church Street – **Object** I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We Market Street – **Object**, Sheep Street – **Object** I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We Grammar School Hill/Park Street – **Object** I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We need more parking not less. Although I understand this is time restriction it essentially will mean anyone working in the town needs to park on any of the other side roads that isn't restricted. There is an awful lot of residents that only have on street parking as an option. We need more parking not less or more restricted parking Church Lane residents parking area – **Object** I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We need more parking not less. Although I understand this is time restriction it essentially will mean anyone working in the town needs to park on any of the other side roads that isn't restricted. There is an awful lot of residents that only have on street parking as an option. We need more parking not less or more restricted parking Church Lane DPPP removal – **Object**

	I believe that reducing/restricting any parking that already exists in the town is a bad idea that will just lead to the surrounding roads becoming as difficult for residents to park on as the residents living in the centre of the town already find it. We <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Object**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Concerned that people can't park outside their homes with proposed no waiting at anytime and also when homes need maintenance/work undertaking where will they park or pull over to unloads tools or materials Any other comments?
(o76) Rather not say, (Charlbury, Hixet Wood)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current proposals, but if they go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. I am not happy about the annual parking permit fee that this would incur for the neighbourhood, but would on balance prefer that I and my neighbours are able to park near our homes, and that our plumbers etc are able to access our homes easily for essential maintenance etc when needed too. Some commuters and other non-residents are determined to have free parking in Charlbury. The current proposals will not stop this. They will push this issue firmly onto the roads directly after the roads with the proposed restrictions. Hixet Wood is one of those roads. There is no more space on the lower section of Hixet Wood. It has been under pressure due to (1) the loss of parking spaces close to Police Houses due to a new housing development; (2) the loss of parking spaces at The Bull; (3) increased activity in Charlbury since the pandemic; (4) the trend for an increased number of cars per household; (5) the trend for larger passenger vehicles. Residents in the lower section of Hixet Wood are already anticipating further pressure on spaces when the development next to Police Houses is completed, with approximately 10 new households. This summer, I have watched non-residents in large vehicles park outside my neighbours' homes on the lower section of Hixet Wood to attend festivals, including a festival for which dedicated parking was provided elsewhere in Charlbury. This resulted in some of my neighbours not being able to park on lower Hixet Wood. My neighbours include

	those with mobility issues, retirees, children and two busy GPs who sometimes need rapid access to a car to assist with medical emergencies. Some festival visitors were audibly gleeful about having found free parking on Hixet Wood. If the residents of Hixet Wood cannot park on Hixet Wood (as is sometimes already the case) and cannot park on adjoining roads due to new parking restrictions, where can Hixet Wood residents park? The residents of lower Hixet Wood therefore also need to be eligible to apply for permits to park in adjoining roads such as Sheep Street if those roads are made subject to restrictions. I am unsure whether the restrictions on the parking spaces next to the Co-op are being monitored regularly and therefore unsure whether any further new restrictions would be monitored regularly. In such cases, the more diligent and respectful citizen tends to be penalised versus the 'chancer'. Parking at Charlbury Co-op over the summer has proved impossible on occasion, eg due to what appeared to be on one occasion a large, organised walking group which seemed to park there (involving a number of cars) for several hours. Solutions 1) Charlbury needs more parking spaces, not more restrictions. This is the main issue, and it will not be resolved by more restrictions. 2) Further housing developments removing parking spaces should be scrutinised more carefully. 3) If the current proposals (with which I disagree) do go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. 4) The residents of lower Hixet Wood also need to be eligible to apply for permits to park in adjoining roads if they are made subject to restrictions, because Hixet Wood residents are not always able to park on Hixet Wood. <u>Shared use parking bays:</u> Church Street – **Object** I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current Market Street – **Object**, Sheep Street – **Object** I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current Grammar School Hill/Park Street – **Object**

	I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current proposals, but if they go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. I am not happy about the annual parking permit fee that this would incur for the neighbourhood, but would on balance prefer that I and my neighbours are able to park near our homes, and that our plumbers etc are able to access our homes easily for essential maintenance etc when needed too. Some commuters and other non-residents are determined to have free parking in Charlbury. The current proposals will not stop this. They will push this issue firmly onto the roads directly after the roads with the proposed restrictions. Hixet Wood is one of those roads. There is no more space on the lower section of Hixet Wood. It has been under pressure due to (1) the loss of parking spaces close to Police Houses due to a new housing development; (2) the loss of parking spaces at The Bull; (3) increased activity in Charlbury since the pandemic; (4) the trend for an increased number of cars per household; (5) the trend for larger passenger vehicles. Residents in the lower section of Hixet Wood are already anticipating further pressure on spaces when the development next to Police Houses is completed, with approximately 10 new households. This summer, I have watched non-residents in large vehicles park outside my neighbours' homes on the lower section of Hixet Wood to attend festivals, including a festival for which dedicated parking was provided elsewhere in Charlbury. This resulted in some of my neighbours not being able to park on lower Hixet Wood. My neighbours include those with mobility issues, retirees, children and two busy GPs who sometimes need rapid access to a car to assist with medical emergencies. Some festival visitors were audibly gleeful about having found free parking on Hixet Wood. If the residents of Hixet Wood cannot park on Hixet Wood (as is sometimes already the case) and cannot park on adjoining roads due to new parking restrictions, where can Hixet Wood residents park? The residents of lower Hixet Wood therefore also need to be eligible to apply for permits to park in adjoining roads such as Sheep Street if those roads are made subject to restrictions. I am unsure whether the restrictions on the parking spaces next to the Co-op are being monitored regularly and therefore unsure whether any further new restrictions would be monitored regularly. In such cases, the more diligent and respectful citizen tends to be penalised versus the 'chancer'. Parking at Charlbury Co-op over the summer has

	proved impossible on occasion, eg due to what appeared to be on one occasion a large, organised walking group which seemed to park there (involving a number of cars) for several hours. Solutions 1) Charlbury needs more parking spaces, not more restrictions. This is the main issue, and it will not be resolved by more restrictions. 2) Further housing developments removing parking spaces should be scrutinised more carefully. 3) If the current proposals (with which I disagree) do go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. 4) The residents of lower Hixet Wood also need to be eligible to apply for permits to park in adjoining roads if they are made subject to restrictions, because Hixet Wood residents are not always able to park on Hixet Wood. Church Lane residents parking area – **Object** I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current proposals, but if they go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. I am not happy about the annual parking permit fee that this would incur for the neighbourhood, but would on balance prefer that I and my neighbours are able to park near our homes, and that our plumbers etc are able to access our homes easily for essential maintenance etc when needed too. Some commuters and other non-residents are determined to have free parking in Charlbury. The current proposals will not stop this. They will push this issue firmly onto the roads directly after the roads with the proposed restrictions. Hixet Wood is one of those roads. There is no more space on the lower section of Hixet Wood. It has been under pressure due to (1) the loss of parking spaces close to Police Houses due to a new housing development; (2) the loss of parking spaces at The Bull; (3) increased activity in Charlbury since the pandemic; (4) the trend for an increased number of cars per household; (5) the trend for larger passenger vehicles. Residents in the lower section of Hixet Wood are already anticipating further pressure on spaces when the development next to Police Houses is completed, with approximately 10 new households. This summer, I have watched non-residents in large vehicles park outside my neighbours' homes on the lower section of Hixet Wood to attend festivals, including a festival for which dedicated parking was provided elsewhere in Charlbury. This resulted in some of my neighbours not being able to park on lower Hixet Wood. My neighbours include those with mobility issues, retirees, children and two busy GPs who sometimes need rapid access to a car to assist with medical emergencies. Some festival visitors were audibly gleeful about having found free parking on Hixet Wood.

	If the residents of Hixet Wood cannot park on Hixet Wood (as is sometimes already the case) and cannot park on adjoining roads due to new parking restrictions, where can Hixet Wood residents park? The residents of lower Hixet Wood therefore also need to be eligible to apply for permits to park in adjoining roads such as Sheep Street if those roads are made subject to restrictions. I am unsure whether the restrictions on the parking spaces next to the Co-op are being monitored regularly and therefore unsure whether any further new restrictions would be monitored regularly. In such cases, the more diligent and respectful citizen tends to be penalised versus the 'chancer'. Parking at Charlbury Co-op over the summer has proved impossible on occasion, eg due to what appeared to be on one occasion a large, organised walking group which seemed to park there (involving a number of cars) for several hours. Solutions 1) Charlbury needs more parking spaces, not more restrictions. This is the main issue, and it will not be resolved by more restrictions. 2) Further housing developments removing parking spaces should be scrutinised more carefully. 3) If the current proposals (with which I disagree) do go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. 4) The residents of lower Hixet Wood also need to be eligible to apply for permits to park in adjoining roads if they are made subject to restrictions, because Hixet Wood residents are not always able to park on Hixet Wood. Church Lane DPPP removal – **No opinion** I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current proposals, but if they go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. I am not happy about the annual parking permit fee that this would incur for the neighbourhood, but would on balance prefer that I and my neighbours are able to park near our homes, and that our plumbers etc are able to access our homes easily for essential maintenance etc when needed too.

	Some commuters and other non-residents are determined to have free parking in Charlbury. The current proposals will not stop this. They will push this issue firmly onto the roads directly after the roads with the proposed restrictions. Hixet Wood is one of those roads. There is no more space on the lower section of Hixet Wood. It has been under pressure due to (1) the loss of parking spaces close to Police Houses due to a new housing development; (2) the loss of parking spaces at The Bull; (3) increased activity in Charlbury since the pandemic; (4) the trend for an increased number of cars per household; (5) the trend for larger passenger vehicles. Residents in the lower section of Hixet Wood are already anticipating further pressure on spaces when the development next to Police Houses is completed, with approximately 10 new households. This summer, I have watched non-residents in large vehicles park outside my neighbours' homes on the lower section of Hixet Wood to attend festivals, including a festival for which dedicated parking was provided elsewhere in Charlbury. This resulted in some of my neighbours not being able to park on lower Hixet Wood. My neighbours include those with mobility issues, retirees, children and two busy GPs who sometimes need rapid access to a car to assist with medical emergencies. Some festival visitors were audibly gleeful about having found free parking on Hixet Wood. If the residents of Hixet Wood cannot park on Hixet Wood (as is sometimes already the case) and cannot park on adjoining roads due to new parking restrictions, where can Hixet Wood residents park? The residents of lower Hixet Wood therefore also need to be eligible to apply for permits to park in adjoining roads such as Sheep Street if those roads are made subject to restrictions. I am unsure whether the restrictions on the parking spaces next to the Co-op are being monitored regularly and therefore unsure whether any further new restrictions would be monitored regularly. In such cases, the more diligent and respectful citizen tends to be penalised versus the 'chancer'. Parking at Charlbury Co-op over the summer has proved impossible on occasion, eg due to what appeared to be on one occasion a large, organised walking group which seemed to park there (involving a number of cars) for several hours. Solutions 1) Charlbury needs more parking spaces, not more restrictions. This is the main issue, and it will not be resolved by more restrictions. 2) Further housing developments removing parking spaces should be scrutinised more carefully. 3) If the current proposals (with which I disagree) do go ahead, I would be grateful if you could include the lower section of Hixet Wood (up to the turn-off to Charlbury Garage) in 'permit holders only', ie reserved for local residents and the visitors of local residents only. 4) The residents of lower Hixet Wood also need to be eligible to apply for permits to park in adjoining roads if they are made subject to restrictions, because Hixet Wood residents are not always able to park on Hixet Wood. Any other comments?

	I am very concerned by the proposals for changes to on-street parking and the introduction of limited waiting in Charlbury. The proposals will make the lives of residents on lower Hixet Wood difficult on an everyday basis. I do not agree with the current
(o77) Local resident, (Charlbury, Hixet Wood)	'Time-limited' parking bay: Browns Lane – **Object** As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual use. Shared use parking bays: Church Street – **Object** As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual Market Street – **Object**, Sheep Street – **Object** As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual Grammar School Hill/Park Street – **Object** As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual use. Church Lane residents parking area – **Object**

	As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual use. Church Lane DPPP removal – **Object** As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual use. Any other comments? As a resident of Hixet Wood, I believe this will simply push the problem further out from the centre of town to our road and surrounding areas, where we already have parking challenges. Provision for a bigger public carpark would, in my view, be of actual
(o78) Local resident, (CHARLBURY, HIXET WOOD)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Parking for Co-op therefore not required for more than 30 minutes <u>Shared use parking bays:</u> Church Street – **Object** I OBJECT IN PRINCIPLE TO RESIDENTS' PERMIT HOLDERS - WHEN THE HOUSE WAS PURCHASED IT WAS OBVIOUS THERE WAS NO OFF-ROAD PARKING Market Street – **Object**, Sheep Street – **Object** AS ABOVE. I WOULD PREFER THAT THE EPIDEMIC OF PAVEMENT PARKING WAS ADDRESSED IN THE FIRST INSTANCE.

	Grammar School Hill/Park Street – **Object** AS ABOVE. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** REFER TO PREVIOUS COMMENTS. PLUS I THINK IT WILL CAUSE EVEN MORE ARGUMENTS AND BAD FEELING BETWEEN RESIDENTS AND VISITORS. Church Lane residents parking area – **Object** THERE WOULD BE MORE PARKING SPACES AVAILABLE TO RESIDENTS ON CHURCH LANE IF CURRENT RESIDENTS DID NOT TAKE UP ROAD PARKING SPACES EVEN THOUGH THEY HAVE PRIVATE, OFF-ROAD PARKING. Church Lane DPPP removal – **No opinion** PARKING IN CHARLBURY IS A NIGHTMARE. IF PARKING SPACES IN THE CENTRE BECOME MORE RESTRICTED THEN THE OUTLYING ROADS WILL BE USED INSTEAD. IT IS JUST SHIFTING THE PROBLEM. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Partially support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** EMERGENCY VEHICLES, BUSES, UTILITY VEHICLES NEED ACCESS AT ALL TIME ON NARROW AND HARD TO NEGOTIATE ROADS Any other comments?
(o79) Local resident, (Charlbury, Hughes Close)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** This will deter the Bull customers and tain users from taking up parking spaces <u>Shared use parking bays:</u> Church Street – **Support** This will deter train users but will allow parking time for the use of local pubs and businesses.

	Market Street – **Support**, Sheep Street – **Support** This will deter train users but will allow parking time for the use of local pubs and businesses. Grammar School Hill/Park Street – **Support** This will deter train users but will allow parking time for the nursery and pre-school drop off/collect times <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Charlbury centre has very limited on street parking. Full-time residents (NOT a second home/Air B&B) should be able to have a parking permit FOC or for a very nominal fee (less than the £65 suggested). This will also deter The Bull and train users. Church Lane residents parking area – **Support** as above, mainly to deter train users Church Lane DPPP removal – **Partially support** Disabled parking spaces should be all allowed where necessary <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** This will also deter The Bull and train users. Any other comments? The suggested restrictions will not be liked by many but are necessary. We have far too many car and not enough parking spaces especially in Charlbury Centre. The new Bull with its severely reduced car park causes problems as do train users. A Long term a
(o80) Local resident, (Charlbury, Hughes Close)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Often my time will be a little longer than half an hour, as I am very slow walker.

	<u>Shared use parking bays:</u> Church Street – **Support** Not really sure but feel I should. Market Street – **Partially support**, Sheep Street – **Partially support** I am not sure how this will help me ? Grammar School Hill/Park Street – **No objection** Not really sure <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Not sure where I could park Church Lane residents parking area – **Object** Not sure where I can park Church Lane DPPP removal – **Object** Not sure but what will the loss of that space mean <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Short drop off time is helpful. Any other comments?
(o81) Local resident, (Charlbury, Hundley Way)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** There is no reason to introduce 30 minute parking in Charlbury. The minimum should be an hour as set out at present. This would have a negative impact on businesses such as Charlbury Deli.

	This proposal has not been properly thought out and will have knock-on impacts on residents in Pooles Lane and Enstone Road, for which no mitigation is provided. It merely transfers a problem from one part of the town to another. <u>Shared use parking bays:</u> Church Street – **Object** This proposal has not been properly thought out and will have knock-on impacts on residents in other parts of Charlbury, for which no mitigation is provided. It merely transfers a problem from one part of the town to another. The reintroduction of echel Market Street – **Object**, Sheep Street – **Object** This restricts the amount of parking for customers of the few remaining shops in Charlbury town centre. It would have the effect of hastening the sad transformation of Charlbury into a dormitory. Grammar School Hill/Park Street – **Object** There is no reason to introduce 30 minute parking in Charlbury. The minimum should be an hour as set out at present. This would have a negative impact on businesses. This proposal has not been properly thought out and will have knock-on impacts on resi <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** None of these changes will deliver any benefit given the woefully absent enforcement activity in Charlbury. Businesses such as local hairdressers will be adversely impacted by the removal of parking. The effect will be shop closures and loss of employment. Church Lane residents parking area – **Partially support** None of these changes will deliver any benefit given the woefully absent enforcement activity in Charlbury. Church Lane DPPP removal – **Object** This is needed by the Church among others. It constitutes a form of discrimination. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Object**, Market Street – **Partially support**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** It is unclear what changes these make.

	However, the extension of double yellow lines on Nine Acres Lane is stupid, for two reasons. The current restrictions were determined to deal with nuisance parking at the junction with Thames Street, and have been a success since they were implemented two years ago. Their extent forms visual narrowing which helps deal with the problems of nuisance speeding and rat running. To "open up" the road for speeding drivers would be detrimental to road safety in a location with a history of serious accidents. Any other comments? These proposals have been forged without adequate consultation or engagement within the Town by a clique of self-interested town councillors who live in the town centre in houses without off street parking, and want to dump Charlbury's parking problems on
(o82) Local resident, (Charlbury, Hundley Way)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Would permit holders be exempt from the restriction? I would've thought that they should be. I don't see how the absence of parking restrictions in the evening will make any difference to a cause of what most people believe is the real problem which is that the popularity of recently developed hostelries mean that there is nowhere to park for anyone in the evenings and there is frequently parking on double yellow lines and the bus runs through the centre of town is frequently blocked. However, I think that the 30 minute restriction here is good because it allows people to visit the co-op or town centre shops briefly to run an errand without having to park on a yellow line. <u>Shared use parking bays:</u> Church Street – **Support** This seems sensible. It allows locals or visitors to the town to park for a reasonable amount of time are they either run an errand or have lunch, but it allows residence to have a decent chance of parking. It is unknown in the town how much of a problem Market Street – **Support**, Sheep Street – **Support** Same reasons as 5. Grammar School Hill/Park Street – **Partially support** I don't think the time restriction here makes much sense. Well it does allow parents to drop children off at the popular preschool on this road, half an hour is not enough time to walk into town, run around, and walk back again. I think this should defini

	Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** I live on the edge of Charlbury and usually walk or cycle into town. On the occasion when I need to drive, for example because I am stopping at my office in sheep Street and continuing somewhere else, or delivering or picking up something big, I think that these restrictions would still allow me to go about my business while allowing residents to park. Church Lane residents parking area – **Support** This is a no-brainer. There has been an informal residence only parking scheme here for decades, as you know, it's a tiny lane and residence have nowhere else to park. I don't think there's any reason that people should park here, except perhaps the church on Sundays, and I am sure that people who come to church have their own arrangements which have been working for a long time. It would prevent station, importantly. Church Lane DPPP removal – **Support** As far as I am aware, this is no longer in use. Added to which, a disabled driver would be able to use a residents only parking bay 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** See you in just a couple of places. This question is not clear because it isn't stated where exactly you mean. But I assume you just mean in certain areas. Any other comments? I think that the county, working with district Council and town Council, should try to find a location, for example the cricket Club car park, where drivers who arrive by the dozen every day in the town centre for work purposes are encouraged, or even for
(o83) Local resident, (Charlbury, Hundley Way)	'Time-limited' parking bay: Browns Lane – **Support** I support limited time parking anywhere as long as its policed lawfully. Shared use parking bays:

	Church Street – **Support** Needs to be policed. But fully support. Market Street – **Support**, Sheep Street – **Support** Needs to be policed. Grammar School Hill/Park Street – **Support** Needs to ve policed. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Needs to be policed. Church Lane residents parking area – **Support** Needs to be policed Church Lane DPPP removal – **No objection** Supporting those less able to get around. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Partially support**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Delivery vehicles need to off load. Any other comments? Too many cars get dumped for days/weeks blocking genuine shoppers and residents.
(o84) Local resident, (Charlbury, Kearsey Court)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Ensures people have access to The Co-op and other retail outlets for quick shopping and steady turnover. With restrictions it will need monitoring.

	Shared use parking bays: Church Street – **Support** For those coming into town for lunch or accessing other shops for longer but still allows residents local parking to their home. This road is wider so could take more parking for longer. With restrictions it will need monitoring. Market Street – **Support**, Sheep Street – **Partially support** Market Street has the pharmacy and the deli & Corner House for shorter shopping visits and so complements longer parking in Church St. With restrictions it will need monitoring. Sheep St has less drop in retail so less concerned about short term parking. Grammar School Hill/Park Street – **Object** Would cause confusion as different time restriction (30 min), make it the same as Market St or Church St. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Object to only permit holders as this would impact on local trade as restricts parking within the retail area and Spendlove Car Park couldn't take the extra capacity. Would support restricted time parking as well as residents. Church Lane residents parking area – **Object** As before, impact on retail outlets. If people cannot easily use the local shops they will disappear. Church Lane DPPP removal – **Object** This space would enable blue badge holders easier access to the church. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** People need to have easy access to local shops so object to those roads on the centre. Further less of an issue unless it significantly improves traffic flow. Any other comments? Noticed that Thames Street was not included in question for double yellow lines. This I would support as this would improve traffic flow through the town and encourage traffic to go around rather than along Market Street.

(o85) Local resident, (Charlbury, Kearsey Court)	'Time-limited' parking bay: Browns Lane – **Partially support** Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads. Shared use parking bays: Church Street – **Partially support** Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads. Market Street – **Support**, Sheep Street – **Support** Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads. Grammar School Hill/Park Street – **Support** Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads. Particularly support Dyers Hill restrictions as this is currently dangerous due to overparking. Church Lane residents parking area – **Support**

	Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads. Church Lane DPPP removal – **Object** There need to be disabled parking options near the church for people with mobility issues. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Driving in the narrower areas of Charlbury such as Dyers Hill has become dangerous due to parked cars. Any other comments? Support the greater control to allow parking for residents but concern that central restrictions will shift additional parking to areas where further traffic problems will be caused such as Enstone Road between surgery and crossroads.
(o86) Local resident, (Charlbury, Kendal Piece)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Good idea for coop use. But if they're full it's a long drive around the one way streets to get back to the coop. <u>Shared use parking bays:</u> Church Street – **Partially support** Good for residents, but bad for pick up from nursery or use of other businesses. Market Street – **Partially support**, Sheep Street – **Partially support** Good for residents, bad for people needing the pharmacy or Chloe's cafe. Grammar School Hill/Park Street – **No opinion** I don't use this street, so I'm not sure of the effect. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

	Good for the residents involved, but it means less parking for users or local businesses and train station and dog walking by the river. Church Lane residents parking area – **No opinion** I don't use this street to do I don't know Church Lane DPPP removal – **Object** There should always be more disabled parking, not less <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Partially support** These can be tricky streets to navigate so I understand the need for it, but I'm concerned for any lost parking in town Any other comments? We need more long term parking for staff of local businesses and train users, but this parking plan will only make this worse
(o87) Local resident, (Charlbury, Lees heights)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I am writing to object most forcibly against this scheme. I have been resident in Charlbury for 45 Years and love the town which is a historic town and as such the centre of the town has mostly properties that do not have provision for parking. When buying such a property people should be aware that therr is no parking and that they do not own the right to the road outside there house. This ill thought out plan will solve nothing since it does not remove the problem of parking in fact it exacerbates the whole problem as people will just park in other areas making more of the town a problem and the whole thing is likely to create unneccessary ill feeling <u>Shared use parking bays:</u> Church Street – **Object**

	Any parking scheme would require enforcement which would increase the costs to every household in Charlbury and I see no reason why owners of property that dont have parking should suddenly be granted parking which will increase the value of their proper Market Street – **Object**, Sheep Street – **Object** My same objection goes for all aspects of this ill thought out and devisive scheme. If you dont like not having parking dont buy a house that doesnt provide it as part of the property. Grammar School Hill/Park Street – **Object** All the sme aspects as above <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Residents who own houses that do not have parking as part of their property, purchased their property on that basis and have to live with the consequences. If you activate this scheme it will be detrimental to the whole town and will increase the costs to everybody as it will require management and enforcement Church Lane residents parking area – **Object** Once again my objectios are as inetrated above Church Lane DPPP removal – **Support** I have no obejction to this since this should not create a problem <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** The present double yellow lines are sufficient and do not need changing Any other comments? My view is that is an extremely devisive proposal that will do nothing to improve the town and has every chance of creating us and them amongst the residents

(o88) Local resident, (Charlbury, Lees Heights)	'Time-limited' parking bay: Browns Lane – **Object** The current 'free for all, first come first served' set up is a fairer balance. Shared use parking bays: Church Street – **Object** The current 'free for all, first come first served' set up is a fairer balance. Market Street – **Object**, Sheep Street – **Object** The current 'free for all, first come first served' set up is a fairer balance. Grammar School Hill/Park Street – **Support** It gives the best balance of competing demand vs availability. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** My selections above give the best compromise balance between competing demands. Church Lane residents parking area – **Object** The current 'free for all, first come first served' set up is a fairer balance. Church Lane DPPP removal – **Object** I can't see why this is being considered. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** I'm easy either way. Any other comments? None

(o89) Local resident, (Charlbury, Lees heights)	'Time-limited' parking bay: Browns Lane – **Partially support** 30 minutes does not give enough time yo visit chemist, cornerstone, No 5 for example and stop for a chat with passing residents Shared use parking bays: Church Street – **Partially support** Not necessary for both sides of street Market Street – **Support**, Sheep Street – **Support** Narrow roads so happy to discourage parking here Grammar School Hill/Park Street – **No objection** Mot an area I use Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **No opinion**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Object** Not necessary on playing close as residents all have private off roa parking Church Lane residents parking area – **Partially support** Collecting items from the church needs somewhere to park Church Lane DPPP removal – **No opinion** If this is needed for an individual house then yes but otherwise whoneoild use it 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Object**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** Reasons stated earlier Any other comments? Remove some disabled spaces in spendlove car park.

	Re-site 60 minute spaces to the first bays upon entering car park. Consider purchase of a small strip of school playing field to accommodate 24 hour parking Consider making unused 'scrub' area of 9 acres
(o90) Local resident, (Charlbury, Lees Heights)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** In Charlbury there is only one car park - Spendlove Centre in the centre of Charlbury which is situated by the Co OP store , doctors and dentists surgery - where all the essential services for the people of Charlbury are located. By introducing the proposed parking restrictions - this will create additional pressures on this car park and also other parking areas close by if restrictions proposed come into being. For instance visitors park in the streets included in the proposal to use the facilities such as The Bull and St Mary's church which has very limited parking of its own. Also the residents of the streets included in the proposals are well aware of the parking situation in those areas and should not have preferential treatment at the expense of other residents in the town. The restrictions proposed would not improve the parking provision but merely benefit certain residents in the town at the expense of other residents, and would be unfair. <u>Shared use parking bays:</u> Church Street – **Object** See response in paragraph 3) above Market Street – **Object**, Sheep Street – **Object** See response in paragraph 3) above Grammar School Hill/Park Street – **Object** See response in paragraph 3) above <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** see paragraph 3) above Church Lane residents parking area – **Object** see paragraph 3) above

	Church Lane DPPP removal – **Object** All disabled persons parking place should be retained for their benefit <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** The introduction of additional double yellow lines will reduce the ability to park in Charlbury. We have limited parking available in the town in any event, and such a measure would simply create more parking issues. Any other comments?
(o91) Local resident, (Charlbury, Little Lees)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** More short term parking required in this location <u>Shared use parking bays:</u> Church Street – **Partially support** Concerned that all parking may be taken by permit holders Market Street – **Partially support**, Sheep Street – **Partially support** Concerned that all parking may be taken by residents Grammar School Hill/Park Street – **Partially support** No parking would be available for staff <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Partially support**, Browns Lane – **Support**, The Playing Close – **Support** Some shared use preferred on Sheep Street for business users and staff Church Lane residents parking area – **Support** No alternative parking for residents Church Lane DPPP removal – **Support**

	Not required <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** These would improve traffic flow Any other comments? Concerned that there will not be enough parking for business staff/visitors
(o92) Local resident, (Charlbury, Little Lees)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** It will be difficult for visitors to park outside the houses <u>Shared use parking bays:</u> Church Street – **Object** It will be difficult for visitors to park outside the houses Market Street – **Object**, Sheep Street – **Object** This would tend to lead to parking in other roads which will simply move the problem, not solve it. Grammar School Hill/Park Street – **Object** As above, it will simply move the problem. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** It will just move the problem of long term parking to other areas, including Spendlove and Community Centre car parks. Church Lane residents parking area – **Object** Visitors will be unable to park outside houses. Church Lane DPPP removal – **No objection**

	I was not aware of a disabled parking space <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Restrictions will move the problem elsewhere. Any other comments? I do not feel thatbthe restrictions will solve the problems we all know exist. Charlbury was never laid out for motor vehicles, particularly the large ones most seen these days.
(o93) Local resident, (Charlbury, Little Lees)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Support use of local shops and businesses in the town centre. Given the shortage of parking space, longer term parking is not appropriate in this location <u>Shared use parking bays:</u> Church Street – **Partially support** Whilst I support the principle of residents' parking, the proposed availability of permits should be modified in line with the aims and policies of the Charlbury Neighbourhood Plan (CNP). Specifically: 1. Residents should only be eligible for permits if Market Street – **Partially support**, Sheep Street – **Partially support** See answer to Q5 Grammar School Hill/Park Street – **Partially support** See answer to Q5 <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** See answer to Q5 Church Lane residents parking area – **Partially support**

	See answer to Q5 Church Lane DPPP removal – **No objection** Specific provision no longer required <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Support where this is absolutely necessary (e.g. to ensure bus access). My objections and partial support relate to inevitable knock-on effects and unintended consequences. E.g. 1. Removal of parking on east side of Pound Hill and Nine Acres Lane will make it more difficult for some with mobility issues to access the cemetery. 2. Removal of more parking spaces on Nine Acres Lane will displace parking further out causing new problems and issues that will need to be addressed 3. As with (2) above, further restrictions on Sheep Street will exacerbate the already difficult problems on Hixet Wood Any other comments? These proposals only only address part of the parking-related issues in Charlbury and a broader study and proposal is needed covering the whole town and car park provision and taking account of all priorities for the town and community. Specific concerns
(o94) Local resident, (Charlbury, Little Lees)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Some people/ visitors have to go to talks, sports sessions, art classes etc in the town, park in any space available and 30 minutes is not enough. Needs to be 3 hours as proposed for Church street. <u>Shared use parking bays:</u> Church Street – **Partially support** Registered Residents permits should not guarantee a parking space, but only make the residents exempt from any time related charges. Residents did buy properties without parking spaces and should organise their lives accordingly. The unintended consequenc Market Street – **Object**, Sheep Street – **Object**

	See answer in 3. Grammar School Hill/Park Street – **Object** see answer in 3. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** See response in 3 and 7 (Church St) Church Lane residents parking area – **Partially support** See 3 and 7 Church Lane DPPP removal – **Partially support** Support only if the space is not longer justified <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Only introduce them if they will help ease the flow of traffic and improve visibility. Do not reduce the number of parking spaces unless absolutely necessary. Any other comments? To emphasise, parking permits to only exempt residents (max 2 per household) from time related charges, and do not guarantee a space. For others, parking in the town centre all over should be for 3 hours max, no return within 2 hours, Same as Waitrose par
(o95) Local resident, (Charlbury, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** We support the proposal as long as the Disabled Bay outside the Co-Op is retained. <u>Shared use parking bays:</u> Church Street – **Partially support**

	Yes to shared use parking bays, but 3 hours no return within 2 hours is TOO long. It should be 1 hour no return within 1 hour Mon-Sat 8am to 6pm. Market Street – **Support**, Sheep Street – **Support** This would allow permit holders (i.e. residents) to be able to park and 1 hour no return within 1 hour will cater for deliveries. Grammar School Hill/Park Street – **Support** Allows permit holders to park and children to be collected or dropped off at the school. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** This proposal would stop the drivers who use the train from parking all day rather than using the station car park and those drivers who are visiting The Bull. Church Lane residents parking area – **Support** It will stop commuter parking all day. As with all of these proposals, they need to be enforced. Church Lane DPPP removal – **Object** These are too few disabled bays for an ageing and infirmed population in Charlbury. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** It depends on where the double yellow lines would be placed. They may not be necessary if the Permit Holders bays and limited parking times are introduced. Any other comments? The residents of Market Street are not listed as eligible to apply for permits. WHY NOT?

(o96) Local resident, (Charlbury, Market Street)	'Time-limited' parking bay: Browns Lane – **Object** There are always spaces in the Spelndlove car park for co-op customers, but very few for those who want to park overnight and do not have on-street parking. Shared use parking bays: Church Street – **Support** Residents need somewhere to park and often there is nowhere to go. Market Street – **Support**, Sheep Street – **Support** Residents often have nowhere to park. However, when the streets eligible for permits are listed, Market Street (our road) is not included. Surely this is a mistake? I am one of many Market Street residents with no off-street parking who finds it very diff Grammar School Hill/Park Street – **Support** See above Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** See above - residents need to have priority, there is parking at Spendlove for visitors Church Lane residents parking area – **Support** See above Church Lane DPPP removal – **No opinion** I don't know about this! 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No objection**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** These are places where displaced Market Street residents often have to go. I don't believe the proposals will increase the number of spaces available sufficiently for even more double yellows. If we reduce the number of spaces, where will we go?

	Any other comments?
(o97) Local resident, (Charlbury, Market Street)	‘Time-limited’ parking bay: Browns Lane – **No objection** The fewer cars there the better as they often block buses - this way if a vehicle is blocking the route the bus won’t be held up for hours. Shared use parking bays: Church Street – **Object** Disincentive to visit Charlbury, park, walk, and return to Charlbury to use any of the few remaining businesses. I am in favour of removing any parking near the junction with Sheep Street/Market Street and also reducing parking bays that cause the top of Market Street – **Object**, Sheep Street – **Object** This is an unfair constraint on any visitors to residents of Market Street and Sheep Street, and thus an unfair constraint on residents of Market Street and Sheep Street. An extra cost because both permanent residents and visitors wanting to stay longer t Grammar School Hill/Park Street – **Partially support** This should be limited to the areas that are close to the school. The actual placement of parking bays along the road - and maybe slightly reduced - should be better considered for vehicles to be able to pass easily. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Because it’s just an extra cost - both for residents to have to purchase them, and for them to be supplied and enforced. It just discourages casual visitors from bothering to stop in Charlbury and giving their patronage to the few remaining businesses. Overall, too, it just adds extra stress on people like careworkers and tradespeople working in properties in a large part of Charlbury. Church Lane residents parking area – **Object** Why should this road get preferential treatment? What about visitors to the church?

	Church Lane DPPP removal – **No opinion** ? 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** I'm in favour of this only on extremely limited portions of these roads in order to allow the free flow of traffic where blockages can currently occur. There's nowhere on Market Street that these don't already exist (other than the parking bays) Any other comments?
(o98) Local resident, (Charlbury, Market Street)	'Time-limited' parking bay: Browns Lane – **Support** This should prevent long-term parking from interfering with provision for shoppers to access the Co-op. Shared use parking bays: Church Street – **Object** We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of prob Market Street – **Object**, Sheep Street – **Object** We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of prob Grammar School Hill/Park Street – **Object** We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of prob Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of problems we need to tackle without disproportionately disadvantaging a range of town interests. Church Lane residents parking area – **Object** We are generally not in favour of the idea of Residents Parking Permits combined with either Residents Permit Holders Parking only bays or with Shared Use Parking Bays. We do not see that the current proposals would realistically solve the range of problems we need to tackle without disproportionately disadvantaging a range of town interests. Church Lane DPPP removal – **No opinion** Insufficient knowledge of the background and reasons for the proposal <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **Object**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** We would regret the loss of some parking spaces in Nine Acres Lane. In our view parking in these spaces, although not ideal, presents no more of a hazard than parking in many of the other spaces available around the town. The spaces are also used by residents of Market Street as a fall-back, when there are no spaces available in Market Street. Where we have no opinion it is because we have Insufficient knowledge of the background and reasons for the proposal Any other comments? We are residents of Market Street. We do not support the proposed changes to parking arrangements. We, of course, recognise the difficulties faced by residents, businesses and visitors to the town centre, who are juggling access to parking spots for eit
(o99) Local resident, (Charlbury, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** I do not drive to the facilities so cannot comment on what impact the proposals with have.

	Shared use parking bays: Church Street – **Partially support** Allows those living on Church Street to park outside their house, but the restriction being three hours allows use of the town centre facilities. I would make the restriction apply 24/7 though. Market Street – **Partially support**, Sheep Street – **No objection** I would add an additional space outside Apple Tree Cottage - the current keep clear marking is too large relative to others on the road and would not cause any safety issues to have another space there (cars often park there anyway). I support residents Grammar School Hill/Park Street – **Object** There is no need for these spaces to be for permit holders - the houses have off-street parking and if left unpermited, it is somewhere the staff of businesses in the town centre can park that's relatively near. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Object** I partially support all except the Playing Close. I only partially support because there should be the 1hr exemption for these spaces that there is on Market St and parts of Sheep St and Grammar School Hill. I object the Playing Close because all the houses have off-street parking. Church Lane residents parking area – **Partially support** I only partially support because there should be the 1hr exemption for these spaces that there is on Market St and parts of Sheep St and Grammar School Hill. Church Lane DPPP removal – **No opinion** No opinion 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No objection**, Nine Acres Lane – **Object**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Object**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Object** Those I object, I STRONGLY object - we have a parking problem in Charlbury and the solution is NOT to take away any perfectly good parking spaces. Those I support are obvious places to have double-yellows (i.e. parking there would stop traffic entirely).

	Any other comments?
(o100) Local resident, (Charlbury, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Browns Lane has some residents that would benefit from being able to park here, and without residents included it will displace them to other nearby areas. <u>Shared use parking bays:</u> Church Street – **Support** Share use parking makes some sense but would should have some areas for residents. The Bell has an enormous car park so there's no real need for 3 hours no return. This would be better 30 mins no return 1 hour. Market Street – **Support**, Sheep Street – **Support** Market Street parking is difficult due to the narrowness of the road. Capacity has been added at cost of convenience and safety to some residents. Grammar School Hill/Park Street – **Support** This Park St/Grammar School Hill proposal balances the local residents vs visitors. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Parking is usually pressurised in these areas with commuters. The Playing Close and Browns Lane already have car park behind Coop. Church Lane residents parking area – **Support** Visitors to The Bell can use their capacious car park. The infrequency of church events and the unlikeliness of car use to attend such things should be manageable through parking near coop. Church Lane DPPP removal – **Support** Never seen this in use by disabled persons. 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Support**, Browns Lane – **Partially support**, Sheep Street – **Support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Extremely narrow widths are hazardous for pedestrians due to large cars mounting pavements as not to block the road. Any other comments? Great weight should be given to safety and the character of the town. The historic centre of Church, Market, Sheep St should have fewer, not more parking. The density of cars does not add to the charm of the town.
(o101) Local resident, (Charlbury, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Browns Lane is narrow, with large vehicles including scheduled buses passing throughout the day. Priority should be given to residents. <u>Shared use parking bays:</u> Church Street – **Support** The proposal will help residents park in an area where cars park for The Bull and The Bell. Market Street – **Support**, Sheep Street – **Support** Both streets are narrow, with residents struggling to park with visitors parking for long periods to use local amenities. Grammar School Hill/Park Street – **Support** This would help residents and those dropping off their children to the pre-school on Grammar School Hill. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** All these areas are narrow. Many are not wide enough for two cars to pass, but traffic is permitted to travel in both directions. Parking must be difficult for residents. On Dyers Hill there is the added complication of cars parking to avoid parking charges for the train station. Church Lane residents parking area – **Support** On Church Lane cars park to avoid parking charges for the train station.

	Church Lane DPPP removal – **No opinion** I do not know enough about why this was in place previously. If it no longer found useful to disabled people and residents parking found more useful, then it would make sense. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** I feel these areas should already have double yellow lines, as one couldn't park without totally restricting traffic flow. Any other comments?
(o102) Local resident, (Charlbury, Market Street)	'Time-limited' parking bay: Browns Lane – **No objection** No objection Shared use parking bays: Church Street – **No objection** No objection Market Street – **Support**, Sheep Street – **No objection** There is never enough parking for residents. Hopefully this will enable me to always find parking on Market street as I am a resident My address is Bramley Barn Market Street. I assume I will be eligible for resident parking Grammar School Hill/Park Street – **No objection** No objection Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** no objection Church Lane residents parking area – **No objection** no objection

	Church Lane DPPP removal – **No objection** no objection <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** There should be some provision for someone to park to drop off passengers or parcels Any other comments?
(o103) Local resident, (Charlbury, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** I'm not aware of any parking problems on Browns Lane. <u>Shared use parking bays:</u> Church Street – **No opinion** The current restrictions aren't properly enforced (parking on double yellow lines) so I'm not convinced this change would be either. Market Street – **Object**, Sheep Street – **Object** Please enforce existing restrictions (parking on double yellow lines, parking on Keep clear lines) before bringing any new restrictions in. I do nt see why residents should pay to park by their properties in Sheep St or Market St. Grammar School Hill/Park Street – **No opinion** I don't think there is a problem here. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** See above. Church Lane residents parking area – **Support**

	This road is congested with commuter parking for the station. Church Lane DPPP removal – **Object** There are too few disabled parking spaces as it is. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** It depends where they are. But they aren't enforced so are they going to work? Any other comments?
(o104) Local resident, (Charlbury, Market street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** The purpose of the consultation and proposals are to manage commuter parking. There is scant evidence that commuter parking is the real issue and therefore restrictions on residential streets not the solution to the intermittent parking challenges caused by capacity issues. <u>Shared use parking bays:</u> Church Street – **Object** The proposal is to manage commuter parking for which there is little evidence. Restricting parking in this manner does not address the capacity issue. Market Street – **Object**, Sheep Street – **Object** I live in market st. There are no/ almost no commuters parking here. There is a capacity issue for which parking permits is not a solution. Grammar School Hill/Park Street – **Object** There is a capacity issue, virtually no commuters on this road as it is too far from the station, dealing with whom is the purpose of this "consultation ". Therefore it is not going to solve the "problem" <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

	The proposals will not solve the problem of parking capacity and will push the parking further onto other streets in Charlbury without solving the issue. Church Lane residents parking area – **Object** This will not solve the problem as the problem is not commuters, it is capacity Church Lane DPPP removal – **No opinion** If no disabled person requires it then I have no objection <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** These restrictions will not solve the capacity issue - treating the symptom . At the bottom of park st on the left hand side, double yellow lines should be imposed as parking there obstructs the buses. Any other comments? Again the issue is one of capacity. Charlbury provides, work, leisure, shopping and the train station. Co ideation should be given to increasing capacity at the Spendlove centre should improve many of the short term challges. Getting a parking improvement
(o105) Local resident, (Charlbury, Nine Acres Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** The reason I am objecting to this is that only a small portions of the town are covered. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. I already have problems with commuter's leaving their cars outside my home on Nine Acres Lane. <u>Shared use parking bays:</u> Church Street – **Object** The reason I am objecting to this is that only a small portions of the town are covered. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. I already have problems with Market Street – **Object**, Sheep Street – **Object**

	The reason I am objecting to this is that only a small portions of the town are covered. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. I already have problems with Grammar School Hill/Park Street – **Object** The reason I am objecting to this is that only a small portions of the town are covered. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. I already have problems with <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** The reason I am objecting to this is that only a small portions of the town are covered. The whole town should have been taken into consideration. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. These proposal's just push the problems elsewhere. I already have problems with visitors/commuter's leaving their cars outside my home on Nine Acres Lane. Church Lane residents parking area – **Object** The reason I am objecting to this is that only a small portions of the town are covered. The whole town should have been taken into consideration. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. These proposal's just push the problems elsewhere. I already have problems with visitors/commuter's leaving their cars outside my home on Nine Acres Lane. Church Lane DPPP removal – **No opinion** If there is a disabled car parked there then leave it. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** The reason I am objecting to this is that only a small portions of the town are covered. The whole town should have been taken into consideration. I am concerned that the cars that park in the centre of the town will overspill in to other parking not covered by these proposal's. These proposal's just push the problems elsewhere. I already have problems with visitors/commuter's leaving their cars outside my home on Nine Acres Lane. Any other comments?

	The whole town should have been taken into consideration and the effect that these proposals may have on other areas. The proposals remove one problem, namely more central, and create more.
(o106) Local resident, (Charlbury, Nine Acres Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** To keep these bays for short visits to town centre shops. <u>Shared use parking bays:</u> Church Street – **Support** 3 hours in plenty for a visit to enjoy a meal in the local eateries. Market Street – **Support**, Sheep Street – **Support** Ample time for visiting the pharmacy. Grammar School Hill/Park Street – **Support** Ample time for parents to drop off/pick up at pre school. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** To discourage commuter parking. Church Lane residents parking area – **Support** To discourage commuter parking. Church Lane DPPP removal – **Support** No longer needed. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** To ease the flow of traffic through the town. <u>Any other comments?</u>

(o107) Local resident, (Charlbury, Nine Acres Lane)	‘Time-limited’ parking bay: Browns Lane – **Support** So that these spaces could be used by people ‘popping’ into the Co-op or down to the Chemist Shared use parking bays: Church Street – **Support** Seems a sensible way of controlling parking on Church Street Market Street – **Support**, Sheep Street – **Support** Again seems a sensible way of controlling parking Grammar School Hill/Park Street – **Support** Hopefully lets parents park when dropping off or picking up children from pre school Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** This lets residents and their visitors park near to their hones Church Lane residents parking area – **Support** Enables residents to park Church Lane DPPP removal – **Object** It’s helpful to have somewhere for disabled people to park when visiting the church 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** I assume that you mean in conjunction with the proposals for parking bays where cars currently park.

	Any other comments? We live on Nine Acres Lane and can usually find a parking place outside our house, we use our driveway too. In general non resident parking is manageable even when there are sports activities on the playing fields
(o108) Local resident, (Charlbury, Nine Acres Lane/Close)	'Time-limited' parking bay: Browns Lane – **No objection** This will help the buses get through and delivery lorries and those who want to just pop into the Co Op quickly Shared use parking bays: Church Street – **Partially support** This should make life easier for all Market Street – **Object**, Sheep Street – **Object** I live at the top end of Nine Acres Lane where it joins Nine Acres Close, just before the bend. Moving the parking away from certain areas of the town centre will push it out to residential areas such as Nine Acres Lane/Close, where we already have issue Grammar School Hill/Park Street – **Partially support** This will stop the Station parkers from being there all day every day and those who park on the bend up past the old Grammar School. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **No objection**, Browns Lane – **Object**, The Playing Close – **No objection** See previous responses. Church Lane residents parking area – **No objection** It must be extremely difficult for the residents of Church Street to park outside their homes with the Station users parking there. Church Lane DPPP removal – **No objection** Unless used by a resident, I'm not sure why it is there. 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Partially support**, Nine Acres Lane – **Support**, Market Street – **Object**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Partially support** .. Any other comments? I am extremely concerned that any restrictions made to parking in town will push parking out to the residential areas on the outskirts of town such as Nine Acres Lane and Close, where, as previously stated, we already have issues with vehicles being left
(o109) Local resident, (Charlbury, Nineacre)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** resident concerned about parking <u>Shared use parking bays:</u> Church Street – **Support** resident concerned about parking Market Street – **Support**, Sheep Street – **Support** resident concerned about parking Grammar School Hill/Park Street – **Support** resident concerned about parking <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** resident concerned about parking Church Lane residents parking area – **Support** resident concerned about parking Church Lane DPPP removal – **Support** resident concerned about parking

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** resident concerned about parking Any other comments? Parking availability in Charlbury has become a significant issue, particularly for residents. Several factors contribute to this problem: Commuters to London: Many people use Charlbury as a convenient parking spot while they travel to London by train. Th
(o110) Local resident, (Charlbury, No road in address)	'Time-limited' parking bay: Browns Lane – **Partially support** Might lead to increase of cars parking per day if shorter time Shared use parking bays: Church Street – **No objection** It might be helpful Market Street – **No objection**, Sheep Street – **No objection** Could reduce number of casual use by non residents Grammar School Hill/Park Street – **No objection** Same answer as for no 8. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **Support**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** Reduction of parking on Dyers Hill by non residents Church Lane residents parking area – **Partially support** It would prevent rail passengers using Church Lane instead of station car park but there should be scope for parking by church users/visitors

	Church Lane DPPP removal – **No opinion** Need for flexibility; also need to reinstate 'no parking' bay opposite entrance to Church Close (created years ago when emergency service couldn't enter close by not repainted since). <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Unrealistic Any other comments? Please see previous comment about need to reinstate no parking area opposite entrance to Church Close
(o111) Local resident, (Charlbury, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** I think the needs of residents in the town centre need to be prioritised. These spaces are frequently taken up by those using local amenities (the eateries) - it should be the responsibility of those venues to provide parking for customers, or to signpost to dedicated affordable spaces elsewhere. <u>Shared use parking bays:</u> Church Street – **Partially support** Only partial support as I would go further and say these should not be shared use. There should be dedicated resident only sections. No returns should be limited to 30 minutes and it should be week round given that Sunday is just as busy as any other day. Market Street – **Partially support**, Sheep Street – **Partially support** As above, partial support only as I think it should go further and have fully restricted resident only spaces, with dedicated, affordable and accessible spaces for amenities users elsewhere. Grammar School Hill/Park Street – **Support** As above, partial support only as I think it should go further and have fully restricted resident only spaces, with dedicated, affordable and accessible spaces for amenities users elsewhere. Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Parking issues have substantially increased in the past year with the opening of two new pubs and return to office, leading to increases in commuters and visitors. This has increasingly problematic particularly for young families and those with mobility issues, who cannot park on their own street, let alone near their house. This has worsened with the extension of double yellows e.g. Grammar School Hill, which whilst well intentioned for safety has simply removed more spaces that were often used as overflow when visitors take up spaces, and pushed the problem onto other streets. It also causes knock on congestion issues where households have to stop traffic to load/unload on street. I appreciate the need to balance needs and provide access to amenities for visitors, but I do think the needs of local residents, particularly in the town centre must be catered for in the first instance. Particularly so when establishments choose to reduce their own parking facilities in favour of additional seating; it is their responsibility to accommodate for customers. Complex shared use bays, more yellow lines, no returns etc., etc., will just require additional policing and incur additional cost. Plus unless they are enforced at key times generally get ignored when people know they can get away with, or are prepared to take the financial hit (as many clearly are) anyway. A blanket "residents only" approach in the key areas, with a small number of time restricted, shared use spaces, coupled with dedicated, accessible and affordable parking for visitors elsewhere, i.e. the Spendlove Centre which is poorly configured and under utilised, is much more likely to be adhered to and will be much easier and more cost effective to enforce in the long-term. Church Lane residents parking area – **Partially support** My concern with doing this, and not having 'Residents permit holders parking only' on the entire length of Market Street, Thames Street, Park Street, is that it will simply push the problem onto these roads and just exacerbate parking issues. Church Lane DPPP removal – **Support** I hear and understand the concerns of visitors to the town centre who have mobility issues but I rarely see this space in use (not by blue badge holders anyway) and would have thought that a dedicated space outside the pharmacy on Market Street and anothe <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Partially support**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

	I think there are areas where this is more of an issue than others. It is unlikely to be adhered to, difficult to enforce and will be an issue for e.g. trades people and grocery deliveries but in principle it is needed Any other comments? I firmly believe that a residents permit scheme is needed, particularly in the town centre. But I do also think it needs to be carefully considered and equitably applied; if roads are restricted in their entirety but not others it will have a disproportio
(o112) County Cllr, (Charlbury, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** This will allow people to park for a short time outside the Co-op <u>Shared use parking bays:</u> Church Street – **Support** This will allow people who visit the pubs and shops to park locally while also allowing residents to park Market Street – **Support**, Sheep Street – **Support** Will allow people to visit and park as well as providing parking for residents Grammar School Hill/Park Street – **No objection** Allows people driving to the pre-school to park while also providing perking for residents <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** This will deter people using the station from parking in the town instead of using the station car park Church Lane residents parking area – **No objection** This will deter people using the station from parking in the town instead of using the station car park Church Lane DPPP removal – **No objection** No longer needed as the resident for whom this was installed no longer lives in Church Lane 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Needed to allow the free flow of traffic in narrow streets Any other comments?
(o113) Local resident, (CHARLBURY, Park Street)	'Time-limited' parking bay: Browns Lane – **No objection** I assume this is on the entrance to the Spendlove car park. On Brown's Lane itself there is a disabled parking bay on the north side which I trust will remain there. There is nothing in the consultation about disabled parking bays. Shared use parking bays: Church Street – **No opinion** Because I do not have an opinion. Market Street – **No objection**, Sheep Street – **No objection** This seems perfectly fair to the residents of those streets. Grammar School Hill/Park Street – **Object** My objection is that parking in Park Street is currently on the west side. If this is changed to the east side it is going make the road awkward at the north end where the road narrows. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** I have no objection because I think some parking reserved for residents is fair but am slightly worried about how localised the permits will be, e.g., will a Sheep Street permit work in Market Street? Church Lane residents parking area – **Partially support** I do not think the residents of Church Lane need that much space. There should be some space for non-permit holders. Church Lane DPPP removal – **Object** Is there any evidence that it is not required? I have used it.

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** Basically I have no objection but would have liked a map/plan of where these restrictions are to go before saying so. Any other comments? They could have been a little more detailed. A map would have been helpful and an indication of how many non-permit bays there are to be in any particular street/lane. There is no mention of how these restrictions are to be enforced without which the whol
(o114) Local resident, (Charlbury, Park Street)	'Time-limited' parking bay: Browns Lane – **Support** Coop shopping Shared use parking bays: Church Street – **Partially support** Good for residents Market Street – **Support**, Sheep Street – **Support** Good for residents Grammar School Hill/Park Street – **Partially support** Good for residents and pre-school Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Good for residents. Not great for businesses/workers. Church Lane residents parking area – **Support** Stop rail users parking here

	Church Lane DPPP removal – **No opinion** Not sure about this one <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Good for residents, not great for businesses/workers Any other comments?
(o115) Local resident, (Charlbury, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** This would allow people to pop into the co-op without having to park in the main Spendlove car park. Permit holders parking will address the needs of local residents. <u>Shared use parking bays:</u> Church Street – **Support** It makes sense that residents should have priority over visitors. This proposal balances the need for parking for users of The Bull with that of residents. Market Street – **Support**, Sheep Street – **Support** Sheep street is particularly crowded, with cars parking on pavements and sometimes causing an obstruction to other road users. Some regulation of the parking on both Sheep Street and Market street is long overdue. Grammar School Hill/Park Street – **Support** I am one of the residents of Park Street who has no off-street parking. We often find that people park on the street to access the railway station and the town, making it impossible to park close to home. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support**

	I have previously submitted responses supporting the introduction of residents' parking permits. Since then, the success of The Bull and The Bell has made parking at certain times almost impossible. I fully support the proposals as written. Church Lane residents parking area – **Support** There are too many people using Church Lane and Dyers Hill as "commuter parking bays". Church Lane DPPP removal – **No objection** I don't know why the bay was originally required or whether it is still required by any disabled residents. I will leave this for others to comment. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Having considered the detailed plans for each of the above, I conclude that the proposals are in the interests of all residents of Charlbury. The proposals for Browns Lane and Church Street in particular will help with getting buses through the town without delays. Any other comments? It's good to see the County Council listening to the local community and taking action to address their concerns. This can only be a good thing for Charlbury.
(o116) Local resident, (Charlbury, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Easier for Coop customers <u>Shared use parking bays:</u> Church Street – **Partially support** This should include Sundays and the time limit should be extended. Church Street is often at its worst at these times. Pub customers don't seem to care where they park Market Street – **Partially support**, Sheep Street – **Partially support** Time limit should be extended to, say, 9pm.

	Grammar School Hill/Park Street – **No objection** Seems sensible <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** Visitors to businesses have to park somewhere. We can't exclude them from the whole of the town centre Church Lane residents parking area – **Partially support** Part of the problem on Church Street is that restrictions are not enforced Church Lane DPPP removal – **No opinion** I think at least one resident has a disabled badge <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** If I am understanding this correctly this would ban parking entirely in the centre of town Any other comments? I think that all road markings were redone (white and yellow lines) and the restrictions were enforced regularly especially on Friday evenings and at weekends, we would have fewer problems. I have seen cars left on Church Street and park Street for weeks
(o117) Local resident, (Charlbury, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** There should be the option for resident permits as well for those living on the road <u>Shared use parking bays:</u> Church Street – **Partially support** I think this should be more in favour of resident permit parking rather than shared use Market Street – **Support**, Sheep Street – **Support** Up to 1 hour no return makes sense for non-resident parking here

	Grammar School Hill/Park Street – **Partially support** Priority should be given to resident parking but ensuring this also includes those working at the pre-school as a business permit <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Fully support as parking in the town as a resident is increasing difficult, sometimes we are having to park far away from home which is particularly difficult for a young family and those with mobility issues. There is clear evidence of commuters parking on these roads rather than the station car park which means spaces are taken all day. The pubs have also resulted in more visitors using up these spaces. We also often see non residents parked irresponsibly eg across drives and blocking the road so buses can't pass Church Lane residents parking area – **Support** This should reduce commuters using church lane instead of the station car park Church Lane DPPP removal – **Support** Agree, it would be better placed closer to facilitates like the chemist and corner house <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** It can be dangerous when people park irresponsibly on white lines / double yellows Any other comments? Thank you for putting this survey out to the town and considering a residents permit scheme. Currently residents are not being prioritised over casual visitors to the town and the situation has got much worse over the past few years with the pub popularit
(o118) Local resident, (Charlbury, Park street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** To allow clear flow of traffic for buses

	<u>Shared use parking bays:</u> Church Street – **Support** This will allow residents to find spaces and allow visitors to local businesses time to park. Market Street – **Support**, Sheep Street – **Support** Allows residents space as well as visitors to local businesses Grammar School Hill/Park Street – **Partially support** Spaces here are currently a bit more freely available vs church st, park st and could provide some overspill spaces for visitors to Charlbury with the need for visitor permits. However would be beneficial to implement for residents without driveway space <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Allow space for residents parking. Church Lane residents parking area – **Partially support** For visitors to the church, some visitor spaces could be useful for those less mobile. Church Lane DPPP removal – **No opinion** Unsure of residents ability status in church lane. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Allow free flow of traffic Any other comments?
(o119) Local resident, (Charlbury, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Good for Coop shopping etc

	<u>Shared use parking bays:</u> Church Street – **Support** So residents can park Market Street – **Support**, Sheep Street – **Support** So residents can park Grammar School Hill/Park Street – **Support** So residents can park and also parents can drop of at pre-school <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Partially support** So residents can park Church Lane residents parking area – **Support** So residents can park Church Lane DPPP removal – **Support** Does anyone use it? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** To stop obstructive/dangerous parking Any other comments? It is essential to put double yellow lines outside 1 Marlborough Cottages on Park St (current a white H bar is painted there). With new restrictions more drivers will be tempted to park there and block the road to public buses and lorries. It is a very na
(o120) Local resident, (Charlbury, Park street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Seems fair - adequate parking is available in the Spendlove car park already.

	<u>Shared use parking bays:</u> Church Street – **Support** Shared use seems fair given need to provide some parking for accessing local businesses. Doesn't take into account parking needs of employees at local businesses however. Market Street – **Partially support**, Sheep Street – **Support** Supporting sheep street as parking here for residents is a total nightmare. Market street a stronger case for mixed use given businesses. Grammar School Hill/Park Street – **Partially support** Support some shared use here to allow people to park and walk into the town centre. However the priority on park street must be providing residents with reliable parking access - at present it is a total nightmare. The area is a hotbed of people parking t <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** There must be some reserved parking for residents only. On park street in particular where the pavements are narrow it is a huge problem with non residents badly parking and either blocking access to front doors or blocking the way for the s3 bus which is forced to mount the pavement on the other side, causing hazards to pedestrians. I support some mixed parking use at the top of grammar school hill outside the pre-school but park street itself must be reserved for residents of park street. Where residents in charlbury don't have off street parking they must be able to park near their properties - not only for ease of access but also in case in future they wish to install charging stations for e-vehicles. Having the ability to park outside their property is essential to charge given the total lack of public provision in charlbury and critical if the town is going to live up to its e-credentials. Church Lane residents parking area – **Partially support** I support a mixture of residents only and mixed use given the need for parking in the area to access local businesses. Church Lane DPPP removal – **Object** Why would this be a good idea? <u>'No Waiting at Any Time' (double yellow lines):</u>

	Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** I would partially support but if the town starts putting double yellows everywhere including the few remaining places that people can park if / when the permit system / new rules comes in then won't that make the parking situation worse? Some additional parking capacity needs to be created to make the propose permit / restriction system work effectively otherwise we will only make the problem worse Any other comments? I support in principle the idea of introducing a permit system so that residents in central charlbury without off street parking are guaranteed parking near their properties. For access but also for charging e vehicles from their priorities. This is essen
(o121) Local resident, (Charlbury, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** 1 hour not 30 minutes would be better. <u>Shared use parking bays:</u> Church Street – **Support** To help prevent long term parking Market Street – **Partially support**, Sheep Street – **Partially support** Will impact on local business Grammar School Hill/Park Street – **Partially support** Again this will affect local business and their employees <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** The object is to prevent all day parking for the station and enable residents to have their own parking space. Church Lane residents parking area – **Support** No business in this area and to stop station parking

	Church Lane DPPP removal – **No opinion** N/A <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** There has to be some parking in all of these roads otherwise the town will become a ghost town, too extreme!!! Any other comments? Banning parking on parts of the above roads will be detrimental to the Town as a whole, affecting residents, businesses and visitors. Limited parking would be better.
(o122) Local resident, (Charlbury, Pooles lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** It pushes the problem into the peripheral/surrounding areas where I live. We are a few meters from the playing close with very limited parking anywhere near our house. The best option, a partial use of wychwood paddock as a car park. Isn't it council owned? <u>Shared use parking bays:</u> Church Street – **Object** It spreads the problem Market Street – **Object**, Sheep Street – **Object** Spreads the problem. Grammar School Hill/Park Street – **Object** Spreads problem <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Spreads the problem into neighbouring areas.

	Church Lane residents parking area – **Object** Spreads problem Church Lane DPPP removal – **No opinion** Blah <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Loss of parking places Any other comments? Just because charlbury has become a fasionable place to visit since the pandemic, there is no need to over react and impose a cpz eventually over the whole of charlbury. Once you start in one area every where will follow out of necessity. Have some foresi
(o123) Local resident, (Charlbury, Pooles Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Improve access to parking for shopping at the Coop, which is a short-term requirement. There is no justification for parking longer in this location. <u>Shared use parking bays:</u> Church Street – **No objection** No justification for longer-term parking, except for residents. Long enough to visit the church or graveyard if non-resident. Market Street – **Partially support**, Sheep Street – **Partially support** Parking often obstructs these streets, particularly Sheep Street. Permits should *only* be granted to those properties without any off-street parking. Grammar School Hill/Park Street – **Partially support** Parking can obstruct other vehicles. Permits should *only* be granted to those properties without any off-street parking.

	<u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Object** Permits should *only* be granted to those properties without any off-street parking. In the case of The Playing Close, there is no case for Resident Only permits in front of the Cognatum properties as these all have garages. Church Lane residents parking area – **Partially support** Permits should *only* be granted to those properties without any off-street parking. Church Lane DPPP removal – **No opinion** Not sure of location of disabled space. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Though unsightly and out of character with the centre of town, this seems to be the only way to discourage thoughtless and sometimes dangerous parking. Any other comments? The proposals do not address the fundamental problem of too many over-large vehicles in a historic market town. Without substantially increasing the *number* of short and long-stay places the parking problem is likely to be shifted to areas furhter from t
(o124) Local resident, (Charlbury, Pooles Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** The situation is fine as it is. <u>Shared use parking bays:</u> Church Street – **Object** Staff parking is equally as important as residents parking. Without provision for the former, the latter ought not to be considered. This simply guarantees the wealthy, comfortable residents of the Conservation Area are further privileged over the low pai Market Street – **Object**, Sheep Street – **Object**

	Staff parking is equally as important as residents parking. Without provision for the former, the latter ought not to be considered. This simply guarantees the wealthy, comfortable residents of the Conservation Area are further privileged over the low pai Grammar School Hill/Park Street – **Object** As above. There is no need for a residents parking scheme in Charlbury. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Apart from the social recklessness of this. You will have to extend the scheme - as well you know. How can the residents of Fishers Lane or Pooles lane not be given resident permits? They are the households that will be most heavily affected by the scheme. They have no parking. Church Lane residents parking area – **Object** I object to the scheme on principal - but if you were going to do it, this would be the place. Church Lane DPPP removal – **Support** It's no longer used or needed. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** The OCC are being led up the Garden Path. It's just not necessary. Any other comments? There is no need for a residents scheme in Charlbury. It's a small town - with no overflow parking other than the Spendlove. For a scheme to work, as of course you know, it would have to cover the whole area inside the Slade - to the station. Why not just
(o125) Local resident, (Charlbury, Pooles Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Thoroughly support the proposals. Parking is chaotic in Charlbury But where will these vehicles park, given that the 'coop parking' is usually full?

	And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and those who have pushchairs to use the pavement. <u>Shared use parking bays:</u> Church Street – **Support** Thoroughly support the proposals. Parking is chaotic in Charlbury But where will these vehicles park, given that the 'coop parking' is usually full? And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and Market Street – **Support**, Sheep Street – **Support** Thoroughly support the proposals. Parking is chaotic in Charlbury But where will these vehicles park, given that the 'coop parking' is usually full? And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and Grammar School Hill/Park Street – **Support** Thoroughly support the proposals. Parking is chaotic in Charlbury But where will these vehicles park, given that the 'coop parking' is usually full? And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Thoroughly support the proposals. Parking is chaotic in Charlbury But where will these vehicles park, given that the 'coop parking' is usually full? And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and those who have pushchairs to use the pavement. Church Lane residents parking area – **Support** Thoroughly support the proposals. Parking is chaotic in Charlbury But where will these vehicles park, given that the 'coop parking' is usually full? And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and those who have pushchairs to use the pavement. Church Lane DPPP removal – **Support** Thoroughly support the proposals. Parking is chaotic in Charlbury

	But where will these vehicles park, given that the 'coop parking' is usually full? And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Thoroughly support the proposals. Parking is chaotic in Charlbury But where will these vehicles park, given that the 'coop parking' is usually full? And can you bring in penalties for the vehicles that park on the pavement making it hard for residents and those who have pushchairs to use the pavement. Any other comments? We need more communal parking
(o126) Local resident, (Charlbury, Potter Close)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** No particular views on it <u>Shared use parking bays:</u> Church Street – **Support** There is a need for additional parking on Church Street Market Street – **Support**, Sheep Street – **Support** Would be helpful to businesses in the town centre Grammar School Hill/Park Street – **Partially support** Not sure. This area. Is not very central to Charlbury. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Depends if there is still adequate space for traffic to use these streets Church Lane residents parking area – **Support**

	It would prevent parking by users of the railway station Church Lane DPPP removal – **Partially support** It is probably not required <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Object**, Browns Lane – **No objection**, Sheep Street – **No objection**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **No objection** Sometimes it is necessary to be able to park for a short time on Market Street to visit the pharmacy and to allow food bank deliveries from the Corner House Any other comments? There is no mention of parking at the Spendloce Centre. There is an urgent need to restrict the amount of all day parking here to allow better use of the car park for shoppers.
(o127) Local resident, (Charlbury, Potter Close)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Often road blocked by waiting traffic or incorrectly parked cars <u>Shared use parking bays:</u> Church Street – **Support** Residents of church street do not have capacity to park themselves Market Street – **Support**, Sheep Street – **Support** Residents don't have capacity to park themselves adjacent to their property Grammar School Hill/Park Street – **Support** Residents don't have capacity to park adjacent to their home <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

	Supportive to give opportunity for residents to be able to park adjacent to their own house but in favour of flexibility for others to park as well in areas not in centre Church Lane residents parking area – **No opinion** None Church Lane DPPP removal – **No opinion** None <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Ability to wait is needed Any other comments?
(o128) Local resident, (Charlbury, Pound Hill (House in Dairy Court))	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** We have off-road parking and therefore do not feel we should influence those that do not. <u>Shared use parking bays:</u> Church Street – **No objection** We have off-road parking and therefore do not feel we should influence those that do not. Market Street – **No opinion**, Sheep Street – **No opinion** We have off-road parking and therefore do not feel we should influence those that do not. Grammar School Hill/Park Street – **No opinion** We have off-road parking and therefore do not feel we should influence those that do not. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support**

	Supporting neighbourhood Church Lane residents parking area – **No opinion** We have off-road parking and therefore do not feel we should influence those that do not. Church Lane DPPP removal – **No objection** I will leave Church Lane residents to comment <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** These all seem to represent areas that are potentially dangerous or restrictive. Personally our exit from Dairy Court onto Pound Hill is very dangerous when cars park adjacent to it and obstruct our vision and that of drivers coming from the town. Note there are no current lines here and they should be double. Any other comments? The Key to the map is confusing. I have assumed the single yellow line on the map to actually represent a double yellow. If not the map is incorrect in that there are no existing lines at all at the entrance to Dairy Court
(o129) Local resident, (Charlbury, Pound Hill/Thames Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** I think it should be an hour <u>Shared use parking bays:</u> Church Street – **Support** good idea Market Street – **Support**, Sheep Street – **Support** good idea Grammar School Hill/Park Street – **Partially support** There are sometimes childrens (and other) gatherings there. will 30 mins be long enough? Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** good idea Church Lane residents parking area – **Support** get rid of the clutter of commuters cars Church Lane DPPP removal – **Support** wont be necessary because they will be able to park in residents with a blue badge <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Support** on the whole good idea Any other comments? There is no mention of when and how regular this new regime will be policed because this is THE KEY to its success or failure. I note there is no suggestion of pay for parking which I think is a shame as there will be an ongoing cost to enforce. I believe
(o130) Local resident, (Charlbury, Prefer not to say)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** It's mad that people who use the train station park all over town to avoid the parking fees. <u>Shared use parking bays:</u> Church Street – **Support** This should be all over Town Market Street – **Support**, Sheep Street – **Support** Should be all over Town. Grammar School Hill/Park Street – **Support** Should be all over Town

	Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Should be all over Town and imposed Church Lane residents parking area – **Support** Should be all over Town and imposed Church Lane DPPP removal – **No opinion** None 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** only if they are imposed. I see cars parked on double yellow lines and nothing gets done Any other comments?
(o131) Local resident, (Charlbury, Prefer not to say)	'Time-limited' parking bay: Browns Lane – **Partially support** Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway. Shared use parking bays: Church Street – **Partially support** Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway. Market Street – **Partially support**, Sheep Street – **Partially support** Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway. Grammar School Hill/Park Street – **Partially support**

	Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway. Church Lane residents parking area – **Partially support** Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway. Church Lane DPPP removal – **Partially support** Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **No objection**, Market Street – **No objection**, Browns Lane – **Support**, Sheep Street – **No objection**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Partially support** Double yellows should be placed where inconsiderate parking could block the road and/or pavement,especually on bus routes Any other comments? Resident parking permits should be free of charge for one car. It is wrong and immoral to punish people for living in a property with no driveway.
(o132) Local resident, (Charlbury, Priory Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** It reduces parking for locals when this area is used for all day parking <u>Shared use parking bays:</u>

	Church Street – **Support** This area has become an area where people park inconsiderately, when wanting visit nearby pub. Market Street – **Support**, Sheep Street – **Support** It is now difficult for residents to park in these streets, because of the amount of cars visiting Charlbury Grammar School Hill/Park Street – **Support** Parking becomes a hazard here as it's difficult to pass park cars, and see oncoming cars <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** In all these areas residents find it increasing difficult to park. Also large cars often park half on the road and half on the pavement this causes problems. Church Lane residents parking area – **Support** Need parking for residents Church Lane DPPP removal – **Object** It's important to keep these, to allow access to chemist <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** These are all areas where there is bad parking that causes problems Any other comments?
(o133) Local resident, (Charlbury, Priory Lane, off Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Where do residents park? <u>Shared use parking bays:</u> Church Street – **Support**

	Supports local residents parking. Market Street – **Support**, Sheep Street – **Support** Supports local residents parking. Grammar School Hill/Park Street – **Support** Please ensure appropriate access is retained for emergency vehicles to Priory Lane. Current double yellow lines are too close to the opening. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** To allow residents sufficient parking. Church Lane residents parking area – **Support** To allow residents sufficient parking. Church Lane DPPP removal – **No objection** Takes up valuable residents parking space. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Please ensure appropriate access is retained for emergency vehicles to Priory Lane, off Park Street. Current double yellow lines are too close to the opening. Any other comments?
(o134) Local resident, (Charlbury, Priory Lanre off Park St.)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** To help the flow of traffic <u>Shared use parking bays:</u> Church Street – **Partially support**

	not on both sides Market Street – **Support**, Sheep Street – **Support** This would cause parking elsewhere in the town Grammar School Hill/Park Street – **Partially support** this would cause parking to be transfered into side streets two of which are private roads. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** not a complete ban on all the roads Church Lane residents parking area – **Support** to limit station parking Church Lane DPPP removal – **Object** It was obviously put there for a reason <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** This would cause problems for workers on all these roads and streets Any other comments? We do not want to discourage visitors, workers and locals from visiting Charlbury but we do want to discourage onstreet parking from the station. We seriously need a new car park in the centre of the town.
(o135) As a business, (charlbury, Ridge Clean Energy and the Oxfordshire Lord Lieutenant's Office)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** There are insufficient places for office workers and professional colleagues who come for meetings to park in Charlbury <u>Shared use parking bays:</u>

	Church Street – **Partially support** Permits must be made available to local business employees Market Street – **Object**, Sheep Street – **Object** There are insufficient places for office workers and professional colleagues who come for meetings to park in Charlbury Grammar School Hill/Park Street – **No objection** Far enough away from town centre <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** a few on each of those streets is fine as long as there are enough places for left for office workers Church Lane residents parking area – **Partially support** should have open spaces on Saturday and Sunday for Church activities. Church Lane DPPP removal – **No opinion** unaware <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **Object** if they are not already in place they should not be added until another large car park is added in Charlbury Any other comments? no
(o136) Local resident, (Charlbury, Rochester Place)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Half an hour should beanpole time to allow shopping and, if people need longer, there are already hour-long slots in The Spendlove Car Park. Maybe there should be two or three 'Residents Only' spaces farther down the lane.

	Shared use parking bays: Church Street – **Support** Residents can park all day and visitors shouldn't end more than three hours. Is it possible to increase parking by allowing it at 60 degrees to the kerb one side rather than 180 degrees both sides win the wider part of the street? Market Street – **Support**, Sheep Street – **Support** Again, that should be fine for residents and shoppers Grammar School Hill/Park Street – **Support** Again, that should be fine for residents and visitors, with the option of residents' purchasing visitors' permits. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Partially support**, The Playing Close – **Object** these streets have few if any garages or off-street parking and residents should be able to park as near tp their houses as possible. Apart form The playing Close which I believe has car parking areas at the rear. If not, then I would support on-street parking for them Church Lane residents parking area – **Object** I object strongly to this and would suggest that the Residents Only restriction is in force from 8.00 am until 6.00pm Monday to Saturday. People - especially the elderly - who go to evening and weekend events at the church should have some parking near their event, eg bell-ringing, choir practice, Sunday services. Church Lane DPPP removal – **Support** I've seen this space in use only once and that was by an able-bodied person who risked the fine! 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** The current areas of double yellow lines allow mostly free flow pdf traffic and should be maintained. But they are useful only if there are checks by traffic wardens to ensure that people are not abusing the rules. Friday and Saturday evenings often have cars parked illegally in Church Street, Sheep Street and Market Street. I have no knowledge of the other roads.

	Any other comments? I would strongly recommend that only one - not two - parking permit be allowed per household. Although the convenience of a two-vehicle household cannot be denied there are those who have restricted themselves to one without too much inconvenience. There
(o137) Local resident, (Charlbury, Rochester Place)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Introducing parking restrictions in the centre of Charlbury would simply push the problem elsewhere. <u>Shared use parking bays:</u> Church Street – **Object** There is insufficient justification for introducing parking restrictions here: doing so would mean that people needing to park for work in the centre of Charlbury would be pushed into parking in other more residential areas. Church Street might be picture Market Street – **Object**, Sheep Street – **Object** Similar to my reasons given above; I believe this is an exercise in generating money from issuing permits. Grammar School Hill/Park Street – **Object** Similar to my reasons given above. Introducing such restrictions would I think simply push the problem elsewhere. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Partially support**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Similar to my previous answers: however I think there is more of a case for Dyers Hill, because of overflow from the Station car park. Church Lane residents parking area – **Object** Similar to my previous answers. Church Lane DPPP removal – **Object** Why remove this? No justification.

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** People have to park somewhere; if people live, work and visit Charlbury, we have to expect that there will be cars passing through and parking. Of course there is a desire to reduce individual car ownership and use, and local government should be doing its best to support and promote public transport, which would help this aim; but punitive treatment of residents and local businesses by the sudden imposition of draconian parking restrictions is not helpful. Any other comments? Will the results of this survey and the public consultations be published?
(o138) Local resident, (Charlbury, Rochester Place)	'Time-limited' parking bay: Browns Lane – **Object** See attached posts clearly stating why these restrictions should not be bought in https://www.charlbury.info/forum/12512 It is my belief that this has been unfairly pushed through by the present town council. A number of the members stand to benefit from this scheme and obviously value their own parking as close to their own homes as possible over the parking for people of have to park to work here or choose to commute. Shared use parking bays: Church Street – **Object** As above https://www.charlbury.info/forum/12512 Market Street – **Object**, Sheep Street – **Object** As above https://www.charlbury.info/forum/12512 Grammar School Hill/Park Street – **Object** https://www.charlbury.info/forum/12512 Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This is going to disadvantage people who work here. It will also force parking into other areas of the town simply creating a problem elsewhere

	Church Lane residents parking area – **Object** This is going to disadvantage people who work here. It will also force parking into other areas of the town simply creating a problem elsewhere Church Lane DPPP removal – **No objection** Assuming permits are introduced, there will be parking for disabled residents <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **No objection**, Browns Lane – **No objection**, Sheep Street – **No objection**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **No objection** If this helps traffic flow, then its a good thing Any other comments? I think its really important to consider where people who have to park all day are going to be able to park. The Spendlove car park is small and will not accomodate hardly any of the workers needing to park. Before this scheme is even considered, there ne
(o139) Local resident, (Charlbury, Sandford Park)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** An area oh high congestion, proposal allows some parking for nearby shops but not so long its used for visitors to nearby pubs. <u>Shared use parking bays:</u> Church Street – **Support** This strikes a balance between people visiting area and local residents and prevents long-term parking for the nearby railway station. Market Street – **Support**, Sheep Street – **Support** As above Grammar School Hill/Park Street – **Support**

	Discourages station car parking. Highly congested area, most (but not all) houses have access to off-street parking, so on-street parking should be focussed on those who cannot park in their own property. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** As before, highly congested roads with excess parking - and in several cases pedestrians walking from railway station. Church Lane residents parking area – **Support** It's one of the closest streets to the station so lots of parking. As before would prioritise permits on ppl who don'y have access to off-street parking Church Lane DPPP removal – **No opinion** I don't know enough about the arguments each way. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** In many of these locations cars park dangerously, so avoiding this appears a priority I strongly support.. Any other comments? There may be a "boundary effect" as commuters park just outside the zone. Also note the car park behind co-op seems to be used as work parking for people in the co-op and elsewhere, so isn't available for short-stay parking. Would favour separately making
(o140) Local resident, (Charlbury, Sandford rise)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** At present Charlbury is unique in not having any parking restrictions. As a local if needs be it is possible to park and complete your task. It will change the look of Charlbury and how the locals use its facilities. <u>Shared use parking bays:</u> Church Street – **Object** The signs will change the look of the little town…..make it a mess!

	Market Street – **Object**, Sheep Street – **Object** Object to signs being put up everywhere. Grammar School Hill/Park Street – **Object** Again the use of unpleasant signs <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Again unpleasant signs hanging the look of Charlbury. Church Lane residents parking area – **Object** As before Church Lane DPPP removal – **Object** As bedore <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** As before Any other comments? Charlbury is unique and if this goes through (which I believe probably has already been decided) then it makes the centre look awful. It has change Woodstock and most of the residence there voted for it not to happen so is this survey just a token act.
(o141) Member of public, (Charlbury, Sheep Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** The spaces outside the Co Op should be for people 'popping in' or with access issues and not for long stay. However, residents of Browns Lane on the whole do not have off road parking, so the spaces outside homes should be for their use.

	Shared use parking bays: Church Street – **Object** The centre of Charlbury is not solely residential, so the wider, longer roads need to be used for both residents and those who work in Charlbury. No working day is 3 hours long. Market Street – **Object**, Sheep Street – **Object** Same as above - people work and live in the centre of Charlbury, and it shouldn't be restricted during the week. Grammar School Hill/Park Street – **Object** Same as above - people work and live in the centre of Charlbury, and it shouldn't be restricted during the week. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Partially support**, The Playing Close – **Object** Same as above - people work and live in the centre of Charlbury, and it shouldn't be restricted during the week. Church Lane residents parking area – **Object** Same as above - people work and live in the centre of Charlbury, and it shouldn't be restricted during the week. Church Lane DPPP removal – **Object** No Disabled spaces should be removed. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Support** Some of these roads are extremely narrow, and also serve as main routes through the town. People stopping, rather than parking in a proper space causes traffic jams and restricts access through the town. Any other comments? I work in the centre of Charlbury, and as a young, fit person would gladly park at the Spendlove Centre, or on a road away from the main block (Sheep Street, Market Street, Church Street) - however, there are not enough spaces in the carpark so it isn't f

(o142) Local resident, (Charlbury, Sheep Street)	‘Time-limited’ parking bay: Browns Lane – **Support** * Shared use parking bays: Church Street – **Support** see commet at end on parking bay layout Market Street – **Support**, Sheep Street – **Support** * Grammar School Hill/Park Street – **No opinion** * Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **No opinion** * Church Lane residents parking area – **Support** * Church Lane DPPP removal – **No opinion** * 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** * Any other comments?

	I welcome introduction of some additional parking controls of parking in the historic town centre, in response to traffic difficulties/congestion arising from the increasing number of town centre visitors . Because some on-street car parking will be disp
(o143) Local resident, (Charlbury, Sheep Street)	'Time-limited' parking bay: Browns Lane – **Support** I live on Sheep Street and find it very difficult to park, often spending 10 - 15 mins going round the town trying to find parking. It is particularly difficult when I have been shopping and am carrying heavy loads. I am a carer for my husband who has dementia so it can be difficult for him. No garage space to rent in Charlbury that offers enough room for modern cars even though I only have a small car. Shared use parking bays: Church Street – **No objection** Residents parking is the only way to support the people in the centre of town who have no parking at their residence. In the last few years the number of people/visitors with large cars are coming to the town. While this is welcome there does need to be Market Street – **Support**, Sheep Street – **Support** It's good that the Bull is thriving BUT with their refurbishment there a fewer parking spaces. We also have an Airbnb next door which enables large groups of people sometimes with several cars visiting, then consequently not leaving room for residents. Grammar School Hill/Park Street – **Support** Busy road with buses Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** In these areas there are a lot of small cottages that were built centuries ago that were not designed to enable parking. Some of the larger houses do have parking but most of the smaller properties do not. I have often had to park in places like Dancers Hill, top of Hixet Wood as I couldn't park in Sheep Street Church Lane residents parking area – **Support** The Bell has parking so it will encourage visitors to use their facility rather than the parking in the street

	Church Lane DPPP removal – **No opinion** Not sure where this is on Church Lane and if it is needed for disabled parking <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Streets very narrow so for safety reasons. In Sheep Street in the proposed residents parking/no return within an hour it becomes very narrow outside Wallden House. Because of this we often have very large vehicles parking on the pavement outside the front door making access to the property and maintenance difficult. Could there be further continuation of double yellow lines or bollards as proposed outside the Rose & Crown? This would make the use of the pavement safer for people with buggies/prams or people with disability who often are forced to walk in the road? Any other comments? If something is not done about residents parking in the centre of Charlbury it will force some of us as we get older to sell our properties as it will not be manageable. Although I welcome visitors to the town and the businesses that are here it is reall
(o144) Member of public, (Charlbury, Sheep street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** There are limited places to park and 30 mins is not long enough <u>Shared use parking bays:</u> Church Street – **Partially support** Visit local businesses and less than 3 hours is not sufficient Market Street – **Object**, Sheep Street – **Object** Not long enough as visiting loca! Business Grammar School Hill/Park Street – **Object** As above <u>Residents Permit Holders Parking only bays:</u>

	Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **Object**, Browns Lane – **No opinion**, The Playing Close – **No opinion** Affects businesses Church Lane residents parking area – **No opinion** Where do visitors park? Church Lane DPPP removal – **No opinion** No opinion <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Na Any other comments?
(o145) Local resident, (Charlbury, Sheep Street, Market Street, Church Street, Sturt Close)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Nursery pick up/drop off and GP appt means I often have to park in the town. GP never runs to time and can often by in the surgery overall hour. Nursery pick up and drops are busy and often have to wait for other parents. Charging people to park where they live (proposed annual fee) is appalling when they've not had to pay for however long they've lived there. The rich cnobs who visit will just pay the fines like they do in London and it will only damage the locals. <u>Shared use parking bays:</u> Church Street – **Object** I do not agree to parking permits for residents. It's unfair to charge for these when people have not had to pay previously. Market Street – **Object**, Sheep Street – **Object** An hour is often not long enough and would discourage people from using local businesses. Why do local councils seem intent or destroying local businesses!?

	Grammar School Hill/Park Street – **Object** See reasons above. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** See all reas9ns above Church Lane residents parking area – **Object** Same reasons above Church Lane DPPP removal – **Object** Lots of elderly people live in Charlbury. Why remove disabled bays with an aging population? The older someone is the more likely they are going to have a blue badge. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** See reasons above. Any other comments? Stop pricing people out of Charlbury!
(o146) Local resident, (Charlbury, Shilson Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** There simply isn't enough parking for local residents at present <u>Shared use parking bays:</u> Church Street – **Support** There simply isn't enough parking for local residents at present Market Street – **Support**, Sheep Street – **Support**

	There simply isn't enough parking for local residents at present Grammar School Hill/Park Street – **Support** There simply isn't enough parking for local residents at present <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** There simply isn't enough parking for local residents at present Church Lane residents parking area – **Support** There simply isn't enough parking for local residents at present Church Lane DPPP removal – **Support** I assume that this was originally installed for one of the local residents who could now get a permit <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Too many people park very awkwardly in many of these areas at present Any other comments? All of the proposals are very sound and logical, but will only be effective if proper monitoring and enforcement is carried out on a regular basis by parking wardens. Sadly we get too many visitors who think they are above the law and park wherever they f
(o147) Local resident, (Charlbury, Shilson Lane / Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** To give residents of Charlbury better parking options. <u>Shared use parking bays:</u> Church Street – **Support** To give residents of Charlbury better parking options.

	Market Street – **Support**, Sheep Street – **Support** To give residents of Charlbury better parking options. Grammar School Hill/Park Street – **Support** To give residents of Charlbury better parking options. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** To give residents of Charlbury better parking options. Church Lane residents parking area – **Support** To give residents of Charlbury better parking options. Church Lane DPPP removal – **No opinion** I'm not familiar with the position / use of this parking place. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** To give residents of Charlbury better parking options. Any other comments?
(o148) Local resident, (Charlbury, Slade)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** All local residents are affected by traffic and parking issues in our town and we should contribute to efforts to address them. <u>Shared use parking bays:</u> Church Street – **Object** We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay. Residents who bought houses without such fac

	Market Street – **Object**, Sheep Street – **Object** We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay. Residents who bought houses without such fac Grammar School Hill/Park Street – **Object** We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay. Residents who bought houses without such fac <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** These are particularly unfair proposals. For the rest our general comments apply. We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay. Residents who bought houses without such facilities undoubtedly paid less because of that. To give such residents special treatment would interfere with the operation of the market. At the moment we are able to walk into the centre and the parking problems rarely affect us but we are conscious that as we get older we too shall need to drive into the centre. The restrictions will limit our ability to do that. Church Lane residents parking area – **Object** These are particularly unfair proposals. For the rest our general comments apply. We object to certain local residents being favoured over others by planning measures. We bought a house with a garage and a drive for off-street parking. That was doubtless reflected in the price we had to pay. Residents who bought houses without such facilities undoubtedly paid less because of that. To give such residents special treatment would interfere with the operation of the market. At the moment we are able to walk into the centre and the parking problems rarely affect us but we are conscious that as we get older we too shall need to drive into the centre. The restrictions will limit our ability to do that. Church Lane DPPP removal – **No opinion** '- <u>'No Waiting at Any Time' (double yellow lines):</u>

	Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Support** We do not drive through Charlbury often as we generally walk but when we do drive we are affected by the traffic congestion. On Grammar School Hill the parents of Pre-School children need to be able to drop off and pick up their children. Any other comments? We welcome efforts to address the traffic and parking issues but strongly object to favouring a small group of local residents over the generality of residents, and indeed residents of neighbouring villages who want to come to Charlbury to use its facilit
(o149) Local resident, (Charlbury, Spelsbury)	'Time-limited' parking bay: Browns Lane – **No objection** sounds reasonable Shared use parking bays: Church Street – **Object** too restrictive Market Street – **Partially support**, Sheep Street – **Partially support** better Mon 8am - Fri 6pm Grammar School Hill/Park Street – **Partially support** better 1 hour no return within 1 hour, Mon-Fri 8am-6pm Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** too restrictive and what about visitors Church Lane residents parking area – **Object** too restrictive and what about visitors Church Lane DPPP removal – **Object**

	seems unreasonable <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** too restrictive Any other comments? It doesn't appear that local businesses have been consulted in the preparation of this survey. Restrictive parking measures to favour residents will push more employees to use the Spendlove carpark, making it difficult for quick stops to use the Coop and
(o150) Local resident, (Charlbury, Spelsbury Rd)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Looks OK <u>Shared use parking bays:</u> Church Street – **No objection** Looks OK Market Street – **Object**, Sheep Street – **Object** Businesses have not been consulted Grammar School Hill/Park Street – **Object** Businesses have not been consulted <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Businesses have not been consulted Church Lane residents parking area – **No opinion** Looks OK

	Church Lane DPPP removal – **No objection** Looks OK <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **No objection**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **No objection** We who drive to Charlbury needs to be able to park top visit the businesses and services Any other comments? It seems to me that the preparation of the parking restriction scheme needs more work. It appears none of the affected businesses have been consulted, and there appears to be no possibility for workers to obtain a parking permit. That means the Spendlove
(o151) Local resident, (Charlbury, Spelsbury Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I think parking should be retained in this area (mixed unlimited parking for residents of Browns Lane) and time limited for others but that the lower end of the street should be no waiting at any time to allow unrestricted access for large vehicles such as buses and refuse collections. <u>Shared use parking bays:</u> Church Street – **Partially support** This reflects the mixed residential and commercial use of this and surrounding streets and the 3 hour time limit is realistic for customers of the businesses. No mention is made, though, of provision for those that work in them so my support is subject t Market Street – **Object**, Sheep Street – **Object** Both these streets are mixed residential and business and used by worshippers attending the Catholic and Methodist Churches. The time restriction is insufficient for business and Church users and should be 3 hours (as for Church Street). Grammar School Hill/Park Street – **Partially support** Qualified support but the time should be increased to one hour.

	Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Partially support**, Park Street – **Support**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Pound Hill - all properties have their own off-street parking and any on-street parking greatly increases the danger of this unpaved, poorly lit road to pedestrians by forcing them in to the path of on-coming traffic. This is a popular route for dog walkers using the field adjacent to Watery Lane. I support the introduction of residents' unmlimited parking in the wider area of Thames Street but no parking should be allowed in the narrow portion due to the traffic bottleneck it creates. Dyers Hill - I support residents' unlimited parking in the wider part but the lower part should be no waiting at any time due to the traffic bottleneck this creates. Park Street - this seems reasonable as few houses here have off-street parking. Sheep Street - as I've said above this is a mixed use street with several business including a beauty salon, pub, office accommodation and the nearest parking for two Churches with predominantly elderly congregations. A ban on parking would threaten their survival. I would support unlimited residents' parking and a 3 hour limited provision for others. As above, Browns Lane should have provision for residents of that street and limited time parking provision for users of the businesses located in the Spendlove Centre. A 1 hour time limit would seem reasonable - many will need less but users of the library and doctors, dental and veterinary surgeries will need more than 30 mins - and extra provision will be needed to deal with the inevitable increase in parking pressure in the Spendlove car park. Playing Close - the houses fronting on to the Playing Close have their own off-street parking so provision here should be limited time parking slots for users of the Spendlove Centre businesses to relieve pressure on the car park. Church Lane residents parking area – **Support** This is a narrow street and a number of properties do not have off-street parking. Residents of Dyers Hill should also be allowed to park here. Church Lane DPPP removal – **Object** There is very little provision of disabled parking in Charlbury and this space should be retained. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** As I have said, Pound Lane is dangerous for the many pedestrians that use it and allowing parking would simply make it more so.

	Market Street and Sheep Street need to have parking provision for residents without off-street parking and those that use the businesses located on them. My partial support for Dyers Hill and Nine Acre Lane applies to those parts that are very narrow and where parking causes bottlenecks and impedes the flow of traffic. Grammar School Hill needs provision for nursery school drop offs and for the staff that work there. Any other comments? I have lived in Charlbury for almost 20 years and already pay a premium for doing so in inflated house prices. I do not agree that I, or my fellow residents, should pay a further premium for the ability to park to use the facilities of our own town. Whi
(o152) Local resident, (Charlbury, Stonesfield Lane)	'Time-limited' parking bay: Browns Lane – **Partially support** Reduces existing problems with buses passing here. Shared use parking bays: Church Street – **Object** Concerned at impact on staff at little monkeys nursery who are not all local. Market Street – **No objection**, Sheep Street – **No objection** No problems anticipated. Grammar School Hill/Park Street – **No objection** No problems anticipated. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Should reduce traffic chaos in these areas. Church Lane residents parking area – **Support** Would help residents and stop train travellers parking on this dead end lane. Church Lane DPPP removal – **No opinion**

	If it's no longer needed then remove <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** No opinion Any other comments?
(o153) Local resident, (Charlbury, Stonesfield Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family to walk easily into town. All Charlbury residents should have access to residents permits if restrictions are to be put in place so that residents are not penalised. It will be difficult to fulfil the volunteering many residents do for the community centre local library without access to local town centre parking which supports local residents supporting their community and to access local transport buses, train etc for residents for whom it is too far to walk into the centre. Those who come into Charlbury from outside the area will park beyond the designated residential areas thereby making it harder for residents in those areas to park and creating increased congestion on the edge of the town for traffic to flow easily. <u>Shared use parking bays:</u> Church Street – **Object** In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family t Market Street – **Object**, Sheep Street – **Object** In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family t Grammar School Hill/Park Street – **Object**

	In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family t <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family to walk easily into town. All Charlbury residents should have access to residents permits if restrictions are to be put in place so that residents are not penalised. It will be difficult to fulfil the volunteering many residents do for the community centre local library without access to local town centre parking which supports local residents supporting their community and to access local transport buses, train etc for residents for whom it is too far to walk into the centre. Those who come into Charlbury from outside the area will park beyond the designated residential areas thereby making it harder for residents in those areas to park and creating increased congestion on the edge of the town for traffic to flow easily. Church Lane residents parking area – **Object** In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family to walk easily into town. All Charlbury residents should have access to residents permits if restrictions are to be put in place so that residents are not penalised. It will be difficult to fulfil the volunteering many residents do for the community centre local library without access to local town centre parking which supports local residents supporting their community and to access local transport buses, train etc for residents for whom it is too far to walk into the centre. Those who come into Charlbury from outside the area will park beyond the designated residential areas thereby making it harder for residents in those areas to park and creating increased congestion on the edge of the town for traffic to flow easily. Church Lane DPPP removal – **Object** My partner has a disabled badge any further restrictions to parking and removal of disabled parking restricts him as a local resident from acccess to the town centre where there will be limited access if a residential scheme is introduced that is not acce <u>'No Waiting at Any Time' (double yellow lines):</u>

	Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** In answer to all items, As a Charlbury resident who lives outside the proposed restriction areas on the edge of Charlbury I will have more limited access to the convenience of my local services and visiting friends regularly. It is too far for my family to walk easily into town. All Charlbury residents should have access to residents permits if restrictions are to be put in place so that residents are not penalised. It will be difficult to fulfil the volunteering many residents do for the community centre local library without access to local town centre parking which supports local residents supporting their community and to access local transport buses, train etc for residents for whom it is too far to walk into the centre. Those who come into Charlbury from outside the area will park beyond the designated residential areas thereby making it harder for residents in those areas to park and creating increased congestion on the edge of the town for traffic to flow easily. Any other comments?
(o154) Local resident, (Charlbury, sturt close)	'Time-limited' parking bay: Browns Lane – **Partially support** The staff in the coop need to park longer than 30 minutes at a time, we need space too. Shared use parking bays: Church Street – **No objection** n/a Market Street – **No objection**, Sheep Street – **No objection** n/a Grammar School Hill/Park Street – **Partially support** n/a Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No objection**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Partially support**, Browns Lane – **Object**, The Playing Close – **Partially support** n/a Church Lane residents parking area – **Object**

	n/a Church Lane DPPP removal – **Support** The disabled need spaces. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **No objection**, Park Street – **Partially support**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **No objection** n/a Any other comments?
(o155) Local resident, (Charlbury, Sturt Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Not sure quite what would be gained, should maybe just residents as quite a few terraced houses there. <u>Shared use parking bays:</u> Church Street – **No opinion** Feel its ok as it is Market Street – **Partially support**, Sheep Street – **Partially support** Keep parking to one side of the street to allow access for emergency vehicles and cars to pass, or allow people to slightly park passenger side wheels not he path in wider area. Grammar School Hill/Park Street – **Support** very dangerous in areas <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Support**, The Playing Close – **Object** don't residents there have parking already, they just need to use it instead Church Lane residents parking area – **Partially support**

	people need to be able to access and park for church, funerals/weddings etc Church Lane DPPP removal – **Partially support** how often would it be used at the expense of a resident needing to park? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** If they are in the right area no problem, but probably not needed all along the street Any other comments? You could be pushing the parking issues into other roads which will affect more residents than before. Residents in some of these areas bought property knowing about these issues with parking and should accept their choice, not bring it onto residents wh
(o156) Local resident, (Charlbury, Thames Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Supports local shops in town by allowing parking <u>Shared use parking bays:</u> Church Street – **Support** 3 hours allows people to dine at the Bull/Bell Market Street – **Support**, Sheep Street – **Support** Allows visitor to park and shop Grammar School Hill/Park Street – **Partially support** Not aware of the problems in this area <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Resident must come first but some parking for shops, if space allows

	Church Lane residents parking area – **Support** I know resident always have bad problems parking Church Lane DPPP removal – **No opinion** Not aware if it is used <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Some yellow lines, but not the whole roads. Traffic speed up and goes so fast Any other comments? Good proposals - thank you
(o157) Local resident, (Charlbury, The Green)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Not needed. A waste of money and is it wont be enforced what is the point. <u>Shared use parking bays:</u> Church Street – **Object** Not needed. A waste of money and is it wont be enforced what is the point. Market Street – **Object**, Sheep Street – **Object** Not needed. A waste of money and is it wont be enforced what is the point. Grammar School Hill/Park Street – **Object** Not needed. A waste of money and is it wont be enforced what is the point. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Not needed. A waste of money and is it wont be enforced what is the point.

	Church Lane residents parking area – **Object** Not needed. A waste of money and is it wont be enforced what is the point. Church Lane DPPP removal – **Support** Not required. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Not needed. A waste of money and is it wont be enforced what is the point. Any other comments?
(o158) Local resident, (Charlbury, The Green)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I'm very concerned by the lack of provision for local businesses in these proposals. Most of Charlbury's businesses, many of which are vital services for local residents, depend on workers travelling in by car from outside the town. Public transport provision is currently not sufficient as an alternative, especially in the evenings and at weekends. I'm also concerned that the proposed scheme may result in parking problems being pushed to different parts of the town; but the problem of local business parking provision is the priority, and in my view the trial should not go ahead unless this is addressed. <u>Shared use parking bays:</u> Church Street – **Object** Please see above Market Street – **Object**, Sheep Street – **Object** Please see above Grammar School Hill/Park Street – **Object** Please see above Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Please see above Church Lane residents parking area – **Object** Please see above Church Lane DPPP removal – **Object** Please see above <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Support**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Please see above for objections that apply to most of these proposals. I would support double yellows on Browns Lane as a solution to the problem of buses being impeded by parked vehicles. Any other comments? Please see above. Local business and service provision are a key feature of Charlbury; if these are lost due to poorly thought out parking restrictions, Charlbury will become a far less attractive place to live, and will simply not be viable for those res
(o159) Local resident, (Charlbury, The Green)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** I think this would be helpful to keep space available for those using facilities for a short time. <u>Shared use parking bays:</u> Church Street – **Object** I cannot see any reason to prioritise residents over other road users. This seems unfair and I think it would have a negative effect on businesses and other facilities in the centre of Charlbury. In addition, any traffic congestion would only be pushed fu Market Street – **Object**, Sheep Street – **Object** The traffic parking problems appear to me to be overstated.

	Grammar School Hill/Park Street – **Object** Prioritising residents' on-street parking is unfair and will only move any parked traffic to other areas. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I cannot see any reason to prioritise residents over other road users. This seems unfair and I think it would have a negative effect on businesses and other facilities in the centre of Charlbury. In addition, any traffic congestion would only be pushed further along the road (into Hixet Wood) and probably elsewhere in the town. All road users should have equal access to any road space for parking. Church Lane residents parking area – **Object** I cannot see any reason to prioritise residents over other road users. This seems unfair and I think it would have a negative effect on businesses and other facilities in the centre of Charlbury. In addition, any traffic congestion would only be pushed further along the road (into Hixet Wood) and probably elsewhere in the town. All road users should have equal access to any road space for parking. Church Lane DPPP removal – **No opinion** I am not aware of why this change has been suggested. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** I think removing parked cars entirely would benefit pedestrians and cyclists, which should be encouraged. Any other comments? I am not convinced there is a significant parking problem in Charlbury. There is no particular reason why residents in the centre of the town should given priority to park next to their property.
(o160) Local resident, (Charlbury, The Green)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object**

	We as a nation are continually building and adding to small towns and villages which are centuries old and should not be getting any bigger, there is no parking as buildings have been allowed in an area that cannot sustain the increased population. <u>Shared use parking bays:</u> Church Street – **Object** See above. Market Street – **Object**, Sheep Street – **Object** See above Grammar School Hill/Park Street – **Object** See above <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Nobody is going to enforce it so no point. Church Lane residents parking area – **Object** It wasn't needed before. Church Lane DPPP removal – **Object** Surely removing a disabled bay is a bad thing. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **No objection**, Browns Lane – **No objection**, Sheep Street – **No objection**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **No objection** Lazy people will always park closer if they have a excuse. Any other comments?

(o161) Local resident, (Charlbury, The Slade)	'Time-limited' parking bay: Browns Lane – **Partially support** Fine as long as it doesn't impede buses. Shared use parking bays: Church Street – **Support** Good idea. Market Street – **Support**, Sheep Street – **Support** Definitely a good idea – casual parking should be discouraged on narrow streets. Grammar School Hill/Park Street – **Partially support** OK as long as it doesn't cause visibility issues. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** All good. Church Lane residents parking area – **Support** Good idea to discourage station parking here. Church Lane DPPP removal – **No opinion** Didn't know it was here. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Hard to be sure without knowing the exact places but fine as long as it doesn't inconvenience residents. Any other comments? If the station parking were free/cheaper, some of the current problems would be quickly resolved.

(o162) Local resident, (Charlbury, The Slade)	'Time-limited' parking bay: Browns Lane – **Object** Residents live there and are entitled to park for as long as they want in front of their own property. Shared use parking bays: Church Street – **Support** Congestion is a problem here and restricts the bus also. People are already parking on double yellow lines. I also think there is a bigger safety issue on the slade where parents park on the main road on a blind hill, forcing traffic into the middle with Market Street – **Support**, Sheep Street – **Support** There should be NO parking in such a narrow street anyway. Pedestrians are placed at risk and drivers exiting cars are stepping out into a live lane. Bonkers. Grammar School Hill/Park Street – **Support** These spaces get blocked up by commuters and cause blind spots when overtaking traffic with no view over the brow or around corners. No Payment should be required from residents. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Due to the narrowness of some of the roads, it makes it dangerous to park at certain spots. Residents parking should be free. Church Lane residents parking area – **Support** Should be for residents however the permits should be free! Council tax is horrendous enough already! Church Lane DPPP removal – **Support** No disabled person would park there due to the access restricted narrow road. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

	People parking on these places just cause unsafe roads. Any other comments? I would like to propose double yellows on the primary school side of The Slade. Parents have no regard for safety and park in a way that restricts view over the brow of the hill, forcing traffic to clash and I have seen chaos happening here at school drop
(o163) Local resident, (Charlbury, The Slade)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** It might be useful for people who want to dash into the chemist/corner house/ Cotswold Frames to collect something quickly <u>Shared use parking bays:</u> Church Street – **No opinion** The parking in Church Street generally seems to work, but at the top the double yellows MUST be policed!! Market Street – **Support**, Sheep Street – **Support** This might help to ensure residents in those streets are able to park outside their homes (or close to them) Grammar School Hill/Park Street – **Object** Most residential properties in that area have driveways that they can and should use. The occasional parent/carer calling at Pre-School is only there about twice a day <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Support**, Browns Lane – **Partially support**, The Playing Close – **Object** Most of the areas where residents have no parking ought to have a space available, but those properties that have a driveway don't need them. Church Lane residents parking area – **Partially support** For properties with no vehicle access this would be helpful Church Lane DPPP removal – **Partially support** Remove it unless it was put there for a specific resident to use

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Support** Bottom of Nine Acres Lane to the Scout Hut, definitely required. Browns Lane leave as it is. Sheep Street leave as it is. Any other comments? Enforcement is crucial. Particularly with vehicles parked the wrong way on one way street, even if not on double yellows.
(o164) Local resident, (Charlbury, The Slade)	'Time-limited' parking bay: Browns Lane – **Object** Restricting parking in some areas will just push the problem elsewhere. On The Slade for instance, we already have problems with people parking who use the train, many residents don't have enough parking themselves and need to park outside on the road. Addition of multiple air B&Bs in the town particularly in town centre adds to parking issues. If the station created more parking in the field they already own next to the river, that would solve a lot of problems. Restricting parking in the centre of town would impact staff and customers of those businesses. Shared use parking bays: Church Street – **Object** As someone who works in centre of town it is very difficult to find space outside clients houses. Also some of those residents have carers through day who also already find it difficult to park. Market Street – **Object**, Sheep Street – **Object** Per previous responses. Grammar School Hill/Park Street – **Object** Per previous comments, just pushes the problem elsewhere. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

	All owners of houses in centre of town bought houses knowing they had no parking assigned. The larger houses also have parking areas on the whole. Will you remove those residents with private parking from having parking permits? What about all the Air B&Bs? Companies are very keen to ensure their customers get parking included in their stay. Why should guests have parking over local residents? Church Lane residents parking area – **No objection** It's a narrow lane, most residents do t have parking no objection Church Lane DPPP removal – **Object** As a former carer for disabled relatives I can confirm we need more not less disabled spaces. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Per previous comments Any other comments?
(o165) Local resident, (Charlbury, The Slade)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** It will not work without enforcement <u>Shared use parking bays:</u> Church Street – **Object** It will not work without enforcement Market Street – **Object**, Sheep Street – **Object** It will not work without enforcement Grammar School Hill/Park Street – **Object** It will not work without enforcement Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** It will not work without enforcement Church Lane residents parking area – **Object** It will not work without enforcement Church Lane DPPP removal – **Object** The bay is needed <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Support**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Enforcement is unlikely Would be needed 24/7 Any other comments? None of the measures proposed offer practical solutions and if implemented will only serve to move parking issues to other locations. The Town is not suited to cars but these measures are not the answer. current restrictions are only enforced periodically
(o166) Local resident, (Charlbury, The Slade)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Makes sense for additional short stay for co-op <u>Shared use parking bays:</u> Church Street – **Partially support** Need to consider where existing commuter use will go to. I don't agree that commuters have to have parking directly outside a business such as Little Monkeys but where can such users be accommodated. Market Street – **Support**, Sheep Street – **Support** Permit schemes are not a new concept and make sense though as planned do need monitoring in introduction for unintended consequences Grammar School Hill/Park Street – **Support**

	Permit schemes are not a new concept and make sense though as planned do need monitoring in introduction for unintended consequences <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Generally support but potentially more dual use would be better Church Lane residents parking area – **Partially support** Generally support but potentially more dual use would be better Church Lane DPPP removal – **No objection** No objection <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** These areas are narrow and need additional double yellowing Any other comments? People generally don't like change and these proposals have let to a spirited Charlbury forum thread. Resident permit schemes are common in many places so generally I agree though wonder of more dual use areas are required rather than blocking to just res
(o167) Local resident, (Charlbury, the Slade)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** This could enable Co-Op visitors to utilise this parking instead of the Spendlove parking lot, which is needed for longer time (for visits to the the community centre, the dentist or other businesses for example) <u>Shared use parking bays:</u> Church Street – **Partially support** My only concern here is the need for short term parking for parents picking up their children outside of Little Monkeys. Especially for those working parents who are picking up their little children first and then must rush to pick up an older child from

	Market Street – **Partially support**, Sheep Street – **Partially support** These spots are necessary for the livelihood of small businesses, as well as residences. My only concern is that 1 hour would not be enough for locally-minded customers to enjoy visiting one of the many delightful restaurants or shops we have in Charlbury Grammar School Hill/Park Street – **Partially support** Two points of concern here: the staff for Preschool are mostly not local and will need to park relatively near to the school. By introducing the above measures, they would not have anywhere to park for the day and we could see this impact recruitment to t <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Great initiative to support residents with their parking needs - but in certain areas close to our local businesses, we need to ensure we do not to discourage potential visiting traffic like what I have experienced in Enstone and other villages and towns. It would be ideal if there were alternative parking provisions made for visitors come for shopping, dining and events - even if that parking was slightly on the outskirts of town (say, the Cricket Club.) Church Lane residents parking area – **Object** See earlier answers above about the need for people to park to pick up their children or to run into the pharmacy, deli, etc. Church Lane DPPP removal – **Support** I believe the need can be supported by the disabled parking place outside the deli. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **No opinion** See my previous response regarding Charlbury Preschool and the need for parents to park for pick up/drop offs only. Currently the existing double lines do not provide any safety measures for car traffic and the parents must park very far away with their young children. Given the poor condition of the pavement (small and overgrown by the hedgerow), it can be quite dangerous for little ones as it's not ample for a buggy or child and parent to walk side by side.

	Any other comments? None
(o168) Local resident, (charlbury, the slade)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour <u>Shared use parking bays:</u> Church Street – **Object** Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour Market Street – **Object**, Sheep Street – **Object** Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour Grammar School Hill/Park Street – **Object** Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour Church Lane residents parking area – **Object** Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour Church Lane DPPP removal – **Object** Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour and my son has a lesson with polly bloc at her class room on sheep street after school and I have to come in my car

	Any other comments? Because I use the cafe, pubs and beauty salon and I often need to drive and park for longer than 1 hour
(o169) Local resident, (Charlbury, The Slade)	'Time-limited' parking bay: Browns Lane – **Partially support** Thinking of residents Shared use parking bays: Church Street – **Partially support** Thinking of residents Market Street – **Support**, Sheep Street – **Support** Thinking of residents Grammar School Hill/Park Street – **Support** Thinking of residents Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Thinking of residents Church Lane residents parking area – **Partially support** Thinking of residents Church Lane DPPP removal – **Partially support** Thinking of residents 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Thinking of residents Any other comments?

(o170) Local resident, (Charlbury, The Slade)	‘Time-limited’ parking bay: Browns Lane – **Object** I think the proposal does not consider those working at businesses in the town centre. I also believe that these proposals will simply push the parking problem further out to surrounding roads not covered by the proposal. Availability of spendlove centre parking will also be impacted and is already in short supply. Shared use parking bays: Church Street – **Object** As per q3 - no consideration for those working at business and will push the problem out to surrounding roads Market Street – **Object**, Sheep Street – **Object** As per previous question - no consideration for those working in businesses in the town centre and will push the problem out to surrounding roads. Grammar School Hill/Park Street – **Object** As per previous questions… no consideration for those working at businesses in the town centre and will push the problem out to surrounding roads. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** No consideration for businesses and will push problem to surrounding roads. Church Lane residents parking area – **Object** No consideration of businesses and will push problem to surrounding roads Church Lane DPPP removal – **Object** Because I don’t agree with the residents parking scheme as a whole. Removal of bay wouldn’t be in question if scheme not introduced 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** I don't agree with the residents parking scheme as a whole. Any other comments? I believe the key to solving the parking problem in Charlbury lies in increasing parking capacity rather than limiting where people can park. Making it harder for businesses to employ staff will lead to a further decline of the amenities in the town centr
(o171) Local resident, (Charlbury, Ticknell)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect <u>Shared use parking bays:</u> Church Street – **Object** Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect Market Street – **Object**, Sheep Street – **Object** Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect Grammar School Hill/Park Street – **Object** Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect Church Lane residents parking area – **Object**

	Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect Church Lane DPPP removal – **Object** Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect Any other comments? Stop punishing people - if people want their guaranteed parking then buy a house with a drive. Rest of parking is first come first served. Think of the business this will effect
(o172) Local resident, (Charlbury, Ticknell Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** It is not very much time to achieve anything. <u>Shared use parking bays:</u> Church Street – **Support** Clearer than current arrangements although residents should have their own dedicated spaces Market Street – **Partially support**, Sheep Street – **Partially support** Agree with some restriction but with only an hour, my main concern is that this would mean more drivers would just park elsewhere in Charlbury which transfers the problem to the areas outside the centre of the town. There isn't any additional space to acc Grammar School Hill/Park Street – **Partially support** How will walkers to Cornbury be affected by this proposal <u>Residents Permit Holders Parking only bays:</u>

	Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Residents should have the security of being able to park near their property. Some will object to the cost but it must be annoying for them when they can't park near their homes, especially if there are children/elderly people involved Church Lane residents parking area – **Support** As number 12 Church Lane DPPP removal – **Object** I'm concerned about removal of any parking facility which helps people with disabilities <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **No opinion**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Support** These are very busy roads in Charlbury where parking can be chaotic. Dyers hill appears to be used by rail users as the station car park is not big enough. Any other comments? Car park in centre is now nearly always full. Parking on way to station and blocking traffic around one way system is key issue. People from outside town using pubs or train parking for long periods often inconsiderately and blocking traffic flow.
(o173) Local resident, (Charlbury, Ticknell Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Too many people are parking in town instead of paying £4.40 to use the railway station car park. This ensures cars of those who have a need to park do so. <u>Shared use parking bays:</u> Church Street – **Partially support** It depends on the balance of these prescriptions. Bays should be limited to households. 2 to 3 hour no return should be 1 to 2 hours, to suport events in the church etc. Market Street – **Support**, Sheep Street – **Support**

	These roads get congested with cars from the station and pubs. Grammar School Hill/Park Street – **Partially support** There needs to be provision for parents dropping off at pre-school. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **Support**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** This Dyers hill needs strong restrictions. Driving though this part of town is hard because of the number of parked cars. I have also seen residents from out of town regularly park here instead of use the Station carpark. Church Lane residents parking area – **Support** People park here to avoid parking at the station. Church Lane DPPP removal – **Support** There are disabled parking at the station and those using the church can park there as people do on Sundays/ for services during the week. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Support** Preschool and Little Monkeys needs to allow for waiting. Any other comments?
(o174) Local resident, (Charlbury, Ticknell piece rd)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** It would improve access to deli/pharmacy and little monkeys <u>Shared use parking bays:</u> Church Street – **Object** I believe this will negatively affect local businesses, and will remove parking required for workers who come from outside Charlbury.

	Market Street – **Object**, Sheep Street – **Object** As above, the impact to local business will be too great Grammar School Hill/Park Street – **No objection** It is slightly out of town, so I think the impact on business is reduced. And may benefit in times when Cornbury is especially busy. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **Partially support**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** These are central areas of town, it will push the issues elsewhere and coop car park is not big enough to absorb the excess parking created Church Lane residents parking area – **Partially support** Less of an impact on the centre Church Lane DPPP removal – **Support** I don't know of a disabled space suitable for the church - the closest one I know by the deli cannot be suitable for disabled users <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Refusing parking for everyone cannot be the answer. Current bays allow adequate passing clearance for cars. Any other comments? Please do not implement a solution that negatively impacts local businesses such as the pharmacy/deli/no. 5 and little monkeys.
(o175) Local resident, (Charlbury, Ticknell Piece Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Any restriction on parking will push the parking issues elsewhere in Charlbury and discourage people from being able to use local amenities.

	<u>Shared use parking bays:</u> Church Street – **Object** Any restriction on parking with push the issue elsewhere in Charlbury and discourage people from being able to use local amenities especially the children's nursery, chemist, deli, framing shop and the local public houses. Market Street – **Object**, Sheep Street – **Object** Any restriction on parking will push the parking issues elsewhere in Charlbury and discourage people from being able to use many local amenities. Grammar School Hill/Park Street – **Object** Any restriction on parking will push the parking issues elsewhere in Charlbury and discourage people from being able to use local amenities such as the playgroup on Grammar School Hill. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Any restriction on parking with push the issue elsewhere in Charlbury causing additional issues and discourage people from being able to use local amenities especially the children's nursery, chemist, deli, framing shop, and the local public houses. Church Lane residents parking area – **Object** Any restriction on parking with push the issue elsewhere in Charlbury and discourage people from being able to use local amenities especially the children's nursery, chemist, deli, framing shop and the local public houses. Church Lane DPPP removal – **Object** There are a limited number throughout Charlbury therefore one would assume, that to prevent discrimination, disabled spaces should be accessible in multiple places. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Support**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** I support only one of these as there is an issue with people parking too close to the junction at the bottom on Nine Acres Lane, nr to the old dairy, and this could potentially cause an accident. Any other comments?

	Parking issues are indeed a known part of living in Charlbury, and most residents are likely aware of them when choosing to live here. I have real concerns that extensive parking restrictions throughout our town will discourage not only local people but v
(o176) Local resident, (Charlbury, Ticknell Piece Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** It will force even more people to park outside houses in other areas in Charlbury, e.g. Ticknell Piece Road, which is already struggling with people parking along both sides of the roads and blocking people's driveways. This will only get worse. Also, many people work in the centre of Charlbury and who have no choice but to drive to work from the more remote villages in the county - they will not be able to park and may no longer be able to work in Charlbury. It will probably force even more people to park on the double yellow lines on the road down to the station, which is already very hazardous. <u>Shared use parking bays:</u> Church Street – **Object** A stay of 3 hours will not solve the problems of people needing to park from 8 to 6 in order to go to work. Market Street – **Object**, Sheep Street – **Object** It will only force the traffic and parking problems further out to other areas of Charlbury. Grammar School Hill/Park Street – **Partially support** This might be okay as the parking on this road can be dangerous anyway. But it would only be okay if the other parking restrictions were not put in place in the centre of town. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** These houses were never built with parking spaces and the owners bought them knowing that. Buying a house in the centre of town should not guarantee you a parking space in front of your house. Those of us with cars tend to buy houses with allocated parking or driveways. Church Lane residents parking area – **Object** I think this will impact very badly on the businesses and their staff in the town. It will kill off the new lifeblood that has been brought into the town centre and the town will only be welcoming to those wealthy enough to own a house in the

	centre of town and pay for a private parking permit. It will also make parking much worse elsewhere and cause upset, stress, and possibly hazards, e.g. in Ticknell Piece Road. Church Lane DPPP removal – **Object** I don't see a valid reason for doing this. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **No opinion**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Support** I think the parking on Dyers Hill has become an issue. Even when there are spaces in the railway station car park, I see people parking their cars there. Any other comments?
(o177) Local resident, (Charlbury, Ticknell Piece Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** The proposal may well suit a few but, in essence, its main accomplishment will be to push the parking problem from one part of our lovely town to another. It does not solve the parking issue. Those who bought houses in the affected roads must have known the issue when they purchased their houses without driveways or garages. Those leading the push to advance this project are seeking to push the problem onto their unsuspecting fellow residents. Should this ill-considered plan go ahead parking at the Coop store will be made even worse than it is at present for local residents wishing to shop locally. I'm in no doubt that commuters heading for the station won't hesitate to illegally park at the Community Centre as well as in the coop car park. <u>Shared use parking bays:</u> Church Street – **Object** As explained above. The measure is part of the same misguided thinking that the problem can be solved without Britial Rail adding the further floor to the station car park (as, I am told, was the initial plan). Market Street – **Object**, Sheep Street – **Object** Leave matters as they stand. Just because there is a parking problem for some does not mean that the County Council should think itself capable of finding a solution - other than one involving a new car park.

	Grammar School Hill/Park Street – **Object** As above. Planners should be encouraged to take several steps back and look at matters from the standpoint of the residents who are worried about the parking problem being transferred to their street! <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Following my comments above no further explanation should be required. Church Lane residents parking area – **Object** Following my comments above no further explanation should be required. Church Lane DPPP removal – **Object** Any additional disabled parking should only be address when there is a new carpark near to the station. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Following my comments above no further explanation should be required. Any other comments? On 11 November the Town Clerk of Charlbury Town Council ('TC') wrote to me explaining that although it has worked with the OCC to offer [a parking] option "The TC is not here to defend the scheme". If the TC finds itself unable to advocate the scheme it
(o178) Local resident, (Charlbury, Ticknell Piece Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** It would hopefully make it easier for the elderly and infirm to get their shopping. However it would probably not work in practice unless it is policed as can be seen by the number of non blue badged cars that use the disabled space that is already there. <u>Shared use parking bays:</u> Church Street – **Object**

	I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Cha Market Street – **Object**, Sheep Street – **Object** I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Cha Grammar School Hill/Park Street – **Object** I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Cha <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Charlbury to park. Church Lane residents parking area – **Object** I don't believe this is a good idea as the proposed cost of the permits seem much too low to support serious/full time policing of the parking without which it just provides easy parking for the less scrupulous and makes it hard for people who work in Charlbury to park. Church Lane DPPP removal – **Object** Impossible to agree or disagree without knowing if it is currently used by a disabled person. If it allows a disabled person to access the church then it shouldn't be removed. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Support** It most cases it will reduce available parking for residents, visitors and workers in Charlbury. However it would seem a good idea on Dyers Hill which can be difficult to navigate due to parked cars on the existing single yellow lines.

	Any other comments? If the lack of parking is largely due to insufficient parking at the station it would seem obvious to tackle that at source and look at ways of expanding the parking in that area outside the town. For example a win/win/win could be accomplished by looking
(o179) Local resident, (Charlbury, Ticknell piece toad)	'Time-limited' parking bay: Browns Lane – **Partially support** I'm generally supportive of parking restrictions as it gets v busy all year now with cars probably for people coming from outside to enjoy the Cotswold My concern is that introducing these parking restrictions will just push cars to find different places to mark ie up the hill on local estates. It doesn't solve the issue but just makes it other peoples problem Shared use parking bays: Church Street – **Support** Supportive so long as / all Charlbury residents can access this shared parking space Market Street – **Support**, Sheep Street – **Support** Supportive so long as / all Charlbury residents can access this shared parking space My concern is that cars will just look for other places through Charlbury so it doesn't solve the problem but just pass it on to other streets/ residents Grammar School Hill/Park Street – **Support** See above comments Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Supportive so long as these residence spaces are open to all Charlbury residents Church Lane residents parking area – **Support** Supportive so long as these residence spaces are open to all Charlbury residents

	Church Lane DPPP removal – **Partially support** Supportive so Long as there is an alternative disabled space not too far away <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Object**, Market Street – **Partially support**, Browns Lane – **No opinion**, Sheep Street – **Partially support**, Park Street – **No opinion**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Supportive so long as these residence spaces are open to all Charlbury residents My main concern with these restrictions is that they just cause the parking problem to be transferred to other roads in Charlbury. We already see increased parking around ticknell piece & the slade particularly in the summer when tourism is at a high Any other comments? My main concern with these restrictions is that they just cause the parking problem to be transferred to other roads in Charlbury. We already see increased parking around ticknell piece & the slade particularly in the summer when tourism is at a high
(o180) Local resident, (Charlbury, Woodfield drive)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** It will stop people parking there all day <u>Shared use parking bays:</u> Church Street – **Support** Again stop people getting the train parking there all day so not having to pay at station parking Market Street – **Support**, Sheep Street – **Support** As previously stated Grammar School Hill/Park Street – **Support** As previously stated and the road is to narrow Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Roads far to narrow and as previously stated stops all day parking Church Lane residents parking area – **Support** To stop commuter's parking Church Lane DPPP removal – **Partially support** It's not very often used. As they tend to drive to the church door now <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** These roads are to narrow to be parked on and a lot of the time you have a job to get a car down there. How a emergency vehicle would I never know Any other comments? I'm in support of these changes
(o181) Local resident, (Charlbury, Woodfield Drive)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** I do not object to this. <u>Shared use parking bays:</u> Church Street – **No objection** I do not object to this. Market Street – **No objection**, Sheep Street – **No objection** I do not object to this. Grammar School Hill/Park Street – **No objection** I do not object to this. Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** I do not object to this. Church Lane residents parking area – **No objection** I do not object to this. Church Lane DPPP removal – **No opinion** I do not object to this. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** There will be time when people need to park on these roads. Any other comments? I think on the whole it sounds very sensible though it would be too draconian to bring double yellow lines throughout Charlbury. We still need to park up occasionally in town.
(o182) Local resident, (Charlbury, Woodfield Drive)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town. In the statement of reasons, you say that these proposals are being introduced to 'better manage the provision of residential and short-stay parking within the town' but I couldn't see any evidence to support this claim. While I understand it may benefit some residents in the town centre, I believe it will not solve the problem of parking but simply displace it to other unrestricted streets in the town. <u>Shared use parking bays:</u> Church Street – **Object** I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town. In the statement of reasons, you say that these proposals are being introduced to 'better manage the provi

	Market Street – **Object**, Sheep Street – **Object** I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town. In the statement of reasons, you say that these proposals are being introduced to 'better manage the provi Grammar School Hill/Park Street – **Object** I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town. In the statement of reasons, you say that these proposals are being introduced to 'better manage the provi <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town. In the statement of reasons, you say that these proposals are being introduced to 'better manage the provision of residential and short-stay parking within the town' but I couldn't see any evidence to support this claim. While I understand it may benefit some residents in the town centre, I believe it will not solve the problem of parking but simply displace it to other unrestricted streets in the town. Church Lane residents parking area – **Object** I am concerned about the potential impact this will have on the nursery (and therefore on younger families) and other local businesses in the town. In the statement of reasons, you say that these proposals are being introduced to 'better manage the provision of residential and short-stay parking within the town' but I couldn't see any evidence to support this claim. While I understand it may benefit some residents in the town centre, I believe it will not solve the problem of parking but simply displace it to other unrestricted streets in the town. Church Lane DPPP removal – **Object** I feel that provision for disabled parking is important for some people in the community and no evidence was presented as to why this space is being removed. <u>'No Waiting at Any Time' (double yellow lines):</u>

	Pound Hill – **No opinion**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **No opinion**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** The double yellow lines on Nine Acres Lane and Dyers may occasionally reduce delays at some times of the day. I'm not sure the proposals for Market Street, Brown's Lane and Park Street would make a lot of difference - any cars stopping on those locations would block the road anyway and in a conservation area I don't think streets should be painted unless absolutely necessary. Any other comments? As mentioned above, I feel that more evidence needs to be presented before imposing these types of severe restrictions - for example the results of any parking surveys and some assessment of the impact on people other than the residents of the streets con
(o183) Local resident, (Charlbury, Woodfield Drive)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Will impact local business and the welcoming vibe <u>Shared use parking bays:</u> Church Street – **Object** Will prohibit employees from parking Market Street – **Object**, Sheep Street – **Object** Impact on local businesses and employees unable to park Grammar School Hill/Park Street – **Object** Impact on local business including customers and employees <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Impact on local business Church Lane residents parking area – **Object**

	Impact on local business Church Lane DPPP removal – **Object** Necessary for visitors that need it <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Impact on business and carers Any other comments? Better to have a new/extended carpark
(o184) Local resident, (Charlbury, Woodfield Drive)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** concern about the way so many cars are parking on double yellow lines or in disabled bays without authorization. <u>Shared use parking bays:</u> Church Street – **Support** Currently too much parking on the double yellow lines. Market Street – **Support**, Sheep Street – **Support** Sheep Street is particularly difficult for vehicles to negotiate Grammar School Hill/Park Street – **Support** Improved safety for road users <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Make it easier for local people with limited mobility to access shops and services. Church Lane residents parking area – **Support** To encourage parking at the railway station.

	Church Lane DPPP removal – **No opinion** I don't know if there are disabled drivers in Church Lane. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Improved road safety and visibility Any other comments? I would like to see parking wardens working in Charlbury more frequently.
(o185) Local resident, (Charlbury, Woodfield drive)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here. <u>Shared use parking bays:</u> Church Street – **Partially support** It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here. Market Street – **Partially support**, Sheep Street – **Partially support** It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here. Grammar School Hill/Park Street – **Partially support** It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

	It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here. Church Lane residents parking area – **No objection** This is a no through and must just be for residents Church Lane DPPP removal – **Object** As a disabled driver in town. Reducing poor provision for BB users is not welcome! <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** It might push cars to park in other parts of town. Not enough thought about people who work in town but don't live here. Any other comments? Enforcement is necessary. Workers in town are not thought about It will probably just make parking move further out from the centre causing the same problem elsewhere.
(o186) Local resident, (Charlbury, Woodstock Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** For the spaces immediately outside the Co-op, it makes sense to restrict the time thus allowing others to 'pop in' to the Coop / Post Office. <u>Shared use parking bays:</u> Church Street – **Object** Visitors and locals who have business in the centre already have difficulties in finding parking spaces during daylight hours including at the Spendlove Centre. The proposal will result in frustration and will ensure that those who can do so will take th Market Street – **Object**, Sheep Street – **Object**

	As above, these restrictions do not take into account the consequences for those unable to find a parking space in the town centre. The Spendlove Centre cannot cater for the overspill and nor should it! Grammar School Hill/Park Street – **Partially support** It is important that access is kept for parents dropping off and collecting their children from the Pre-school. However, it is also vital that staff have access to parking in the vicinity. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Strongly object to this proposal. Quite shocking and ill thought out. Removing parking for local residents and visitors when some of these areas already have resident parking places off the road. In addition, as previously mentioned, this will ensure that visitors and locals who cannot find a parking place will take their business elsewhere. Church Lane residents parking area – **Partially support** Whilst understanding the difficulties for residents, what consideration is there for less able church-goers to reach the church? Not everyone has a Blue Badge. Church Lane DPPP removal – **Object** There is very little parking available at St Mary's. Removing this space will be detrimental for those wishing to attend church services. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **No objection**, Browns Lane – **No objection**, Sheep Street – **Object**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **No objection** There is little enough parking along Sheep Street, removing spaces is counter productive. In this age of the OCC promoting elective vehicle usage any residents who have EVs or Hybrids will find themselves disenfranchised by these proposals. Any other comments? It seems that the major problem in Charlbury is that rail commuters use the Spendlove Centre and on street parking in town in order to avoid the parking charges at Charlbury Station. Instead of imposing yet more restrictions on a town ill served by buses,

(o187) Local resident, (Charlbury, Woodstock road)	'Time-limited' parking bay: Browns Lane – **Object** It's fine as it is. It means those of who live outside Charlbury can come in and use the businesses. We don't want to be restricted to 30 minutes. Lunch in the Bull takes longer than that. Shared use parking bays: Church Street – **Object** Our daughter was lucky enough to get a job in the Bull for the last year or so. We live two miles outside Charlbury and she needs to get to work by car. Where we live it's not suitable for cycling plus she works long hours till late. Recruitment is dif Market Street – **Object**, Sheep Street – **Object** Same reasons as above. This is anti business and those of us who want to come into Charlbury to use it as our community town. Grammar School Hill/Park Street – **Object** Got to say it's really selfish of the residents who live on these streets. It's a 'let's keep the oiks out of Charlbury'. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Same as above. Church Lane residents parking area – **Object** Same as above Church Lane DPPP removal – **No opinion** Same as above. Charlbury is a great town and all the better for having so many new businesses opening recently. This will make it less likely that we will visit. This is a shame as it's our local town. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

	Same as above. It's currentl a great town with great facilities - this is anti business. Middle class people who want to keep others out. Any other comments?
(o188) Local resident, (Charlbury, Woodstock Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** X <u>Shared use parking bays:</u> Church Street – **Partially support** Should include Sundays too. Market Street – **Support**, Sheep Street – **Support** X Grammar School Hill/Park Street – **No objection** X <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** X Church Lane residents parking area – **Partially support** X Church Lane DPPP removal – **No opinion** X <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** will make traffic flow easier

	Any other comments? These measures are a good start but you will push the problem to surrounding streets eg Nine Acres Lane, The Slade. Also you should increase / enforce restrictions at Spendlove Centre eg keep the 1 hour spaces but make others limited to 3 hours. Otherwi
(o189) Local resident, (Charlbury, Woodstock road)	'Time-limited' parking bay: Browns Lane – **Partially support** For people working locally permits may be needed Shared use parking bays: Church Street – **Object** People travelling to charlbury to work will be unable to park Market Street – **Partially support**, Sheep Street – **Support** Narrow street, school and nursery route would be safer with limited parking Grammar School Hill/Park Street – **No objection** There doesn't seem to be as much inconsiderate parking here Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Object**, Sheep Street – **Support**, Browns Lane – **Partially support**, The Playing Close – **Support** As previous Church Lane residents parking area – **No opinion** I never drive or park there Church Lane DPPP removal – **Object** Disabled parking next to a church seems reasonable. It seems unfair to remove access to church for those with mobility issues 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** There's nowhere else for residents to park Any other comments?
(o190) Local resident, (Charlbury, Woodstock Road)	'Time-limited' parking bay: Browns Lane – **Partially support** Quite frequently there are no space in the Spendlove Centre and restricting those who need are attending medical or other appointments may need to find a parking space for longer than 30 minutes. Shared use parking bays: Church Street – **Object** This will cause even more disruption in the town centre. There are few enough parking spaces and to limit people who are visiting Charlbury or dining at local restaurants and bars to a 3 hour window may mean they go elsewhere. Also, those who work in the Market Street – **Object**, Sheep Street – **Object** As above it will cause more disruption than at present. People working in Charlbury cannot be expected to travel here by bus unless they are very local. Where are they meant to park if all spaces are have time limits. Grammar School Hill/Park Street – **Object** Where are people who work at Pre school meant to park. There are few enough spaces as it is. This scheme may force businesses to locate to more commuter friendly areas. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As above, it will be counter productive. If we cannot park in the town centre, we will go elsewhere for shopping and social occasions. Also, Playing Close residents have parking spaces at the rear of their properties. Church Lane residents parking area – **Partially support** Church Lane is a narrow road and already has limited parking. However, introducing resident only parking will make it difficult for the disabled to access the church.

	Church Lane DPPP removal – **Object** As mentioned above, it will mean there is no parking area for disabled people to access the church. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **No objection**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** There are not enough alternative places to park vehicles if those areas become no waiting at any time. Any other comments? This whole scheme is going to cost a huge sum of money and the only people who may benefit are those who will have resident parking. There is no doubt the scheme hasn't addressed the issue of people working in Charlbury, or carered for those who live on
(o191) Local resident, (Charlbury, Woodstock Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** As long as residents are catered for with permits. <u>Shared use parking bays:</u> Church Street – **No objection** Again, as long as there are permits for residents. Market Street – **Support**, Sheep Street – **Support** You must include permits for residents. Grammar School Hill/Park Street – **Support** Resident permits are essential. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** The scheme would allow residents to park, and they can obtain additional permits for tradesmen, etc. Church Lane residents parking area – **Support**

	As long as they can obtain additional short-term permits for visitors Church Lane DPPP removal – **No objection** I am guessing you have ascertained there is no call for these spaces now. Should the need arise, you will have to reinstate. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Pound Hill is obviously too narrow for any parking, but parking is required for the rest. Any other comments?
(o192) Local resident, (Charlbury, Wychwood Close)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Where else will they park? <u>Shared use parking bays:</u> Church Street – **Support** Where else will they park? Market Street – **Partially support**, Sheep Street – **Object** Where else will they park? Grammar School Hill/Park Street – **Object** Where else will the park? <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** There is no need for parking permits on the Playing Close as the residents have their own parking Church Lane residents parking area – **Object** Where else will they park?

	Church Lane DPPP removal – **Object** Where else will they park? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Where else will they park? Any other comments? Where else will they park?
(o193) Local resident, (Charlbury, Wychwood Paddocks)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** This will not cure the problem, only move the issue further out into other roads, my road being one for certain. I also wonder whether this is being raised by those members of the council who have a vested interest in the scheme. <u>Shared use parking bays:</u> Church Street – **Object** This again will not solve the problem. See previous answer. Market Street – **Object**, Sheep Street – **Object** Already stated. Grammar School Hill/Park Street – **Object** Already stated. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This will only move the problem, and as stated earlier WILL NOT SOLVE IT ONLY CAUSE MORE ISSUES. Church Lane residents parking area – **Object** See previous answers.

	Church Lane DPPP removal – **Object** There are few enough Disabled person parking places as it is. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** You are NOT solving the initial problem. More parking space is needed and this could be the station car park (doubled in size and price reduced) land entering the cricket ground. Any other comments? None.
(o194) Local resident, (Charlbury, Wychwood Paddocks)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Where will residents park <u>Shared use parking bays:</u> Church Street – **No objection** Church Street is wide enough to have herringbone parking Market Street – **Object**, Sheep Street – **Object** Again where will residents park Grammar School Hill/Park Street – **Object** You will only move the problem to other parts of the town <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** These are public roads why should residents pay to park Church Lane residents parking area – **Object** Yet again this doesn't solve the problem of parking in Charlbury

	Church Lane DPPP removal – **Object** Where do people in Church Lane with disabilities park if there is no designated parking place <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** You will only move the problem to other parts of the town Any other comments? The local council seem to be driving this initiative, do any of the members have a vested interest in having this scheme implemented, or has this been declared in council meetings. What is needed are more car parks surrounding the town and more affordabl
(o195) Local resident, (Charlbury, Wychwood Paddocks)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** As long as it does not impact the disabled bay <u>Shared use parking bays:</u> Church Street – **Object** what about local employee cars? Market Street – **No objection**, Sheep Street – **No objection** How likely is it that the 1 hour spaces will be available for shoppers? Grammar School Hill/Park Street – **No objection** AAAAA <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Object**, Browns Lane – **Partially support**, The Playing Close – **Partially support** What about attending church? Elderly residents not living in sheep street need to be ale to park for an hour Church Lane residents parking area – **Object**

	Employees need to be able to park Church Lane DPPP removal – **Object** aaaaa <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** PLease add double yellow lines opposite junctions as well, so many drivers dont know the highway code Any other comments? There seems to be a total disregard to any users other than residents. No consideration to the impact of the station carpark overflow, no consideration to the use patterns of the Spendlove carpark and absolutely no consideration to the many (lower paid) e
(o196) Local resident, (Charlbury, Wychwood Paddocks)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** 'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented: - the parking needs of local businesses are considered alongside private ones; - parking restrictions are extended to a wider area of Charlbury, including Nine Acres Lane, Enstone Road, Wychwood Paddocks, Pooles Lane, Dancers Hill and Hixet Wood; - reduced time limits are introduced in the Spendlove car park, with exemptions for local businesses; - guarantees are made that regular and active policing of the restrictions will take place; - an additional car park is introduced on the outskirts of Charlbury and/or the station car park is extended; - a community bus service is introduced to serve a wider area (as has been introduced in Middle Barton). <u>Shared use parking bays:</u> Church Street – **Partially support** 'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented: - the parking needs of local businesses are considered alongside

	Market Street – **Partially support**, Sheep Street – **Partially support** 'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented: - the parking needs of local businesses are considered alongside Grammar School Hill/Park Street – **Partially support** 'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented: - the parking needs of local businesses are considered alongside <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** 'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented: - the parking needs of local businesses are considered alongside private ones; - parking restrictions are extended to a wider area of Charlbury, including Nine Acres Lane, Enstone Road, Wychwood Paddocks, Pooles Lane, Dancers Hill and Hixet Wood; - reduced time limits are introduced in the Spendlove car park, with exemptions for local businesses; - guarantees are made that regular and active policing of the restrictions will take place; - an additional car park is introduced on the outskirts of Charlbury and/or the station car park is extended; - a community bus service is introduced to serve a wider area (as has been introduced in Middle Barton). Church Lane residents parking area – **Partially support** 'I don't have any objections to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented: - the parking needs of local businesses are considered alongside private ones; - parking restrictions are extended to a wider area of Charlbury, including Nine Acres Lane, Enstone Road, Wychwood Paddocks, Pooles Lane, Dancers Hill and Hixet Wood; - reduced time limits are introduced in the Spendlove car park, with exemptions for local businesses; - guarantees are made that regular and active policing of the restrictions will take place; - an additional car park is introduced on the outskirts of Charlbury and/or the station car park is extended; - a community bus service is introduced to serve a wider area (as has been introduced in Middle Barton).

	Church Lane DPPP removal – **Partially support** 'I don't have any specific objection to this proposal. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented: - the parking needs of local businesses are considered alongside priva <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** 'I don't have any objection to these specific restrictions. However, in my view, no parking restrictions in Charlbury should be introduced unless the following have also been implemented: - the parking needs of local businesses are considered alongside private ones; - parking restrictions are extended to a wider area of Charlbury, including Nine Acres Lane, Enstone Road, Wychwood Paddocks, Pooles Lane, Dancers Hill and Hixet Wood; - reduced time limits are introduced in the Spendlove car park, with exemptions for local businesses; - guarantees are made that regular and active policing of the restrictions will take place; - an additional car park is introduced on the outskirts of Charlbury and/or the station car park is extended; - a community bus service is introduced to serve a wider area (as has been introduced in Middle Barton). Any other comments? 'The specific restrictions identified in this proposal don't directly impact me as I live on a street in Charlbury that is not included in the current proposal and my property has off-road parking. However, I am very likely to be directly impacted by th
(o197) Local resident, (Charlbury, Wychwood Paddocks)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** 'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues: - any parking restrictions must be regularly policed; - the requirements of local businesses are also taken into consideration; - parking restrictions are also implemented in the Spendlove car park (with exceptions for local businesses);

	- parking restrictions are extended to a wider area, including Enstone Road, Pooles Lane, Hixet Wood, Wychwood Paddocks, etc to avoid the knock-on impact of the parking restrictions in central Charlbury on the rest of the town; - enlargement of the existing station car park. - establishment of a new car park on the edge of the town; - establishment of a community-run bus service to serve the wider area. <u>Shared use parking bays:</u> Church Street – **Partially support** 'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues: - any parking restrictions must be regularly policed; - the requirements of local businesses are also taken into consideration; - park Market Street – **Partially support**, Sheep Street – **Partially support** 'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues: - any parking restrictions must be regularly policed; - the requirements of local businesses are also taken into consideration; - park Grammar School Hill/Park Street – **Partially support** 'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues: - any parking restrictions must be regularly policed; - the requirements of local businesses are also taken into consideration; - park <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** 'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues: - any parking restrictions must be regularly policed; - the requirements of local businesses are also taken into consideration; - parking restrictions are also implemented in the Spendlove car park (with exceptions for local businesses); - parking restrictions are extended to a wider area, including Enstone Road, Pooles Lane, Hixet Wood, Wychwood Paddocks, etc to avoid the knock-on impact of the parking restrictions in central Charlbury on the rest of the town;

	- enlargement of the existing station car park. - establishment of a new car park on the edge of the town; - establishment of a community-run bus service to serve the wider area. Church Lane residents parking area – **Partially support** 'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues: - any parking restrictions must be regularly policed; - the requirements of local businesses are also taken into consideration; - parking restrictions are also implemented in the Spendlove car park (with exceptions for local businesses); - parking restrictions are extended to a wider area, including Enstone Road, Pooles Lane, Hixet Wood, Wychwood Paddocks, etc to avoid the knock-on impact of the parking restrictions in central Charlbury on the rest of the town; - enlargement of the existing station car park. - establishment of a new car park on the edge of the town; - establishment of a community-run bus service to serve the wider area. Church Lane DPPP removal – **Partially support** 'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues: - any parking restrictions must be regularly policed; - the requirements of local businesses are also taken into consideration; - park <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** 'In my view, the parking restrictions should only be implemented if consideration is also given to the following issues: - any parking restrictions must be regularly policed; - the requirements of local businesses are also taken into consideration; - parking restrictions are also implemented in the Spendlove car park (with exceptions for local businesses); - parking restrictions are extended to a wider area, including Enstone Road, Pooles Lane, Hixet Wood, Wychwood Paddocks, etc to avoid the knock-on impact of the parking restrictions in central Charlbury on the rest of the town; - enlargement of the existing station car park. - establishment of a new car park on the edge of the town; - establishment of a community-run bus service to serve the wider area.

	Any other comments? These proposed parking restrictions do not impact me directly but please note the points raised in my earlier responses,
(o198) Local resident, (Charlbury, Wychwood Paddocks)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Proposal will not solve the parking problem in Charlbury as a whole <u>Shared use parking bays:</u> Church Street – **Object** Proposal will not solve the parking problem in Charlbury as a whole. Market Street – **Object**, Sheep Street – **Object** Proposal will not solve parking problem in Charlbury as a whole Grammar School Hill/Park Street – **Object** Proposal will not solve parking problem in Charlbury as a whole <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Proposals will not solve parking problem in Charlbury as a whole. Church Lane residents parking area – **Object** Proposal will not solve parking problem in Charlbury as a whole Church Lane DPPP removal – **Object** Proposal will not solve parking problem in Charlbury as a whole. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Proposal will not solve parking problem in Charlbury as a whole.

	Any other comments? These proposals will only serve to push the parking problem out to other areas of Charlbury. People buying houses in the centre of Charlbury must have been fully aware at the time that most of the housing does not have garages or private parking. As a res
(o199) Local resident, (Charlbury, You would work out who I was. Not telling you.)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Because it is the only practical solution. <u>Shared use parking bays:</u> Church Street – **Support** Because it is the only practical solution. However those who ignore the double yellow lines and cause the buses to get stuck need to have £200 fines. Market Street – **Partially support**, Sheep Street – **Partially support** Because it is the only practical solution. Grammar School Hill/Park Street – **Support** Because it is the only practical solution. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Because it is the only practical solution. Church Lane residents parking area – **No objection** Because it is the only practical solution. Church Lane DPPP removal – **Object** It is needed. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion**

	Because it is the only practical solution. Any other comments? Resident permits must be FREE. Also customers from the Bull and The Bell must be banned from parking in public roads. These two establishments are responsible for a lot of the parking problems in the centre of our town. Also The Bull MUST be made to compl
(o200) Local resident, (Charlbury, Church Lane)	'Time-limited' parking bay: Browns Lane – **Support** Drop in customers of the Coop need somewhere to stop Shared use parking bays: Church Street – **Support** Stops 'station parkers' Market Street – **Support**, Sheep Street – **Support** Good idea, will allow easier parking for residents Grammar School Hill/Park Street – **Support** Will allow easier parking for residents Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Supports residents Church Lane residents parking area – **Support** Church Lane currently used as a car park for station and visitors resulting in insufficient parking for residents. The proposal for Church Lane correctly addresses this Church Lane DPPP removal – **Support** It is NEVER used 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Support** Your proposals will ease traffic flow Any other comments? This is a good idea and way overdue
(o201) Local resident, (Charlbury, Church lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** It seems appropriate for the use of that street <u>Shared use parking bays:</u> Church Street – **Support** Seems the right mix Market Street – **Support**, Sheep Street – **Support** Seems the right mix Grammar School Hill/Park Street – **Support** Seems appropriate <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Residents need and deserve these Church Lane residents parking area – **Support** Church lane suffers from being used as a car park by rail commuters and others with cars parked for long periods . Really good idea. Church Lane DPPP removal – **Support** If there are no disabled residents as I believe there are not

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Support** These can be serious pinch points . Any other comments? Well thought out . Thank you
(o202) Member of public, (Charlbury, Church Lane)	'Time-limited' parking bay: Browns Lane – **Object** There will not be sufficient parking for the staff working at my child's nursery- Little Monkeys Shared use parking bays: Church Street – **Object** There will not be sufficient parking for the staff working at my child's nursery- Little Monkeys Market Street – **Object**, Sheep Street – **Object** There will not be sufficient parking for the staff working at my child's nursery- Little Monkeys Grammar School Hill/Park Street – **Object** There will not be sufficient parking for the staff working at my child's nursery- Little Monkeys Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This will force all day parkers, people working in charlbury but living elsewhere, in to far too few spaces within the village Church Lane residents parking area – **Object** This will force all day parkers, people working in charlbury but living elsewhere, in to far too few spaces within the village Church Lane DPPP removal – **Support**

	More disabled parking should be made available <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** This will force all day parkers, people working in charlbury but living elsewhere, in to far too few spaces within the village Any other comments? It is vital that there is adequate parking provision for people working in Charlbury but living elsewhere. Especially key workers, working long shifts
(o203) Local resident, (Charlbury, Church Streer)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Residents' permit or 30 mins <u>Shared use parking bays:</u> Church Street – **Object** 3 hours is too long. The main problem with church street is both parking from the station, and in particular The Bell and the Bull. If Church street is 3 hours and other streets are 2 hours, Church st will become even more of an overflow car park for the Market Street – **Partially support**, Sheep Street – **Partially support** The streets should all have the same time limit eg all 1 hour or all 2 hours or all 3 hours. Grammar School Hill/Park Street – **Partially support** As previously stated, all streets should have the same time limit <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** If time limits are introduced, they need to be the same time, and on all streets. Church Lane residents parking area – **Object**

	As previously stated, all streets need to be treated equally eg same time limits Church Lane DPPP removal – **Object** Why is it being removed? Surely it is necessary for disabled people? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** As we have seen on Church street, double yellow lines stops parking in the evening. This results in cars driving significantly faster. It was a mistake to remove parking and increase the double yellow lines on Church street and this needs to be learnt from. As a resident of Church street, I have noticed an awful lot more speeding and near misses, because of this. Any other comments? I don't particularly support the parking proposals. There hasn't been much creativity of thought involved. It would be better if there were parking restrictions only between 6-8am (trains) and 6-8pm (pubs) with 30 min paid for parking available to non res
(o204) As part of a group/organisation, (Charlbury, Church street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already and the majority of my co workers will need to park here. I truly believe that this will only benifit a small number of residents and will only add to the struggle of local businesses <u>Shared use parking bays:</u> Church Street – **Object** I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already Market Street – **Object**, Sheep Street – **Object**

	I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already Grammar School Hill/Park Street – **Object** I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op parking area where there is limited all day s <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already and the majority of my co workers will need to park here. I truly believe that this will only benifit a small number of residents and will only add to the struggle of local businesses Church Lane residents parking area – **Object** I am objecting as I work for one of the local businesses, I work ten hour days and the parking restrictions will make this impossible to park for work as the only appropriate place to park will be in the co op where there is limited all day spaces already and the majority of my co workers will need to park here. I truly believe that this will only benifit a small number of residents and will only add to the struggle of local businesses Church Lane DPPP removal – **Object** There is not enough disabled parking in charlbury and restricting access to disabled people will hurt the local community and businesses <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** This will be limiting the access to business in charlbury Any other comments? I believe that these proposals are not intended to benifit anyone other than the people who have houses directly on the street. If you want to park outside your home buy a house with a driveway!

(o205) Local resident, (Charlbury, Church street)	'Time-limited' parking bay: Browns Lane – **Support** It would be great to have somewhere to park to quickly take a child to nursery or to go to the deli/Cornerstone quickly Shared use parking bays: Church Street – **Object** It is already extremely hard to drop children to nursery or to pick up a prescription from the pharmacy. This will make it even harder Market Street – **No opinion**, Sheep Street – **No opinion** Unsure Grammar School Hill/Park Street – **Partially support** Sounds a good idea Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** Some sound ok Church Lane residents parking area – **No objection** Don't see why not Church Lane DPPP removal – **Object** Why remove a space for disabled 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** This makes sense

	Any other comments?
(o206) Member of public, (Charlbury, Church Street)	‘Time-limited’ parking bay: Browns Lane – **Object** Parking is hard enough around Charlbury town centre as it is Shared use parking bays: Church Street – **Object** Parking is hard enough around Charlbury town centre as it is Market Street – **Object**, Sheep Street – **Object** Parking is hard enough around Charlbury town centre as it is Grammar School Hill/Park Street – **Object** Parking is hard enough around Charlbury town centre as it is Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **No opinion** Parking is hard enough around Charlbury town centre as it is Church Lane residents parking area – **No opinion** This doesn’t affect me Church Lane DPPP removal – **Object** To support those that need that space 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **No opinion** Parking is hard enough around Charlbury town centre as it is Any other comments?

(o207) Local resident, (Charlbury, Crawborough)	‘Time-limited’ parking bay: Browns Lane – **Object** It will increase costs for road repair and traffic wardens. It'sof no benefit if it's not monitored all day. It will become more dangerous for pedestrians with the increased movement of vehicles attempting to park. Shared use parking bays: Church Street – **Object** The people who purchased the properties in that area were well aware of the parking problems when they made the purchase. Market Street – **Object**, Sheep Street – **Object** The people who need residents permits were well aware of the parking situation when they made the purchase of the property. Grammar School Hill/Park Street – **Object** The residents knew there was limited parking available when they purchased the property. I don't think they should receive unlimited parking. They chose to live in a house with no parking. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** The residents chose to buy a property with no private parking facilities. That was their choice. I don't understand why their choice should restrict where I can park to visit that area. Church Lane residents parking area – **Object** The residents were aware of the parking situation when they moved to that road. They only have themselves to blame. I don't see why I should have to pay for their parking. Church Lane DPPP removal – **No objection**

	I drive to work and therefore have always lived in property that has private parking, even if it is further from amenities that I would prefer to walk to. I don't see why I should have to make a contribution to the costs of other people's parking when the <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** This will only work if it is enforced at all times. Not just one day a week. It should make traveling by foot/bicycle much safer. Any other comments? If public transport were to be improved then we wouldn't need to park.
(o208) Local resident, (Charlbury, Dancers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Remove a bottle neck and make crossing the road safer <u>Shared use parking bays:</u> Church Street – **Support** Residents only should be able to park for extended periods here Market Street – **Support**, Sheep Street – **Support** These are narrow streets with narrow pavements that easily get blocked by rogue parking but residents should be able to park here. Grammar School Hill/Park Street – **No objection** No real concerns about this location <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Partially support** Residents parking should be prioritised in all these narrow streets Church Lane residents parking area – **Support**

	Same as above Church Lane DPPP removal – **No opinion** 🤔 <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **No objection**, Market Street – **Partially support**, Browns Lane – **No objection**, Sheep Street – **Support**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **Support** Some of these streets are congested by parking by and unsafe for pedestrians Any other comments?
(o209) Local resident, (Charlbury, Ditchley road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** There are so few places to park for nursery drop off <u>Shared use parking bays:</u> Church Street – **Object** Limited space in town for free parking all day, these are needed for local staff like the nursery who have no car park or room for one. If local employees were included in the permits I would support. Market Street – **Object**, Sheep Street – **Object** Same as above. Grammar School Hill/Park Street – **Object** Same as above. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** There's just no parking in town other than the co-op/community centre but not enough. Church Lane residents parking area – **Object**

	Same as above Church Lane DPPP removal – **Object** I assume it's being used to make parking possible for people who need it. I can barely park down there so I assume disabled people also can't. They shouldn't have to walk further than they need to. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** People waiting or stopping just isn't a problem. Any other comments? Please consider more than just the people who live in the houses on those streets. There are a lot of people who work nearly and need to park all day. When I drop my children at nursery every day there is nowhere to stop and carry two toddlers plus their
(o210) Local resident, (Charlbury, Ditchley Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Force traffic outwards <u>Shared use parking bays:</u> Church Street – **Support** So residents can park outside their own homes Market Street – **Partially support**, Sheep Street – **Object** Causing those visiting retail outlets to go elsewhere Grammar School Hill/Park Street – **Object** Again forcing traffic to park on the outskirts of charlbury <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Object** Causing traffic to go elsewhere & Will this be enforced?

	Church Lane residents parking area – **Object** How will this be enforced, who will be checking on weekends etc Church Lane DPPP removal – **Object** Where will those who need disabled support park??? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** The charm of Charlbury is no parking restrictions Any other comments? I think it is very sad that one pub has such an impact on parking. Another potential terrible change to Charlbury.
(o211) Local resident, (Charlbury, Dyers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** This will not support local business, people visiting and those working here. <u>Shared use parking bays:</u> Church Street – **Object** As above Market Street – **Object**, Sheep Street – **Object** As above Grammar School Hill/Park Street – **Object** As previous <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This would make the town unviable for business, workers or tourists

	Church Lane residents parking area – **Object** As previous Church Lane DPPP removal – **Object** How would this support those using the town that have disabilities? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** And push the parking to where exactly? Provision needs to be made for additional parking - not removal Any other comments? None of these proposals will support the parking in Charlbury. We need to have greater parking spaces to deal with those that work here and visit here, not just for those that have bought a house without parking!
(o212) Local resident, (Charlbury, Dyers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Insufficient time to undertake any task or appointments <u>Shared use parking bays:</u> Church Street – **No objection** This allows parking for residents and when spaces are free these can be used by users of the town's facilities Market Street – **Partially support**, Sheep Street – **Object** 1 hour is insufficient for appointments and time for people to eat and socialise Grammar School Hill/Park Street – **No objection** Good to allow residents to have the ability to park close to their property overnight and for when they working from home/ have visitors <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Partially support**

	This will remove the station users from having extended use of critical spaces for residents , who should have preference Church Lane residents parking area – **Partially support** The prevention of long term and overnight parking and station users from taking and restricting use for local occupiers and owners / residents Church Lane DPPP removal – **Support** Disabled parking is possible at any place for short term requirements <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Too restrictive Any other comments? More parking needed - utilisation of open spaces within and joined to the town needs to be the priority.
(o213) Local resident, (Charlbury, Dyers Hill)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** I don't live there so cannot say whether this will work but I appreciate there are parking issues in various areas that need addressing <u>Shared use parking bays:</u> Church Street – **No objection** I don't live there so cannot say whether this will work but I appreciate there are parking issues in various areas that need addressing Market Street – **No objection**, Sheep Street – **No objection** I don't live there so cannot say whether this will work but I appreciate there are parking issues in various areas that need addressing Grammar School Hill/Park Street – **No objection**

	I don't live there so cannot say whether this will work but I appreciate there are parking issues in various areas that need addressing <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **Support**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** I live on Dyers Hill and have supported residents permits since moving here Church Lane residents parking area – **No objection** I don't live there so cannot state whether thus will work but I appreciate there are parking issues in various areas that need addressing Church Lane DPPP removal – **No opinion** I have no knowledge of the need <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **Object** I can't comment on issues on other streets but I think the current double yellow lines on Dyers Hill are sufficient and no more are required. It is frustrating that policing of such things has been inconsistent in the past so I look forward to coherent and consistent management together with the permits. Any other comments? It does concern me that there may not be enough parking space for two permits per household. We have a young family and I can imagine a situation where all the permit spaces are taken because so many households own more than one car and I will be again fo
(o214) Local resident, (Charlbury, Elm crescent)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Parent with children to get out of the car. 30 minutes is very limited. <u>Shared use parking bays:</u> Church Street – **No opinion**

	Not a road I use Market Street – **Object**, Sheep Street – **No opinion** Too limited for visitors Grammar School Hill/Park Street – **Object** Too limited <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Object to the areas closest to services Church Lane residents parking area – **Support** This seems fair Church Lane DPPP removal – **Support** Should be more accessible parking options <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Too restrictive Any other comments?
(o215) Local resident, (Charlbury, Enstone Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Time limit should be 1 or 2 hours in line with other areas. <u>Shared use parking bays:</u> Church Street – **Partially support** No need for different limits in different places which will only cause confusion. Time limit should be 1 or 2 hours in line with other areas.

	Market Street – **Partially support**, Sheep Street – **Partially support** No map is provided so it is impossible to give a reasoned opinion Grammar School Hill/Park Street – **Object** Time limit should be 1 or 2 hours to be consistent with other areas. This proposal does not allow for parking for staff of Charlbury Pre-School. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Object**, The Playing Close – **Object** This is a half-baked proposal which merely dumps the parking problem in Charlbury Town Centre into other parts of the town. It will have adverse impacts on Enstone Road, Nine Acres Lane and Hixet Wood in particular. It has been driven by rich people, for rich people. Church Lane residents parking area – **No objection** No map is provided. Church Lane DPPP removal – **Object** The church is likely to need a disabled space. No map is provided so it is impossible to support the proposal. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** No map has been provided. The proposals merely dump an existing parking problem into areas where fewer of the super-rich live. The Town Council idiotically proposed removing a parking restriction on Grammar School Hill which was only introduced for safety reasons in 2022. There still won't be enough parking spaces for the cars owned by people on these roads. Any other comments? There was a meeting of the Town Council in January which was well-attended. At that meeting, the Chair and county councillor explained that any parking scheme in Charlbury would have a knock-on effect on other areas. Much self-interest was cited includi

(o216) Local resident, (Charlbury, Hixet Wood)	'Time-limited' parking bay: Browns Lane – **No opinion** Please see below Shared use parking bays: Church Street – **Object** I live on Hixet wood -I have a child and already often cannot park near my house due to customers of the bull. when I get back from work which can be late as I am an nhs worker this means I often end up carrying my child shopping etc from wherever I mana Market Street – **Object**, Sheep Street – **Object** As above Grammar School Hill/Park Street – **Object** As above Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Parking is already become difficult due to increased volume of traffic new houses and businesses as a result residents are often left struggling to find somewhere to park after work and if this goes ahead which it would be better if not but if it does residents need priority over visitors and secure parking spaces Church Lane residents parking area – **Object** Unless it includes Hixet wood it will have serious consequences on people living on Hixet wood Church Lane DPPP removal – **Object** As above 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** It will make parking impossible for residents unless every street is offered residents only parking

	Any other comments? Please take into consideration the people living on street where we do not have parking spaces and how restricting parking in one place will have consequences on neighbouring streets !
(o217) Local resident, (Charlbury, Lees Heights)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** While I don't agree with any restrictions here, the time suggested is insufficient by a considerable distance. <u>Shared use parking bays:</u> Church Street – **Object** The plan does not currently allow for employees for local businesses to have access to permits in the same way a local resident might. Where are they to go? Market Street – **Object**, Sheep Street – **Object** The plan does not currently allow for employees for local businesses to have access to permits in the same way a local resident might. Where are they to go? Grammar School Hill/Park Street – **Object** The plan does not currently allow for employees for local businesses to have access to permits in the same way a local resident might. Where are they to go? <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** The plan does not currently allow for employees for local businesses to have access to permits in the same way a local resident might. Where are they to go? Also this just pushes the issue further to areas like Hixet Wood. Church Lane residents parking area – **Object** In addition to repeating myself, we want Charlbury to be welcoming to visitors. Church Lane DPPP removal – **Support** Not used and taking up space.

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Annoying, preventing locals and visitors alike from movement and ability to carry out errands. Any other comments? Keep as we are.
(o218) Local resident, (Charlbury, Lees heights)	'Time-limited' parking bay: Browns Lane – **Partially support** Parking has become a major problem in our small town. Which has caused local residents the most trouble Shared use parking bays: Church Street – **Object** How do I drop my child at nursery twice a day? How do I stop park get my child out the car safely and then pick him up later at 8am and 5pm? It's not possible unless the parking is openly available Market Street – **Object**, Sheep Street – **Object** How do I drop my child at nursery twice a day? How do I stop park get my child out the car safely and then pick him up later at 8am and 5pm? It's not possible unless the parking is openly available. There is NOT enough parking for residents. There is NOT Grammar School Hill/Park Street – **Object** As above Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As above Church Lane residents parking area – **Object** As above Church Lane DPPP removal – **Support**

	We need this space for drop offs for children <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Support** Certain roads we need to stop and let our children out for access to the nursery Any other comments?
(o219) As a business, (Charlbury, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Businesses should allocated the same number of parking permits as residential. I have a business with no allocated parking and need to drop off and pick up daily. <u>Shared use parking bays:</u> Church Street – **Object** I think too many cars will need to use these spaces. Market Street – **Object**, Sheep Street – **Object** Fine if business's are allowed permits. Grammar School Hill/Park Street – **No objection** No objection <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** I would support if businesses included. But also the town will require an additional car park for visitors otherwise other areas will suffer. Church Lane residents parking area – **Partially support** If businesses included.

	Church Lane DPPP removal – **No objection** None <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** I would only support if enough parking was available Any other comments?
(o220) Local resident, (Charlbury, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Congestion on this street which stops buses getting through <u>Shared use parking bays:</u> Church Street – **Support** People seem from the estate agents pubs and nursery they have a right to park there and get very abusive if asked to move Market Street – **Support**, Sheep Street – **Support** Market Street. The two cars owned by Halfpenny house think they can put boxes on the street to save their parking space which stops neighbours using the space outside their house also delivery people find difficulties dropping off parcels ect. Grammar School Hill/Park Street – **Support** Congestion and stopping traffic getting through <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Congestion and people think they can park where they like regardless of other people Church Lane residents parking area – **Support** Too many car's parking using the pubs

	Church Lane DPPP removal – **Object** Where will they park?? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Support** Congestion Any other comments?
(o221) Local resident, (Charlbury, Market street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Important to have this for access to local businesses - shoppers etc <u>Shared use parking bays:</u> Church Street – **Support** Sounds like a good idea / balance for residents and local businesses Market Street – **Support**, Sheep Street – **Support** Sensible given proximity of local businesses and need to people to park nearby and access these Grammar School Hill/Park Street – **Support** Support shared use here so that people can park for short periods and walk into town to use local businesses. Also to clamp down on people using this area to park cars and walk to train station for commuting to London <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Totally support residents parking permits for all these areas as it's getting so difficult for people to park near their houses with the increased traffic in town. Church Lane residents parking area – **Partially support**

	Need some mixed use in this areas because of local businesses Church Lane DPPP removal – **No opinion** I'm not sure where this is <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Support all of this to make clear the current parking rules Any other comments? We really need residents only parking bays as proposed by the plans - it's getting more and more difficult to park near our houses for those of us without our own off street parking
(o222) Local resident, (Charlbury, Marlborough Place)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** charlbury is currently a thriving town and locals need parking for work and going about their business - I feel this would stifle that and is not really needed. <u>Shared use parking bays:</u> Church Street – **Object** This will stifle business and use of charlbury facilities for residents. Market Street – **Object**, Sheep Street – **Object** This will stifle charlbury businesses and the use of the community centre Grammar School Hill/Park Street – **Object** This was free parking until double yellow lined and help visitors park for walks in Cornbury and then to spend money in town. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** These would stifle the town just going about it's business for residents and visitors

	Church Lane residents parking area – **No opinion** Stifling town business Church Lane DPPP removal – **Object** Not fair <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Charlbury needs some parking so that visitors can spend a fair few hours here and pay into the local economy Any other comments? I truly believe this is a money grab by OCC which doesn't take into account the loss of spending by visitors and residents into our local economy. If a visitor is unable to park anywhere they may move on to chipping Norton or Burford or Witney where they
(o223) Local resident, (Charlbury, N/a)	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** When people buy a property and it does not have its own drive way or parking space in my opinion they knew that before buying <u>Shared use parking bays:</u> Church Street – **Object** As people who live in the properties know there is no parking before buying or renting Market Street – **Object**, Sheep Street – **Object** As above Grammar School Hill/Park Street – **Object** As above <u>Residents Permit Holders Parking only bays:</u>

	Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As above Church Lane residents parking area – **Object** As above Church Lane DPPP removal – **No opinion** A blue badge holder can park in a permit space even tho it's not a disabled parking space a <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** I'm objecting because I can see that it is only beneficial to people who have properties what about the local business Any other comments? If the bull had more parking like they used too then people visiting there would be able to park in there but unfortunately they was allowed to extend the outside seating etc
(o224) As part of a group/organisation, (Charlbury, Nine Acres Close)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Good idea <u>Shared use parking bays:</u> Church Street – **Support** Good idea Market Street – **Support**, Sheep Street – **Support** Good idea Grammar School Hill/Park Street – **No objection** Good idea Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Good idea Church Lane residents parking area – **Object** As church warden I would like to say that we need disabled spaces for people attending church services (Sundays, funerals, weddings, etc) Church Lane DPPP removal – **Support** Good idea <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** We need to park somewhere Any other comments? No
(o225) Local resident, (Charlbury, Nine Acres Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Moving the problem elsewhere <u>Shared use parking bays:</u> Church Street – **Support** Householders need to park outside their own homes Market Street – **Object**, Sheep Street – **Object** 2 class system, householders unable to purchase permits, limited parking anyway Grammar School Hill/Park Street – **Object** Not redressing the problem, just moving it elsewhere, will not be policed. We need more parking!, Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** We need more official parking, and the proposals will only serve to move the problem further out.we will loose the few businesses that we have left. Church Lane residents parking area – **Partially support** See response to question 11 Church Lane DPPP removal – **No opinion** No nothing about it <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Any extension to the current yellow lines will restrict day to day life intolerably, no deliveries, work persons unable to carry out their livelihoods. Any other comments? I'll thought out, presumably at great expense, we will not be able to afford the policing, therefor no control, and does not redress the problem of insufficient legal parking!,
(o226) Local resident, (Charlbury, Nine acres lane. Jeff's Terrace.)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Seems to make sense. <u>Shared use parking bays:</u> Church Street – **No opinion** Don't really understand this. Shouldn't residence have priority? Market Street – **No opinion**, Sheep Street – **No opinion** Don't understand this. Residents should have priority.

	Grammar School Hill/Park Street – **No opinion** Don't get this. Residents should have priority. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Because residents should be able to park. Church Lane residents parking area – **No objection** Seems to make sense as residents do not have parking or garages. Church Lane DPPP removal – **Object** Disabled parking should easily available. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **Object**, Market Street – **No objection**, Browns Lane – **No objection**, Sheep Street – **No objection**, Park Street – **No objection**, Grammar School Hill/Park Street – **No objection**, Dyers Hill – **No objection** I just feel double yellow just move a problem to another area. Nine acres lane is always very busy due to garage and railway. Double yellow lines will mean the lay bye will get filled and residents already struggle to park. Any other comments? I agree parking needs sorting don't know the answer. But just moving from one place to another is not the answer. Residents need to be able to park.
(o227) Local resident, (Charlbury, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Clearly useful for disabled customers at Coop <u>Shared use parking bays:</u> Church Street – **Object** Not enough information to go on as to whether this will resolve parking issues

	Market Street – **Object**, Sheep Street – **Object** Not enough information to go on as to whether this will resolve parking issues Grammar School Hill/Park Street – **Object** Not enough information to go on as to whether this will resolve parking issues <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Not enough information to go on as to whether this will resolve parking issues Church Lane residents parking area – **Object** Not enough information to go on as to whether this will resolve parking issues Church Lane DPPP removal – **No opinion** Not enough information to have an opinion <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Not enough information to go on as to whether this will resolve parking issues in Charlbury. Need the bigger picture and more detail of the town's parking issues Any other comments? I'm aware there are not enough spaces for all residents and visitors as demand is growing for parking. However, I need to know more about the exact nature of demands. What analysis has been done looking at the bigger picture including demand by train user
(o228) Local resident, (Charlbury, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Buses regularly get stuck there with too many cars <u>Shared use parking bays:</u> Church Street – **Object**

	People who work in the nursery would be adversely affected. Market Street – **Object**, Sheep Street – **Object** There isn't a parking problem there except on weekends. Quite unnecessary Grammar School Hill/Park Street – **Object** No problem with weekday parking. It's only at weekends it's a problem. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **Support**, Park Street – **No objection**, Sheep Street – **Object**, Browns Lane – **Support**, The Playing Close – **Object** Parking restrictions would harm businesses and the lower paid. It would allow county councillors to park outside their own houses at the expense of others Church Lane residents parking area – **Object** As above. Done to appease county councillors not to help residents or businesses Church Lane DPPP removal – **No objection** No reason to have it there <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** No enforcement of existing regulations so what's the point Any other comments? Completely object to county councillors husband berating people on the Charlbury website and claiming nursery/care workers are less important than people (like him) who have important man jobs working from home.
(o229) Local resident, (Charlbury, Park street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** To allow clear flow of traffic for buses <u>Shared use parking bays:</u>

	Church Street – **Support** This will allow residents to find spaces and allow visitors to local businesses time to park for the enough time. Market Street – **Support**, Sheep Street – **Support** Allows residents space as well as visitors to local businesses Grammar School Hill/Park Street – **Partially support** Spaces here are currently more readily available compared to Church Street and Park Street, they could provide additional parking for visitors to Charlbury without requiring visitor permits. However, implementing parking restrictions would be beneficial f <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Allow space for residents parking. Church Lane residents parking area – **Partially support** Allow space for residents parking. Church Lane DPPP removal – **No opinion** Unsure of residents ability status in church lane. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Allow free flow of traffic Any other comments? No Answer

(o230) Local resident, (Charlbury, Playing close)	‘Time-limited’ parking bay: Browns Lane – **Support** Help through traffic Shared use parking bays: Church Street – **Partially support** Permit holders would need unlimited parking, but there needs to be parking for visitors to Charlbury to use the facilities perhaps longer than 3 hours Market Street – **Support**, Sheep Street – **Support** Some streets have too many cars parked obstructing vehicles, that need more restrictions Grammar School Hill/Park Street – **Partially support** There is a lack of parking for visitors to Charlbury so consideration for residents and visitors to keep business in Charlbury going is vital as well as giving residents and their guest places to park Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Support** As previously need to balance resident and visitor parking for Charlbury business to thrive unless extra parking can be made next to the community centre into nine acres Church Lane residents parking area – **Partially support** As above Church Lane DPPP removal – **Object** If you were disabled objecting to removing any disabled space is obvious 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** Can’t completely restrict parking only in areas of log jams

	Any other comments? Please please to keep Charlbury alive and help business keep going make some more car parking space, to compensate for the lost when the community centre was built. People have to drive we can't all make journeys by bus or cycle. We can't deny car use, re
(o231) Local resident, (Charlbury, Pooles Lane)	'Time-limited' parking bay: Browns Lane – **Object** I don't want to see any parking restrictions in the town - it will make life for residents who have no parking currently near their home very difficult. Shared use parking bays: Church Street – **Object** Do not agree with CPZs Market Street – **Object**, Sheep Street – **Object** Don't agree with CPZs - pushes the problem into adjoining roads Grammar School Hill/Park Street – **Object** CPZs are restrictive and should be seen in cities Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Don't agree. Problem gets shifted. Church Lane residents parking area – **Object** Same as above Church Lane DPPP removal – **Object** Why would you do that! Very non-inclusive! 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

	The roads are narrow and access needs to be available at all times. Any other comments?
(o232) Local resident, (Charlbury, Rochester Place)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Detrimental to local businesses - where are staff to these businesses expected to park?! I appreciate what your aim is re. improving parking in visitors and tourists but charlbury does not have enough parking as is to and to prevent any staff members to town centre businesses parking would risk closure to multiple town centre businesses and amenities. <u>Shared use parking bays:</u> Church Street – **Object** Detrimental to local businesses - where are staff to these businesses expected to park?! I appreciate what your aim is re. improving parking in visitors and tourists but charlbury does not have enough parking as is to and to prevent any staff members to t Market Street – **Object**, Sheep Street – **Object** Detrimental to local businesses - where are staff to these businesses expected to park?! I appreciate what your aim is re. improving parking in visitors and tourists but charlbury does not have enough parking as is to and to prevent any staff members to t Grammar School Hill/Park Street – **Support** Detrimental to local businesses - where are staff to these businesses expected to park?! I appreciate what your aim is re. improving parking in visitors and tourists but charlbury does not have enough parking as is to and to prevent any staff members to t <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Please do not ruin our town like this - we are local people with central businesses which will fail as a result of you implementing traffic restrictions which will ultimately most benefit visitors to our town. Our local businesses will crumble if this is implemented. Church Lane residents parking area – **Object**

	Please do not ruin our town like this - we are local people with central businesses which will fail as a result of you implementing traffic restrictions which will ultimately most benefit visitors to our town. Our local businesses will crumble if this is implemented. Church Lane DPPP removal – **Object** Utilisation of the once central disabled space is minimal - you are more likely to see an incredibly expensive car with no fear of traffic management within this space . <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Unless these were minimal areas for safety concerns they would reduce parking, detrimental to local residents and buisnesses Any other comments? Increased parking.
(o233) Local resident, (Charlbury, Rochester place)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** 30 mins is not enough time to be useful to me <u>Shared use parking bays:</u> Church Street – **Object** On street parking should be available for all Market Street – **Object**, Sheep Street – **Object** on street parking should be available for all Grammar School Hill/Park Street – **Object** 30mins parking not or use to me <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object**

	on street parking should be available to all Church Lane residents parking area – **Object** on street parking should be available for all Church Lane DPPP removal – **Object** Disabled bays should be available <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** in some areas more double yellow lines would be useful to prevent inappropriate parking Any other comments?
(o234) Local resident, (Charlbury, Sandford Park)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** I would make it 1hr <u>Shared use parking bays:</u> Church Street – **Support** Seems very sensible Market Street – **Partially support**, Sheep Street – **Partially support** 2hrs Grammar School Hill/Park Street – **No opinion** I have got no opinion about this location <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Makes sense even though it will just move the problem a bit further away from those problematic locations

	Church Lane residents parking area – **Partially support** I would allow 2hrs parking there Church Lane DPPP removal – **No objection** Why not <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** I like double yellow lines a lot - as they make people walk more but they definitely need to be policed once in place! Any other comments? I always thought that the Spendlove Carpark is too generous when it comes to time of use - 3 hrs max and no return within 1hr would be enough
(o235) Local resident, (Charlbury, Sandford Park)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Browns lane tends to get customers and staff for the Bull which isn't fair on elderly people who have driven to the town centre for shopping etc and there is nowhere to park. <u>Shared use parking bays:</u> Church Street – **Support** Church street, park street, dyers hill and nine acres lane all get commuters parking early morning which means there is nowhere for anyone else to park. Myself and a resident of Church street received parking tickets for being just on the double yellows,I Market Street – **Support**, Sheep Street – **Support** When people buy houses without a driveway they should consider that this might come into force. Nobody owns the road outside their house. Again the Bull customers and staff park on these streets as well as Enstone rd. Grammar School Hill/Park Street – **Support** Again I see commuters most mornings around 7.30am parking on this road and heading for the station.

	Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** I think parking in Charlbury has got steadily worse and it will effect trade as there is often nowhere to park so people including myself are going to Chadlington. Church Lane residents parking area – **Support** I think it's a great idea as most houses have a driveway or parking area, again it will stop the commuter. Church Lane DPPP removal – **No objection** The disabled space was there for Malcolm Harper who died years ago. If nobody else is disabled then it should be removed. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** There is a perfectly good car park at the station,the Bull will have to reinstate the car park and with the co op car park spaces free again it will be great 👍 Any other comments? None of this will work unless you have daily traffic wardens. People will learn very quickly which day he visits and park illegally the rest of the week. My husband and I amongst others are often politely informing people that they should park at the co o
(o236) Local resident, (Charlbury, Sheep Street)	'Time-limited' parking bay: Browns Lane – **Partially support** Parking problems do not stop at 6pm would suggest 10pm, should be one hour to keep it simple and to encourage people staying for longer to the car parks Shared use parking bays: Church Street – **Partially support** Parking problems do not stop at 6pm would suggest 10pm, should be one hour to keep it simple and to encourage people staying for longer to the car parks

	Market Street – **Partially support**, Sheep Street – **Partially support** Parking problems do not stop at 6pm would suggest 10pm, should be one hour to keep it simple and to encourage people staying for longer to the car parks Grammar School Hill/Park Street – **Partially support** Parking problems do not stop at 6pm would suggest 10pm, should be one hour to keep it simple and to encourage people staying for longer to the car parks <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Peo0le that live here need to be able to park Church Lane residents parking area – **Partially support** If there are 'too many' permit holder slots that wouldn't make sense Church Lane DPPP removal – **Support** I am not sure what the provision is for, if it is for the station then remove it as too far away. One should be provided at the station anyway <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** This is needed if restrictions are going to work Any other comments? This is great but only work if controlled and monitored. It would be great if extra fines could be applied for blocking bus access
(o237) As a business, (Charlbury, Sheep street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** 30 minutes will not allow my clients to carry on attending their appointments, you will kill my business. 3 hours would be much more welcoming.

	Shared use parking bays: Church Street – **Partially support** 3 hours would suit our business, however as this is the only street with this allowance plus permit holders I wonder if there will be any space for those without permits. Market Street – **Object**, Sheep Street – **Object** 1 hour is not enough time for more than half my clients to carry on attending their appointments, you will kill my business. 3 hours would be much more welcoming. Grammar School Hill/Park Street – **No opinion** 30 minutes is enough for a parent to be dropping off at preschool Plus, I am sure most of it is used by residence. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** The streets I have objected against our reasons because it will affect local businesses. The streets I have supported are those out of town which are not as essential for businesses. Church Lane residents parking area – **Support** This should only be used for residence. Church Lane DPPP removal – **No opinion** Blue badges seem to be able to park anywhere anyway, so I don't see the point in having marked bays. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Fully support some of these areas are very dangerous if cars are parked, However, people holding glue badges seem to have different rules. Any other comments? The 30 minute and one hour time limited bays would not give my clients enough time to continue using my business. Most of my clients are with me for 90 minutes so a three hour limit would be much more welcoming. After holding a business within the town fo

(o238) Local resident, (Charlbury, Sheep Street)	'Time-limited' parking bay: Browns Lane – **Object** It will cause more problems/ move the problem elsewhere Shared use parking bays: Church Street – **Object** It will cause more problems/ move the problem elsewhere Market Street – **Object**, Sheep Street – **Object** It will cause more problems/ move the problem elsewhere Grammar School Hill/Park Street – **Object** It will cause more problems/ move the problem elsewhere Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** It will cause more problems/ move the problem elsewhere Church Lane residents parking area – **Object** It will cause more problems/ move the problem elsewhere Church Lane DPPP removal – **No opinion** I didn't realise there was a disabled persons parking place here and have no understanding of how this is used currently 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** It will cause more problems/ move the problem elsewhere but those who don't car or can afford the fine (of which there are many) will still park there.

	Any other comments?
(o239) Local resident, (Charlbury, Sheep Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** How would these restrictions be implemented and I don't think it would be good for local businesses <u>Shared use parking bays:</u> Church Street – **Object** The problem is just the limited amount of parking in the town, a parking option elsewhere would make more sense Market Street – **Object**, Sheep Street – **Object** See above comments Grammar School Hill/Park Street – **Object** Will put off visitors to the two and won't stop people who already park on double yellow lines <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** These proposals won't stop people parking on double yellow lines, at the moment the system seems to work ok Church Lane residents parking area – **Object** There needs to be more parking not more restrictions Church Lane DPPP removal – **Object** Where would this be replaced? It doesn't seem a good idea to take away a disabled bay unless it's going to replaced else where <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** This would hopefully allow for easier movement of traffic but it doesn't stop those who come into town and don't care about the fines parking on them

	Any other comments?
(o240) As a business, (Charlbury, Sheep Street)	'Time-limited' parking bay: Browns Lane – **Object** I think this should be a longer parking time eg. 3 hours as I think most businesses within the town provide services that would take people longer than 30 minutes. Shared use parking bays: Church Street – **No objection** 3 hour's seems a reasonable time limit. Market Street – **Object**, Sheep Street – **Object** I have a business on Sheep street and 1 hour would not be long enough for most of our clients. 3 hour's would be more beneficial. Otherwise I'm worried that we will lose business. Grammar School Hill/Park Street – **Object** As mentioned before I feel this isn't long enough. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** I understand for residents this would be beneficial but there would need to be ample spaces for the business within the town. Church Lane residents parking area – **Object** Again this would prove difficulty for visitors coming into the town. Church Lane DPPP removal – **No objection** Obviously we need disabled parking as long as the spaces are used for people with disabilities. 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** This could be a good idea in some areas due to bad parking at the moment but there would need to be another area for parking. Any other comments?
(o241) Local resident, (Charlbury, Sturt Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Cars are parked there for too long so a max period is needed. <u>Shared use parking bays:</u> Church Street – **Support** Keep parking for residents only. Market Street – **Support**, Sheep Street – **Support** Keep parking for residents. Grammar School Hill/Park Street – **Support** Parking for residents <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Keep parking for residents. Church Lane residents parking area – **Support** Keep parking for residents Church Lane DPPP removal – **No opinion** Na 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Stops too many people parking Any other comments?
(o242) Local resident, (Charlbury, Thames)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses. <u>Shared use parking bays:</u> Church Street – **Object** We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses. Market Street – **Object**, Sheep Street – **Object** We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses. Grammar School Hill/Park Street – **Object** We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** There are limited parking spaces on Thames Street already, so creating residents' parking bays will add to the issue, adding single yellow lines with no waiting - Mon-Friday on Nine Acres lane will seriously impact the number of parking spaces available for the number of car owners on Thames Street. What will happen when residents have guests? Where are they supposed to park? On top of the already expensive Council tax, this is yet another means for the council to extract money from its residents. Church Lane residents parking area – **No opinion**

	We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses Church Lane DPPP removal – **No opinion** We need to find a better solution for parking all permits, and time-related parking bays will negatively impact local businesses <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** All will negatively impact local businesses. Any other comments?
(o243) Local resident, (Charlbury, Thames Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** To stop cars parking all day from outside Charlbury. <u>Shared use parking bays:</u> Church Street – **Support** People who live in church street should be allowed to park with a permit this would stop outsiders partially blocking the road Market Street – **Support**, Sheep Street – **Support** Permits would stop outsiders blocking local people parking. Grammar School Hill/Park Street – **Support** Let people who live in park Street should get a permit for parking <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** To many using these areas in steadof parking at the station.

	Church Lane residents parking area – **Support** Stop this lane as a car park for the station. Church Lane DPPP removal – **No objection** Keep disabled parking space. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** The double yellow lines should be extended in nine acres lane cars are still being left all day causing traffic chaos several times a day Any other comments? Permit parking will help enormously
(o244) Local resident, (Charlbury, Thames Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Too many non residents parking for the train station <u>Shared use parking bays:</u> Church Street – **Support** Too many non residents parking for train station Market Street – **Support**, Sheep Street – **Support** Too many non residents parking for train station Grammar School Hill/Park Street – **Support** Too many non residents parking for train station <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Too many non residents parking for train station

	Church Lane residents parking area – **Support** Too many non residents parking for train station Church Lane DPPP removal – **Support** Is it needed <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Too many non residents parking for train station Any other comments?
(o245) Local resident, (Charlbury, The Green)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Preventing long term parking & supporting short-term visits to shops & other facilities <u>Shared use parking bays:</u> Church Street – **Support** A good balance for residents & visitors Market Street – **Support**, Sheep Street – **Support** A good balance for residents & visitors Grammar School Hill/Park Street – **Support** A good balance for residents & visitors <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Maintains succulent parking for residents Church Lane residents parking area – **Support** A difficult area as it is a cul de sac, so removing short term use would safeguard residents parking

	Church Lane DPPP removal – **No opinion** I presume this is a redundant space <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Prevention of parking that blocks roads Any other comments? In addition to the welcome proposal for tge locations of bollards to prevent pavement parking, I suggest bollards are also placed on the wide area of pavement outside the Old Fire Station on Brown's Lane, above the access to the Memorial Hall, to prevent
(o246) Local resident, (Charlbury, The Green)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** N/A <u>Shared use parking bays:</u> Church Street – **No objection** But Little Monkeys need help for parents dropping off and picking up Market Street – **Support**, Sheep Street – **Support** N/A Grammar School Hill/Park Street – **Support** Na <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Na Church Lane residents parking area – **Support**

	Na Church Lane DPPP removal – **No objection** Na <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Na Any other comments? Na
(o247) Local resident, (Charlbury, The Green)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** No objection. <u>Shared use parking bays:</u> Church Street – **No objection** No objections. Market Street – **No objection**, Sheep Street – **No objection** I am not objecting to the proposals. Grammar School Hill/Park Street – **No objection** I am not affected by the proposal. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** It may deal with some of the Town Centre parking issues, made worse by the decisions to reduce the park's spaces by the owners of the Bull Inn. Church Lane residents parking area – **No objection**

	I was present in the Court when the current ridiculous restrictions were described as such by the Chair. Church Lane DPPP removal – **Object** No disabled space should be removed without good reason. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Make sense. Any other comments? There are only two designated Disabled Parking spaces in the Town Centre. They are regularly occupied, not always by those with a Blue Badge. There are a number of such spaces in the Spendlove Car Park which are underused due to their location. I welcom
(o248) Local resident, (Charlbury, The slade)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Im unsure about this as it could be helpful for people visiting shops but I feel local workers should be eligible for permits. <u>Shared use parking bays:</u> Church Street – **Object** The needs of people driving to Charlbury to work do not seem to have been taken into account. Can workers in local businesses get permits? Also the timing of the restrictions wont help residents who work and who get home after 6pm, who are competing for Market Street – **Partially support**, Sheep Street – **Partially support** Good idea for supporting visitors to shops/restaurants but does not take account of workers who need to park for longer. Grammar School Hill/Park Street – **Object** Not suitable for workers at preschool, walkers, or people attending church eg funerals, why are 30 minute or 1 hour spaces needed here where there are no shops?

	Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I dont think the centre of town should be a car park for residents if a few streets, what about other people visiting eg cemetery, walks, churches, mill field Church Lane residents parking area – **No objection** There is limited parking here. Church Lane DPPP removal – **No opinion** No view. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **Object**, Sheep Street – **No opinion**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** It isn't clear what yellow lines you are removing but some of them are important for safety and to ensure the road is not blocked the reasoning needs to be explained. Any other comments? Not enough information has been provided and no consideration of people driving to Charlbury to work who are essential for our businesses, we should not kill off remaining businesses just to give guaranteed parking to a few people in the centre, dont live
(o249) Local resident, (Charlbury, The Slade)	'Time-limited' parking bay: Browns Lane – **Partially support** It is a very narrow lane at the best of times. I don't think people coming in and out would be helpful. Also for people who work in businesses around the area the need to be able to have a permit that could last all day. Shared use parking bays: Church Street – **Object** This is not good for the people working there who i understand will not get permits. Also parking restrictions in the centre will push people out to other areas Market Street – **Object**, Sheep Street – **Object**

	Stopping people from parking in the centre will push people to park on the other roads Grammar School Hill/Park Street – **Object** Why do they need to be restricted here? It will Just push people to park on other streets which will be a nightmare <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Support**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Dyers hill is the only place where I feel restrictions are necessary as it's dangerous driving through there and can cause a lot of congestion. Everywhere else I think should be non restricted otherwise the roads that don't have restrictions will be jammed! Church Lane residents parking area – **Object** As I've said it will push people to park elsewhere Church Lane DPPP removal – **No opinion** I don't know about how often it will be used <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Support** Dyers Hill as I've said is the only place I feel this is needed due to congestion and difficulty driving at present Any other comments? There are not enough child and parent bays in the coop. The Slade is a nigntmare during school hours. The double yellow lines need to be brought further down the hill so as to help people leaving the little road the Slade (used to be called Tory hill)
(o250) Local resident, (Charlbury, The Slade)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again.

	<u>Shared use parking bays:</u> Church Street – **Object** Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again. Market Street – **Object**, Sheep Street – **Object** Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again. Grammar School Hill/Park Street – **Object** Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again. Church Lane residents parking area – **Object** Parking restrictions in the 'old part' of the town will simply push visitors into surrounding residential streets with no thoughts given to residents of those areas. But as long as those in the middle are 'alright Jack'....once again. Church Lane DPPP removal – **No objection** I'm sure there's at least 1 disabled parishioner who needs it? (although it's currently used as a quasi-private space by a resident) <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** As previously stated: this will simply move the problem to other parts of the town. I presume those living in the middle of the town have considered the impact on the 'lesser' residents? Any other comments?

	Parking has always been an issue in the town, it may have got a little worse but these proposals only seek to shift the problem away from the centre of town e.g. there's no consideration for the impact it will have on others.
(o251) Local resident, (Charlbury, Ticknell Piece)	‘Time-limited’ parking bay: Browns Lane – **Object** This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and staff losing jobs Shared use parking bays: Church Street – **Object** This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and sta Market Street – **Object**, Sheep Street – **Object** This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and sta Grammar School Hill/Park Street – **Object** This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and sta Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and staff losing jobs Church Lane residents parking area – **Object**

	This will negatively impact businesses in the centre of Charlbury, where workers have no choice but to park - such as the nursery. If workers were unable to park this would cause nursery to close which would be disastrous for 180 families affected and staff losing jobs Church Lane DPPP removal – **Object** This provision is needed for disabled drivers <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** There are many circumstances where you may need to park for a short amount of time in these areas Any other comments? These proposals would be absolutely terrible for the majority of residents and businesses in Charlbury. The nursery would possibly be forced to close which would then cause a domino effect for hundreds of families in the town
(o252) Local resident, (Charlbury, Ticknell Piece Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town! BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an exclusive nice place to live, where residents have increased the housing with expensive infill properties and increasing three number of cars without considering the consequences for the town. Most of these proposals just move the issue to other areas of the town. I live on Ticknell Piece Road and parking there is already a problem but the council isn't considering restrictions there. <u>Shared use parking bays:</u> Church Street – **Partially support** Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town! BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an Market Street – **Partially support**, Sheep Street – **Partially support**

	Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town! BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an Grammar School Hill/Park Street – **Object** Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town! BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town! BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an exclusive nice place to live, where residents have increased the housing with expensive infill properties and increasing three number of cars without considering the consequences for the town. Most of these proposals just move the issue to other areas of the town. I live on Ticknell Piece Road and parking there is already a problem but the council isn't considering restrictions there. Church Lane residents parking area – **No opinion** This is a difficult road so restriction here shouldn't be a problem. I have no personal attachment with this. Church Lane DPPP removal – **Object** Not enough information at to why this was designated as disabled. If because of a former resident then ok as long as there is alternative disabled parking close to the church. Otherwise object (obviously!) <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

	Most of these areas people park without and combined to other road users and these roads are not fit for the traffic in Charlbury with the parking. Any other comments? Only support if the council thinks about the root problem and NOT just the issues of residents in expensive parts of the town! BEFORE any restrictions, there needs to be adequate long term parking for people working in the town. The town centre is NOT an
(o253) Local resident, (Charlbury, Ticknell Piece Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** A solution is needed, this is as good as any <u>Shared use parking bays:</u> Church Street – **No objection** Why not? Market Street – **No objection**, Sheep Street – **No objection** A solution is required and this is as good as any Grammar School Hill/Park Street – **No objection** Good idea <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **No opinion** Have sympathy with residents who wish to park their car without hassle Church Lane residents parking area – **Support** Sympathy with residents Church Lane DPPP removal – **Support** There are plenty of other places to park

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Only any good if enforced Any other comments? I think it unfair that residents are expected to pay for their parking
(o254) Local resident, (Charlbury, Wood field drive)	'Time-limited' parking bay: Browns Lane – **Partially support** We do need to park in that road to visit the chemist but an hour would be better Shared use parking bays: Church Street – **No objection** Again,sometimes park there for a trip to the chemist Market Street – **Partially support**, Sheep Street – **Partially support** Visitors to the restaurants in the road would need longer to park, they can't all park in the Co-op Grammar School Hill/Park Street – **No objection** I never really need to park there Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **No opinion**, The Playing Close – **Object** I park on the playing close at times to visit the shops briefly Church Lane residents parking area – **No opinion** I understand that residents have issues with parking Church Lane DPPP removal – **No objection** Need disabled places

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **No objection**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Occasionally need to wait for partner to nip out for various reasons Any other comments?
(o255) Local resident, (Charlbury, Woodfield)	'Time-limited' parking bay: Browns Lane – **Object** Maybe in only areas where people will need to park for an hour , out side the good food shop maybe ? Shared use parking bays: Church Street – **Object** Same reason for all parking spaces Market Street – **No opinion**, Sheep Street – **No opinion** These are mainly taken by residents who leave cones out anyway & also people visiting the bull seeing as they've brought extra property Grammar School Hill/Park Street – **Object** Limited charlbury parking as there is Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Residents don't exactly share the spaces now as it is, leaving cones out, or moving 1 of there 2 cars into a space where 2 cars could fit so on there return they can then park both there cars back where they where ! Especially on church street Church Lane residents parking area – **Object** Where will employees be able to park ? None of this was a problem before the pubs became more popular, maybe focus on them rather than take it out on other local businesses that have employees that are actually locals rather than the residents that's been in the area probably much less time !

	Church Lane DPPP removal – **Object** People with blue badges need access to the chemist 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Partially support**, Park Street – **No opinion**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Sheep street needs more double lines because it's often blocked by Badly parked cars or big vans making deliveries Any other comments? If you take away town parking you'd be taking away from the business in the town, coop parking isn't enough to hold all these people. This problem started since both pubs have been developed & now local businesses & people are suffering. Charlbury just is
(o256) Local resident, (Charlbury, Woodstock Road)	'Time-limited' parking bay: Browns Lane – **No opinion** Is this for one vehicle only? And how will compliance be policed? Shared use parking bays: Church Street – **Support** Residents need to be able to park here Market Street – **Support**, Sheep Street – **Partially support** Residents and customers of the pharmacy need to able to park on Market Street. Sheep street should be permit holders only for residents Grammar School Hill/Park Street – **Object** There shoudl be no parking on the East Side of Park Street. Grammar school hill should be residents only, with limited drop off and pick up only at the pre school Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** All these streets should only need residents parking

	Church Lane residents parking area – **Support** There should be no need for anythng other than residents parkng on Church lane Church Lane DPPP removal – **Object** Provision of a disabled parking only is appropriate for those attending church <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Support**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** The location of double yellow lines is critical; they are not needed along the whole length of these streest, but are vital in certain points eg part of Nine acres near the junction with Thames Street. Definetly needed along stretches of Dyers Hill There is no need for parking at all on Browns Lane, which should be entirely yellow lines Any other comments? All will be pointless unless compliance is policed and contraventions prosecuted/fined. Please consider enlarging the station car park and/or providing additional dedicated car parking areas. The Spendlove car park is all too often full
(o257) As a business, (Charlbury, Woodstock road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Business requires longer time for customers <u>Shared use parking bays:</u> Church Street – **Object** Business requires longer time for customers Market Street – **Object**, Sheep Street – **Object** My daughter has her own business and would require a longer parking time up to 2hrs for her customers. Grammar School Hill/Park Street – **Support** The road is used more by all traffic than any other roads, Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Person's using businesses would require at least 2hrs parking. Church Lane residents parking area – **Object** Businesses require longer parking time Church Lane DPPP removal – **Support** Disabled persons require parking time <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Only have yellow lines on one side of the street's Any other comments?
(o258) Local resident, (Charlbury, Wychwood Close)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Agree <u>Shared use parking bays:</u> Church Street – **No objection** Agree Market Street – **Support**, Sheep Street – **Support** Agree Grammar School Hill/Park Street – **No objection** Always busy when the bus goes up Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **Partially support**, The Playing Close – **Object** I object to the lack of parking on the Playing Close as the Coop car park is often full and there is no where else to park to just pop in for a pint of milk. I think the parking in the Coop needs sorting out as there are many people there all day. Church Lane residents parking area – **Support** Agree Church Lane DPPP removal – **Object** I see no reason to remove a disable parking space <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** I can see no need to double yellow lines on any of these roads Any other comments? Just the enforcement of parking in the Coop car park for 60mins everywhere (not outside the community centre or doctors) and see if the station car park can be cheaper to park because that is where the offenders come from!
(o259) Local resident, (Charlbury, Wychwood Paddocks)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Good for co-op customers with limited mobiliyu <u>Shared use parking bays:</u> Church Street – **Support** Will improve e things for residents and gives sufficient parking for most visitors (St Mary's church/ shops) Market Street – **Partially support**, Sheep Street – **Support** Spmething is needed, but 1 hour too short for visitors... concerned will push the parking problem out towards Enstone Rd and Wychwood Paddocks Grammar School Hill/Park Street – **Object**

	Potential problem for preschool at Vrammar school Hill <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **Object**, Browns Lane – **No objection**, The Playing Close – **Partially support** For Sheep Street, the proposed residents only carparking is a genuine existential problem for St Teresa's church which had no other parking and elderly and dialed members of the community who cannot wak from Spendlove. In addition, it is a pro lem for moving heavily things too and from the church... heavy musical instruments / chairs and tables stored there for barbecues elsewhere etc. ... a dual use zone with 2 hours allowed and no restriction on Sunday (wen really there is not much pressure on those parking places ad parishioners always find places to park) would be a good compromise. Church Lane residents parking area – **Object** Foresee a similar issue for St Mary's Church Church Lane DPPP removal – **No opinion** No oinion <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Support Any other comments? Clearly, the parking issue needs solving, but am concerned the current proposals may move the problem out to areas such as Enstone Rd and Wychwood Paddocks which are well positioned for the co op and community centre. Please consider the need for parking
(o260) Local resident, (Charlbury OX73QQ, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** I am a resident in Market Street with double yellow lines outside our house, We would appreciate being able to park in Nine Acres Lane and the top of Dyers Hill,if the available spaces are in use in Thames Street. <u>Shared use parking bays:</u>

	Church Street – **Support** No objection to proposal Market Street – **Support**, Sheep Street – **Support** No objection to proposal. Grammar School Hill/Park Street – **No objection** No objection to proposal <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** no ojection to proposalls Church Lane residents parking area – **Support** No objection Church Lane DPPP removal – **Object** allowance should be made for visitors to the Church at service times <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Partially support** Some limited parking should be allowed in these areas-time limited. Any other comments? Unrelated to parking restrictions -we need an extra bollard in Thames Street,which is not wide enough for two way traffic and this results in traffic mounting the pavement outside our house-both dangerous and not good for our property.
(o261) Local resident, (Charlbury CHIPPING NORTON, Nine acres)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support**

	alot of the parking issue's could be solved very easy on Nine acres if the layby was made from parallel parking into pull in bays plenty of land to do this thus increasing the parking and cutting down road parking <u>Shared use parking bays:</u> Church Street – **Support** stop congestion Market Street – **Support**, Sheep Street – **Support** stop congestion Grammar School Hill/Park Street – **Partially support** stop congestion <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** makes sense Church Lane residents parking area – **No opinion** i have no opinion on this Church Lane DPPP removal – **No opinion** i have no opinion on this <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** as previously stated in other answes Any other comments? There should by double yellow lines the full length of of the Slade as its a busy road and unsafe to overtake parked cars non stop and dangerous for the school children at peak times due to bad parent parking

(o262) As a business, (Charlbury resident with a business in Charlbury, Live in Rochester Place with a business in Church Street)	'Time-limited' parking bay: Browns Lane – **Object** See below Shared use parking bays: Church Street – **Object** I live in Charlbury and own a business in Church Street. We employ 23 people. 15 of these live outside of Charlbury so need to commute and need all day parking. This, I am sure this will also apply to other businesses. If all of these restrictions are bou Market Street – **Object**, Sheep Street – **Object** See above Grammar School Hill/Park Street – **No objection** See above Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No objection**, Dyers Hill – **No objection**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As a local business, our staff need to park. I can only support this if it is agreed that local business will be issued parking permits for staff. Church Lane residents parking area – **No objection** Only a small road which I don't believe will make any significant difference. Church Lane DPPP removal – **No objection** It's one space 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** If this reduces congestion, that's great. Obviously these will be a waste of time as enforcement happens so infrequently, it will be ignored.

	Any other comments? Surely the obvious solution is to create more parking. We want to encourage businesses in the town. Introducing your restrictions will make it easier for visitors, but what will they be visiting if all of the local businesses have to close because their s
(o263) Local resident, (Charlbury resident., Dancers Hill.)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** This will facilitate people who just want to pop into the Co-op or down to the town to pickup a prescription etc. <u>Shared use parking bays:</u> Church Street – **No objection** This will give a variety of options and facilitate people who want to use the various shops and services in the centre of town, including pick ups from the nursery on Church Street. It would also stop long term parking when the rail car park is full. It m Market Street – **No objection**, Sheep Street – **No objection** This may provide for more people to access facilities in the town for short errands. As with other central Charlbury streets, people parking long term. As above it would hopefully stop long term parking when the rail car park is full. It may also encourag Grammar School Hill/Park Street – **Support** I've seen the effects of parking here. It appears to be very dangerous at times. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** I understand and sympathise with residents but they have bought houses with no off road parking and this is the reality. Church Lane residents parking area – **Partially support** I understand and sympathise with residents but they have bought houses with no off road parking and this is the reality. Church Lane DPPP removal – **Object**

	There are few enough of these around the town. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** I'd support this for areas not covered by permits. Any other comments? I live at the bottom of Dancers Hill where it meets Fishers and Pooles Lanes. Fishers Lane residents have always had to park on Dancers Hill and Sandford Rise because there's no on street parking. This is not a problem normally. As the problems in the cen
(o264) Local resident, (Charlbury, Chipping Norton, (Optional))	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** enable quick shop etc and free up Spendlove parking <u>Shared use parking bays:</u> Church Street – **Support** free up short term parking for town centre Market Street – **Support**, Sheep Street – **Support** strongly support for Market St for use of pharmacy in particular and other local services Grammar School Hill/Park Street – **Support** Strongly support for dropping off/collecting children for pre-school, also may improve safety by discouraging parking on bend <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** All good ideas to free up parking for bona fide use and visitors and discourage commuters Church Lane residents parking area – **Partially support**

	Prefer the mixed use proposal above to allow more parking for visitors Church Lane DPPP removal – **Partially support** Object if it's well/legitimately used but if not then there's a case for removal <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Basically support to prevent the kind of jams and backlogs we're getting, especially buses, but it depends exactly where they're located Any other comments? All excellent proposals, clearly a lot of work and thought has gone into them. BUT the best change of all would be to introduce 3-hour (and possibly some 1-hour) limits in the Spendlove Centre, for which there are precedents (eg Waitrose in Witney). This
(o265) Local resident, (Charlbury, Chipping Norton, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** I have no opinion on this proposal, as stated above. <u>Shared use parking bays:</u> Church Street – **Object** On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the availability of parking spaces; people who are not resident of particular streets should be able to use parking spaces. Also, where streets are Market Street – **Object**, Sheep Street – **Object** There must be a mistake - Residents of Market Street are not included in those eligible to have permits. Where are they supposed to park?! On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the avail Grammar School Hill/Park Street – **Object**

	On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the availability of parking spaces; people who are not resident of particular streets should be able to use parking spaces. Also, where streets are <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the availability of parking spaces; people who are not resident of particular streets should be able to use parking spaces. Where streets are permit holders only, a space will be unusable whenever a resident is out of town in their car. Church Lane residents parking area – **Object** On balance I am against Permit holder parking in Charlbury, as I believe the net effect will be to reduce the availability of parking spaces; people who are not resident of particular streets should be able to use parking spaces. Where streets are permit holders only, a space will be unusable to a non permit holder, whenever a resident is out of town in their car. Church Lane DPPP removal – **No opinion** I do not know what the justification is for this proposal. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Provisionally support, i.e. as long as the double yellow lines are restricted to places for safety reasons, as is currently the case. The biggest problem with yellow lines currently is that they are NOT enforced effectively. They should be! Also pointless to add new yellow lines, unless they are enforced effectively. Any other comments? None.
(o266) Local resident, (Charlbury, Chipping Norton, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object**

	Should be unlimited for resident permit holders <u>Shared use parking bays:</u> Church Street – **Support** Non residents need to be able to park for a good length of time Market Street – **Partially support**, Sheep Street – **Partially support** Think it should be 2 hours Grammar School Hill/Park Street – **Partially support** Think it should be 1 hr for non permit holders <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Non permit holders need to be able to park during certain times of the day Church Lane residents parking area – **Object** Non permit holders need to be able to park at certain times of the day Church Lane DPPP removal – **No opinion** I don't know why it is there <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** You can only limit the parking if alternative parking areas are provided Any other comments?
(o267) Local resident, (Charlbury, Chipping Norton, Park Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** An essential measure to prevent all-day parking by non-residents of Brown's lane and visitors

	Shared use parking bays: Church Street – **Support** Prevents non-residents from parking all day. Market Street – **Support**, Sheep Street – **Support** as above... Grammar School Hill/Park Street – **Support** Most of Grammar School Hill and Park Street are in effect single lane roads with limited parking options for many or most residents. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Priority would be given to residents and discourage out-of-town visitors from parking to gain access to the railway station. Church Lane residents parking area – **Support** As above - would prevent free parking for out of town users of the railway station. Church Lane DPPP removal – **No objection** Probably legally required to provide disabled parking facilities. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Essential to ensure free flow of traffic and as a safety measure, Any other comments? These all seem very appropriate, but I am very disappointed not to see restrictions of some kind for the Spendlove centre. Local workers etc could be given an annual pass, either free or affordable.
(o268) Local resident, (Charlbury, Chipping Norton, Park Street)	‘Time-limited’ parking bay: Browns Lane – **Support**

	Makes sense for shoppers, but as with all of these proposals, it will need to be properly policed to avoid abuse of the 30 minute restriction <u>Shared use parking bays:</u> Church Street – **Support** This would hopefully address day tim commuter parking on this street, but because of the cut-off time 6pm would not address the problem of overspill parking caused by evening customers of the Bull public house, which continues to restrict its own (limited Market Street – **Support**, Sheep Street – **Support** Both these streets are narrow and spaces need to be released for residents or short term visitors Grammar School Hill/Park Street – **Partially support** Park street is very narrow for bus access and spaces need to be released for residents or short term visitors, and whilst the proposed shared use space just up from St Duimas House currently accommodates (a narrow) car, the S3 bus always has to mount the <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** These proposals are reasonable, but only if the application or issuing or permits is properly administered. Those houses that already have onsite parking should not abuse the system and apply to park on the street when they have made provision already. Many residents will have purchased a house without any expectation of parking and may indeed not have a car (and certainly not two), so the introduction of these new inherited should not frustrate the policy objective that is intended. Church Lane residents parking area – **Support** Church Lane should not be used as an overflow car park for the station Church Lane DPPP removal – **Support** No apparent need for it anymore <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support**

	This is part of the sensible package of measures Any other comments? The issue of street parking in what is a Medieval town centre that still wishes to attract visitors, but has limited public parking spaces at the Spendlove is not straight forward. The train station car parking provision needs to be properly assessed by G
(o269) Local resident, (Charlbury, Chipping Norton, Park Street)	'Time-limited' parking bay: Browns Lane – **No opinion** I have no view on this. It may be more of an issue for people who live in that area. Shared use parking bays: Church Street – **Support** I wonder if sometimes people park there (who are not residents) for several days. It is a busy road and buses can struggle to move through. Market Street – **Support**, Sheep Street – **Support** Sheep Street can be blocked on occasion due to blocking (advice from a resident). I also see that parking in Market Street can be tricky (observation). Grammar School Hill/Park Street – **Object** The main problem I see (from living there) is that buses can get stuck and cars do not give way to each other. I am not sure if this is a parking issue. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Support**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** I am not sure whether Resident Permit Holders Parking is the best way of solving issues to do with parking. I think it would be better if there ere more available parking spaces in or around the centre. Church Lane residents parking area – **No opinion** I do nt know how difficult it is for residents to park there. Church Lane DPPP removal – **No opinion**

	I feel I do not know enough information to make an informed view. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** There needs to be lines to make sure the parking does not obstruct the roads. Any other comments? At times, the roads can struggle to provide parking bt i ould not ant issues related to parking to make it difficult for people travelling to work in Charlbury or people using local amenities such as the pubs, restaurants and Leisure Centre. I am concerne
(o270) Local resident, (Charlbury, what a daft question!, Market Street, which you will see from the answers to the previous questions)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Because the colour code indicates that the Alley off Market Street, which is the only vehicular access to at least 7 properties along/off the Alley, will be blocked by permitting parked vehicles. The current restriction, including an area to the north of the entrance to the Alley should be differently colour coded to prevent any parking/waiting at any time. <u>Shared use parking bays:</u> Church Street – **No opinion** No opinion Market Street – **Object**, Sheep Street – **No opinion** See response No. 3 Grammar School Hill/Park Street – **No opinion** No opinion <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** No Opinion Church Lane residents parking area – **No opinion**

	No Opinion Church Lane DPPP removal – **No opinion** No opinion <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Support**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** Because we wish to maintain access to the Alley off Market Street. All people living in Market Street knew the existing difficulty of parking in Market Street. There is no case for making parking in Market Street easier, except perhaps at the southern end since there are now only three shops along the street. Any other comments? People along Enstone Road should use their front gardens for parking which would permit more on-street parking. An attempt at herringbone/diagonal parking along Church Street should be attempted; it worked in the past.
(o271) As a business, (Charlrbuy, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Should be used for disabled or elderly individuals using the Co-op given the shorter walking distance. Albeit these are not disabled bays. <u>Shared use parking bays:</u> Church Street – **Partially support** There are a large number of residential properties along this road. However, there is no mention of permits for business and their employees, i.e little monkeys Market Street – **Object**, Sheep Street – **Partially support** No reference to permits for businesses and their employees who drive into charlbury Grammar School Hill/Park Street – **Support** Large number of residential properties along this street. However properties with driveways should not be elligable for permits, unless it can be proven for a medical / disabled / elderly reason etc.

	Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **No objection**, Sheep Street – **No objection**, Browns Lane – **No objection**, The Playing Close – **No objection** n/a Church Lane residents parking area – **No objection** residential lane Church Lane DPPP removal – **No opinion** Unkown if this disabled place is used. However, it must be replaced by another space in a more appropriate location. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Charlbury has small single line roads, so waiting by vehicles such as lorries, causes traffic to easily back up resulting in unnecessary disruption. Designated unloading points should be signalled on the different streets if necessary, where the street widths allows, so the flow of trafifc can still be maintained. Any other comments?
(o272) Member of public, (Chipping Norton, Penhurst Gardens)	'Time-limited' parking bay: Browns Lane – **Object** I come to Charlbury to attend appointments which could take 90mins. This would greatly impact on my availability to visit to attend appointments as the only place I would be able to park would be Spendlove/coop car park. It is not always easy to find a space in the car park now and with the implementation of these restrictions it would be almost impossible Shared use parking bays: Church Street – **Support** I support the 3hour parking as this would give more availability to park in the town Market Street – **Object**, Sheep Street – **Object** 1 hour parking is impossible if you have an appointment that lasts 1hour 30mins to 2 hours

	Grammar School Hill/Park Street – **Object** 30 mins parking is impossible if you have an appointment that lasts 1 hour 30mins - 2 hours <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** It is difficult to park in Charlbury and I see no reason to make things more difficult Church Lane residents parking area – **Object** I see no reason to make parking in Charlbury more restrictive Church Lane DPPP removal – **Object** Why take away disabled persons parking <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** It will become impossible to park and the town will lose visitors who want to visit the area whether to spend time in the town or use it as a starting place to go for a walk Any other comments?
(o273) As a business, (Eastend, Eastend)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I am objecting to the overall introduction, not to any specific street. I think at the moment the comings and goings contribute to the local businesses and allow me to go about the town and parking to carry out my work. <u>Shared use parking bays:</u> Church Street – **Object** I accept that I may not be able to park near a client for work and may have to carry equipment occasionally, but for every client would be considerably difficult in the streets nearby. Market Street – **Object**, Sheep Street – **Object**

	These are roads that have beauty, food, retail and good for the economy locally as a guest may go from one to the other. An hour is limiting and the businesses may suffer. Grammar School Hill/Park Street – **No objection** If we have to park away from the centre to avoid running over time, it's too far to carry stuff back. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** At the moment we can park and quickly pick up prescriptions, make appointments spontaneously, shop and the parking turns over regularly. Church Lane residents parking area – **Object** This is a narrow space and as above cars come and go and I can safely park without trouble to carry out my work. Church Lane DPPP removal – **No opinion** I did not know there is one. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No opinion**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** I can't see that reducing parking helps with a parking consultation. Parking better, seems to me a compromise ie angled rather than parallel where possible. Any other comments? I am not resident but local to Charlbury. I work there every week day. My car is vital to carry equipment and often park away and walk a short distance to an address. These restrictions will be detrimental to my work and I feel sad to think less people wi
(o274) Member of public, (Enstone, Bicester road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** At the meeting meant it can be difficult to park and pop in to the coop so more short stay would be good. <u>Shared use parking bays:</u>

	Church Street – **Support** Longer stay to attend appointments in the town would be good as it can be difficult to park. I've found I need to leave extra time to find a parking space. There is not enough parking in the Spendlove carpark by the coop and doctors. Market Street – **Partially support**, Sheep Street – **Partially support** An hour maybe too short Grammar School Hill/Park Street – **Partially support** Again I think this should be longer <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** I don't live in any of those areas so don't feel I can comment on residents parking Church Lane residents parking area – **No opinion** Don't live on Church lane so don't have an opinion on residents parking Church Lane DPPP removal – **Object** I don't behave removing disabled parking spaces is helpful <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** I think more restrictions in some areas would help traffic flow Any other comments? Something definitely needs to done down Browns Lane bad parking disrupts traffic flow. Charlbury town centre needs more parking spaces. I think you should be looking at creating another car park somewhere businesses are suffering because as it can be very
(o275) Member of public, (Enstone, Chapel Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object**

	There is not enough parking in the town centre. Spaces for any members of the public (residents, visitors, workers etc.) should not be restricted, if anything, more spaces should be created to help cater to need. <u>Shared use parking bays:</u> Church Street – **Object** There is not enough parking in the town centre. Spaces for any members of the public (residents, visitors, workers etc.) should not be restricted, if anything, more spaces should be created to help cater to need. Market Street – **Object**, Sheep Street – **Object** There is not enough parking in the town centre. Spaces for any members of the public (residents, visitors, workers etc.) should not be restricted, if anything, more spaces should be created to help cater to need. Grammar School Hill/Park Street – **Object** There is not enough parking in the town centre. Spaces for any members of the public (residents, visitors, workers etc.) should not be restricted, if anything, more spaces should be created to help cater to need. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** If people want to have guaranteed parking spaces at their homes, they should have moved to a house with a driveway. Residents moved to these properties knowing parking wasn't guaranteed. Some of these residents may not be able to afford these permits either. It's absolutely ridiculous to have parking spaces left empty for permit holders when there's clearly not enough parking currently available. Rather than introducing another money making scheme, build another car park! Church Lane residents parking area – **Object** If people want to have guaranteed parking spaces at their homes, they should have moved to a house with a driveway. Residents moved to these properties knowing parking wasn't guaranteed. Some of these residents may not be able to afford these permits either. It's absolutely ridiculous to have parking spaces left empty for permit holders when there's clearly not enough parking currently available. Rather than introducing another money making scheme, build another car park! Church Lane DPPP removal – **Object**

	This space is needed, especially if other parking will be taken away. Although it should be noted that regularly this space is used by many not displaying a badge. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** This will just move people to other streets. Any other comments? These proposals are unnecessary. The simplest solution is to create more parking if there isn't already enough for visitors. There are many businesses that rely on their staff and customers having spaces to park in. Charlbury is a pleasant place to go an
(o276) Member of public, (Enstone, chapel lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will signficantly hamper those individuals employed in the town supporting the local community. <u>Shared use parking bays:</u> Church Street – **Object** charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will signficantly hamper those individuals employed in the t Market Street – **Object**, Sheep Street – **Object** charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will signficantly hamper those individuals employed in the t Grammar School Hill/Park Street – **Support**

	charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will signficantly hamper those individuals employed in the t <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will signficantly hamper those individuals employed in the town supporting the local community. Church Lane residents parking area – **Object** charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will signficantly hamper those individuals employed in the town supporting the local community. Church Lane DPPP removal – **Object** charlbury supports a number of businesses employing many people outside of a walkable distance and is poorly connected to surrounding villages by public transport. introducing such restrictions will signficantly hamper those individuals employed in the t <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** this appears to be a survey designed to make people loose interest in completing the survey making it null and void. if all day parking is restricted, this will have a massive impact on businesses which employ people outside the town for example the nursery, barbers, estate agents and co op. an increase in parking restrictions will force people to park outside of the restrictions. Any other comments? if short term restrictions are implemented, then those needing to park all day for work are going to be forced to park elsewhere and the problem is moved to another location. i have never found it a problem finding a space to park for a short amount of t

(o277) Member of public, (Enstone, Chapel lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I don't see the need for restrictions. It does not guarantee a space for someone with a permit <u>Shared use parking bays:</u> Church Street – **Object** I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass Market Street – **Object**, Sheep Street – **Object** I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass Grammar School Hill/Park Street – **Object** I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass Church Lane residents parking area – **Object** I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass Church Lane DPPP removal – **Partially support** If it is not being used then yes remove it <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Extra yellow limes with No waiting at any time means everyone will have to drive around looking for a space rather than a quick drop and go. This will add to congestion and increased emissions as people will be driving around unnecessarily Any other comments?

	I don't see the need for restrictions. It does not guarantee a space for someone with a permit or a visitor pass. More people driving around unnecessarily past empty spaces that they are mot allowed to park in due to a lack of permit. Wasting fuel and tim
(o278) Member of public, (Enstone, Cleveley Road)	'Time-limited' parking bay: Browns Lane – **Partially support** Concerned that the only car park (being the co-op) will be full all the time. I currently attend lunchtime classes at the community centre on Tuesday and Wednesday lunchtime and often have difficulty parking in time for my class. Shared use parking bays: Church Street – **Partially support** Again same issue as above, if no one can park in roads it will push everyone into the co-op and there is not enough spaces already. Market Street – **No opinion**, Sheep Street – **No opinion** As above Grammar School Hill/Park Street – **No opinion** I also attend appointments at Clarimore- most appointment appointments are in excess of 90 mins Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** Again as a regular visitor to use all the facilities of Charlbury if we cannot park on roads you need to expand the co-op car park or build an additional one. Church Lane residents parking area – **No opinion** As above Church Lane DPPP removal – **No opinion** Same point as before 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** I understand for safety reasons some areas need restrictions. As I do not actually live in Charlbury I cannot comment on this . Any other comments?
(o279) Local resident, (Enstone, Coxs lane)	'Time-limited' parking bay: Browns Lane – **Object** Limits freedom to park within Charlbury, the coop car park is frequently full with no spaces available. Charlbury is a small town that supports many neighbouring villages and this disadvantages residents local to Charlbury who rely on finding spaces where possib Shared use parking bays: Church Street – **Object** What is the value of this? The pubs supply a service to Charlbury , there is already limited public parking in Charlbury Market Street – **Object**, Sheep Street – **Object** There is already limited public parking and this limits use with no alternative options Grammar School Hill/Park Street – **Object** Limits parking options Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Limits access to park by non residents local to Charlbury who rely on using facilities. Church Lane residents parking area – **Object** Limits freedom to park Church Lane DPPP removal – **No opinion** No opinion

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Local residents and non residents collect school children from buses - Charlbury is a rural town that should support its residents and local non residents Any other comments? There is a general disregard of non residents living around Charlbury who rely on using its facilities such super market, GP , community hall. The parking behind coop is limited and further restrictions will further disadvantage this group. Charlbury is a
(o280) Local resident, (Enstone, Oxford Road)	'Time-limited' parking bay: Browns Lane – **Object** Movements into and out of these spaces are likely to delay traffic including buses. This will put additional pressure on the Spendlove Car Park which is already being used by all day parkers and commuters who do not want to pay for parking at Charlbury Station. Better to make more spaces in the Spendlove time limited. Shared use parking bays: Church Street – **Partially support** I support the aspiration to get rid of rail commuter parking from Church Street, but consideration should be given as to where employees of Little Monkeys nursery will park. The combined pressures of increased National Insurance, national minimum wage and Market Street – **Partially support**, Sheep Street – **Partially support** I support the attempts to get rid of rail commuter parking from these streets, but consideration needs to be given to businesses based in these streets as well as residents. Grammar School Hill/Park Street – **Partially support** Broadly supportive, but consider staff at the playgroup. Residents Permit Holders Parking only bays:

	Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Definition of "Resident" should include businesses who also pay Council Tax. Church Lane residents parking area – **Partially support** I support the aspiration to remove rail commuter parking from these streets. Church Lane DPPP removal – **No opinion** If it is useful to disabled residents or churchgoers it should be retained, otherwise no opinion. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** I fear that many more yellow lines will have the effect of clogging up the Spendlove Car Park with all day parkers unless those spaces are time limited. The economic and social benefits of the Spendlove Car Park depend upon good availability of short term spaces for users of the medical centre, dentist, veterinary surgery, Co-op, library, Community centre and recreation facilities. I live in Enstone, but am a regular user of these (my nearest) facilities. Any other comments? I worry that these proposals are a done deal and that OCC will implement them unchanged despite this "consultation".
(o281) As part of a group/organisation, (Fawler, Evenlode Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** Are not aware of pros and cons <u>Shared use parking bays:</u> Church Street – **Support** It would give extra parking for those coming to the centre for some reason Market Street – **Support**, Sheep Street – **Support** Same as for no.5 Grammar School Hill/Park Street – **Partially support**

	It would be good to have the extra parking but bad to add to traffic congestion <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** I am not a resident Church Lane residents parking area – **No opinion** As no.11. Church Lane DPPP removal – **No opinion** Does not affect me/ has not been discussed by the group I represent <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** It is a question of enabling people to park for short times with the need to keep traffic flowing Any other comments? I am replying on behalf of Fawler residents. We visit Charlbury for many reasons and contribute to the social life and economy of the town. Perhaps the most important reason is to do with health. The medical centre and chemist shop are vital for us and
(o282) Local resident, (Fawler, Railway lane Fawler)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** I live in Fawler and find that it is increasingly difficult to park in Charlbury as the Spendlove car park now rarely has a place free including the 60 minute bays. Is this because the car park is rarely, if ever, policed? I have never been able to park in the rest of Charlbury and I am hearing that commuters are increasingly taking over all the free non time restricted spaces in the town. I am over 80 and would love to come to Charlbury more often but the bus is too infrequent for me. Therefore I welcome all the proposals. Shared use parking bays:

	Church Street – **Support** They are needed Market Street – **Support**, Sheep Street – **Support** They are needed Grammar School Hill/Park Street – **Support** They are needed <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** They are needed Church Lane residents parking area – **Support** They are needed Church Lane DPPP removal – **Support** They are needed <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** They are needed Any other comments?
(o283) Member of public, (Great Rollright, Lonsdale Court)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Understand rationale given road width, but 30 mins insufficient time to undertake any activity other than posting a letter or buying a pint of milk. <u>Shared use parking bays:</u> Church Street – **Support**

	Whilst I support this restriction, there is still a need to address the issue that insufficient parking exists throughout the town, following the building of the Community Centre/Library and the development of the towns pubs. Equally additional houses hav Market Street – **Partially support**, Sheep Street – **Object** Market Street is a main thoroughfare, so restrictions make sense but equally 1 hour is insufficient to allow you to partake in any significant activity. Sheep Street parking has deteriorated largely due to building projects reducing access. Restrictions o Grammar School Hill/Park Street – **No opinion** The implementation of these restrictions would likely change my shopping habits and business usage, impacting local small businesses that I have been proud to support for many years. The lack of 2 to 3 hour parking would mean I would take business to othe <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** I can understand the need for these, but feel the numbers need to be restricted to one per property as a maximum as if not there will be no parking left for town users. Residents need to be balanced with business, particularly in a town centre. Church Lane residents parking area – **Object** Residents and business needs should be balanced. If you opt to live in a town centre, you should accept parking options will be more limited and maybe only own one car unless you have off street parking. Church Lane DPPP removal – **Object** Disabled spaces should be given at least the same protection as resident spaces <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** I see no need for this level of restriction. Which will impact the likes of parents collecting children from sporting and social activities. Any other comments?

	I find these proposals rather disappointing and very resident focussed. The Council has permitted development of pubs, community resources and housing without adequate thought to parking and this appears a knee-jerk reaction that disadvantages business at
(o284) Member of public, (I live in Stonesfield, Sheep street)	'Time-limited' parking bay: Browns Lane – **Object** I live in a nearby village and use the deli, coop and Clarimore so my time is likely to be at least an hour. I have really noticed the difference in finding parking, since the bull and bell have been taken over and it is likely that the coop car park is going to be so full of visitors to the bell and bull that there is no space for anyone using other local businesses Shared use parking bays: Church Street – **Partially support** I think this is fair to local residents and 3 hours is a good amount of allowable parking time. Market Street – **Object**, Sheep Street – **Object** In order to support Clarimore and the deli/coop 2 hours would be a better allocation of parking time Grammar School Hill/Park Street – **Object** Park street should be for residents only but i can't see a reason to restrict the parking at the top by cornbury, for walking in cornbury etc. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **No opinion** I would like to continue supporting the shops in charlbury so I need parking however appreciate the current situation needs addressing. Church Lane residents parking area – **Partially support** Narrow and difficult for residents to access Church Lane DPPP removal – **No opinion** I don't know how used this disabled area is 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **No objection** This doesn't help local businesses Any other comments? The current situation must be terrible for local residents but hope due consideration will be given to people using the local businesses
(o285) Member of public, (I live in Woodstock and use Charlbury community gym and Clarimore beauty salon, Sheep Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I visit Charlbury to use its various facilities and so contribute financially vv I would have to go to another village or town if parking became impossible <u>Shared use parking bays:</u> Church Street – **Support** I tend to need at least hours 2hours when visiting Market Street – **Object**, Sheep Street – **Object** As in my previous responses I require more than 1 hour parking Grammar School Hill/Park Street – **Object** I could not use the facilities I do v at the moment if I only have 30mins parking <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **Object**, Browns Lane – **No opinion**, The Playing Close – **No opinion** I believe residents should be able to park in front of the town homes. Church Lane residents parking area – **Partially support** If residents are unable to find parking places then I would support Church Lane DPPP removal – **Object** Disabled drivers should have some priority

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** If not causing disruptions parking should be allowed Any other comments? If there are patking restrictions everywhere in Charlbury this will mean local business will cease
(o286) Member of public, (Kitebrook (child goes to charlbury little monkeys), Church street)	'Time-limited' parking bay: Browns Lane – **No opinion** N/a Shared use parking bays: Church Street – **Object** Staff at little monkeys nursery unable to park to work all day and care for our child Market Street – **Object**, Sheep Street – **No opinion** Often used to park when church street is full to collect children from nursery Grammar School Hill/Park Street – **No opinion** N/a Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** N/a Church Lane residents parking area – **No opinion** N/a Church Lane DPPP removal – **No opinion** N/a 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Object**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** Often used to park and collect children from little monkeys nursery as there is a lack of parking nearby Any other comments? Designated short term bays for use by the nursery visitors would be useful for the parking on church street as it's very hard to find a suitable place to park for collecting small children. Further parking restrictions would make this even harder. Nursery
(o287) Local resident, (Leafield, Hatching Lane)	<u>'Time-limited' parking bay:</u> Browns Lane – **No opinion** As ever these restrictions are pointless unless 'policed'. <u>Shared use parking bays:</u> Church Street – **No opinion** As ever these restrictions are pointless unless 'policed'. Market Street – **No opinion**, Sheep Street – **No opinion** As ever these restrictions are pointless unless 'policed'. Grammar School Hill/Park Street – **No opinion** As ever these restrictions are pointless unless 'policed'. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Don't expect to be able to park right outside your house if you buy a house without driveway/garage. Perhaps don't 'reward' such behaviour and encourage less car ownership. Church Lane residents parking area – **Object** Don't expect to be able to park right outside your house if you buy a house without driveway/garage. Perhaps don't 'reward' such behaviour and encourage less car ownership.

	Church Lane DPPP removal – **Object** This is madness. More, not less, disabled bays. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Great idea, if properly' 'policed'. Any other comments? Obviously something needs to be done going forward in Charlbury re the parking issues. However more needs to be done re the 'untitled I can park where I like' brigade. Much more policing of the illegal parking needs to be done.
(o288) Member of public, (Leafield, N/A)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Will force people who work in charlbury to park in the co-op car park, which will then be too full for people doing nursery drop-off - who will then park on double yellows by nursery causing traffic chaos. <u>Shared use parking bays:</u> Church Street – **Object** As above Market Street – **Object**, Sheep Street – **Object** As above Grammar School Hill/Park Street – **Object** As above. There needs to be somewhere for people working in charlbury to park above and beyond current provision by the co-op. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As per previous responses Church Lane residents parking area – **Object**

	As per previous Church Lane DPPP removal – **Object** As per previous <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **No opinion**, Market Street – **No opinion**, Browns Lane – **No opinion**, Sheep Street – **No opinion**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** N/A Any other comments?
(o289) Local resident, (live in Chipping Norton and use most of the shops, businesses in Charlbury, .)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** I spend longer than 30 mins when shopping, visiting the village <u>Shared use parking bays:</u> Church Street – **Support** I spend longer than 30 mins when shopping, visiting the village Market Street – **Object**, Sheep Street – **Object** I spend longer than 1 hr when shopping, visiting the village Grammar School Hill/Park Street – **Object** I spend longer than 30 mins when shopping, visiting the village <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I don't have a parking permit and visit the village regularly for shops, businesses and recreation Church Lane residents parking area – **Object** I don't have a parking permit and visit the village regularly for shops, businesses and recreation

	Church Lane DPPP removal – **No objection** . <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** support this where the roads are narrow Any other comments?
(o290) Member of public, (Milton under Wychwood, Poplar farm close)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and the local economy will suffer. They will visit other surrounding villages with facilities where the parking is easier - for example Wychwoods. Also I believe that you will struggle to retain or encourage small local business to be in Charlbury if their workers cannot park and consumer footfall will be less. Both workers and customers need somewhere to park. The car park by the Co op is simply not large enough to accommodate all these successful. businesses. I have visited many times and the co op car park has been full and this is without parking restrictions on the roads. <u>Shared use parking bays:</u> Church Street – **Object** There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and t Market Street – **Object**, Sheep Street – **Object** There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and t

	Grammar School Hill/Park Street – **Object** There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and t <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and the local economy will suffer. They will visit other surrounding villages with facilities where the parking is easier - for example Wychwoods. Also I believe that you will struggle to retain or encourage small local business to be in Charlbury if their workers cannot park and consumer footfall will be less. Both workers and customers need somewhere to park. The car park by the Co op is simply not large enough to accommodate all these successful. businesses. I have visited many times and the co op car park has been full and this is without parking restrictions on the roads. Church Lane residents parking area – **Object** There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and the local economy will suffer. They will visit other surrounding villages with facilities where the parking is easier - for example Wychwoods. Also I believe that you will struggle to retain or encourage small local business to be in Charlbury if their workers cannot park and consumer footfall will be less. Both workers and customers need somewhere to park. The car park by the Co op is simply not large enough to accommodate all these successful. businesses. I have visited many times and the co op car park has been full and this is without parking restrictions on the roads. Church Lane DPPP removal – **Object** There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and t

	'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** There are many businesses within Charlbury which bring a significant amount into the local economy. Nurseries, cafe, pubs, shops, estate agents, restaurants etc. If you restrict parking like this, consumers will be put off coming to visit Charlbury and the local economy will suffer. They will visit other surrounding villages with facilities where the parking is easier - for example Wychwoods. Also I believe that you will struggle to retain or encourage small local business to be in Charlbury if their workers cannot park and consumer footfall will be less. Both workers and customers need somewhere to park. The car park by the Co op is simply not large enough to accommodate all these successful. businesses. I have visited many times and the co op car park has been full and this is without parking restrictions on the roads. Any other comments? I strongly disagree with all of the proposals and truly believe that Charlbury will suffer as a consequence.
(o291) Member of public, (N/A, N/A)	'Time-limited' parking bay: Browns Lane – **Object** I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Giving me no where to park my car (which I have to use as where I live is not on a bus route to Charlbury), i would need to walk a long way with my one year old child to get to work, as it is very obvious that the Coop free parking will be full up, as it already is throughout the day. I would have to cut down my hours a lot as I have to make sure I get back to where I live (a half an hour drive away) to pick my eldest child up from school at a specific time. In which case I will need to find a new job which means the local business will lose a lot of good staff members (as I am not the only one who does not live in Charlbury). Parking in the centre of Charlbury is already difficult, I think this proposal will only make things worse. And residents who live in the centre of Charlbury have bought those houses knowing that they have no parking space. If they wish to have parking, they should purchase a different property with a driveway or allocated parking spaces. Shared use parking bays: Church Street – **Object**

	I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi Market Street – **Object**, Sheep Street – **Object** I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi Grammar School Hill/Park Street – **Object** I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Giving me no where to park my car (which I have to use as where I live is not on a bus route to Charlbury), i would need to walk a long way with my one year old child to get to work, as it is very obvious that the Coop free parking will be full up, as it already is throughout the day. I would have to cut down my hours a lot as I have to make sure I get back to where I live (a half an hour drive away) to pick my eldest child up from school at a specific time. In which case I will need to find a new job which means the local business will lose a lot of good staff members (as I am not the only one who does not live in Charlbury). Parking in the centre of Charlbury is already difficult, I think this proposal will only make things worse. And residents who live in the centre of Charlbury have bought those houses knowing that they have no parking space. If they wish to have parking, they should purchase a different property with a driveway or allocated parking spaces. Church Lane residents parking area – **Object** I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Giving me no where to park my car (which I have to use as where I live is not on a bus route to Charlbury), i would need to walk a long way with my one year old child to get to work, as it is very obvious that the Coop free parking will be full up, as it already is throughout the day. I would have to cut down my hours a lot as I have

	to make sure I get back to where I live (a half an hour drive away) to pick my eldest child up from school at a specific time. In which case I will need to find a new job which means the local business will lose a lot of good staff members (as I am not the only one who does not live in Charlbury). Parking in the centre of Charlbury is already difficult, I think this proposal will only make things worse. And residents who live in the centre of Charlbury have bought those houses knowing that they have no parking space. If they wish to have parking, they should purchase a different property with a driveway or allocated parking spaces. Church Lane DPPP removal – **Object** I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Giving me no where to park my car (which I have to use as where I live is not on a bus route to Charlbury), i would need to walk a long way with my one year old child to get to work, as it is very obvious that the Coop free parking will be full up, as it already is throughout the day. I would have to cut down my hours a lot as I have to make sure I get back to where I live (a half an hour drive away) to pick my eldest child up from school at a specific time. In which case I will need to find a new job which means the local business will lose a lot of good staff members (as I am not the only one who does not live in Charlbury). Parking in the centre of Charlbury is already difficult, I think this proposal will only make things worse. And residents who live in the centre of Charlbury have bought those houses knowing that they have no parking space. If they wish to have parking, they should purchase a different property with a driveway or allocated parking spaces. Any other comments? I grew up in Charlbury, living there from birth. However once I was a grown up and bought a house of my own, I had to move out of Charlbury as Charlbury is too expensive to a buy a property in. I do however still work here in the centre of Charlbury. Givi
(o292) Local resident, (On behalf of my parents who are lifelong residents of	<u>'Time-limited' parking bay:</u> Browns Lane – **Object**

Charlbury where parking hasn't been a problem, Hughes close)	Trying to fix a problem that doesn't exist in the first place. <u>Shared use parking bays:</u> Church Street – **Object** Just more complications for residents and visitors to contend with and creating an added worry of a PCN through human error. Market Street – **Object**, Sheep Street – **Object** Just more complications for residents and visitors to contend with and creating an added worry of a PCN through human error. Grammar School Hill/Park Street – **Object** Discrimination against people who have no other choice than parking on public highways in front of their own homes which should be included in the road fund licence while other residential areas have no restrictions in front of their homes. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** Totally not necessary to inflict charges on residents who have no other choice than to park outside their homes Church Lane residents parking area – **Object** Totally not necessary to inflict charges on residents who have no other choice than to park outside their homes Church Lane DPPP removal – **No opinion** Is it being used by disabled persons or not? <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Again, totally unnecessary and will only become necessary if you implement the parking restrictions on nearby roads. Any other comments?

(o293) As part of a group/organisation, (Ox73tx, Crawborough)	'Time-limited' parking bay: Browns Lane – **Object** It will make it challenging for businesses to find parking for their staff and visitors Shared use parking bays: Church Street – **Object** It will make it challenging for businesses to find parking for their staff and visitors Market Street – **Object**, Sheep Street – **Object** It will make it challenging for businesses to find parking for their staff and visitors Grammar School Hill/Park Street – **Object** It will make it challenging for businesses to find parking for their staff and visitors Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** It will make it challenging for businesses to find parking for their staff and visitors Church Lane residents parking area – **Object** It will make it challenging for businesses to find parking for their staff and visitors Church Lane DPPP removal – **Object** It will make it challenging for businesses to find parking for their staff and visitors 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Really challenging for parents getting children to and fro in the car Any other comments? How will the money be spent that you stand to gain from selling parking permits?

(o294) Local resident, (Ramsden, High Street)	'Time-limited' parking bay: Browns Lane – **Object** I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford Shared use parking bays: Church Street – **Object** I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford Market Street – **Object**, Sheep Street – **Object** I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford Grammar School Hill/Park Street – **Object** I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Partially support**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I believe the introduction of the proposed restrictions will be detrimental to the town - as it has been (in my experience) to Woodstock and North Oxford Church Lane residents parking area – **No objection** I have no objection to this part of the proposal, as the lane is narrow and densely built-up. Although, as a visitor to the church and residents on the lane it will make it more awkward. Church Lane DPPP removal – **No opinion** Presumably there is a historical reason for the bay and if it no longer applies then nothing will be lost by its removal 'No Waiting at Any Time' (double yellow lines): Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object**

	Double yellow lines are incongruous in such a 'pretty' town. Any other comments? Although I accept that traffic and parking has become more difficult in recent times, I do not believe that what might be described as urban answers are what is required. The proliferation of road signage seems to be an ever spreading blot. I believe
(o295) As a business, (Shipton under wychwood, Church street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park. <u>Shared use parking bays:</u> Church Street – **Object** As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park. Market Street – **Object**, Sheep Street – **Object** As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park. Grammar School Hill/Park Street – **Object** As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park. Church Lane residents parking area – **Object**

	As a business operating in Charlbury I believe that this will further reduce parking in the town. We rely on people being able to park for longer periods than of 30mins. The coop already has short stay bays in their car park. Church Lane DPPP removal – **No opinion** If it is not used then it makes sense to get rid of it <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** There are lots of small businesses that would this would adversely affect. Any other comments?
(o296) Member of public, (Shipton under Wychwood, Willis Court)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Parking along this road by people other than residents makes access for buses etc difficult. <u>Shared use parking bays:</u> Church Street – **Partially support** It's important for local residents to be able to park near their homes, but I am concerned that driving parking off local roads in Charlbury will push more cars into the car park. It's often hard to park there . Market Street – **Partially support**, Sheep Street – **Partially support** Apart from local residents, most parking along these roads is short term. I am concerned that any restrictions will push more people into the car park. Grammar School Hill/Park Street – **Object** There's a nursery along this road and I think parking restrictions along this road will negatively impact staff working there. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support**

	I totally recognise the need to look at parking issues in Charlbury and that local residents have to be able to park their cars. My concern is that limiting parking around town, especially for people who come in to work, will put pressure on the only car park. People from villages around Charlbury come in to shop, visit the medical centre and attend events at the community centre. It's often difficult to park there anyway and alternative ways of getting into the town are impractical with two small children. Church Lane residents parking area – **Support** Parking for the station causes problems around here. Church Lane DPPP removal – **No opinion** . <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** The reasons I've given before. I support it where it will limit station users from blocking roads. Any other comments? My concern is that any restrictions to on-road parking will force more people who work in Charlbury, into the car park. The Community Centre, surgery, dentists and vets don't just serve the people of Charlbury - a fact that is often forgotten. I don't li
(o297) Local resident, (Stonesfield, The Ridings)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots. <u>Shared use parking bays:</u> Church Street – **No opinion** Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots. Market Street – **Object**, Sheep Street – **Object**

	Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots. Grammar School Hill/Park Street – **No objection** Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots. Church Lane residents parking area – **No objection** Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots. Church Lane DPPP removal – **Object** Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Partially support**, Nine Acres Lane – **Object**, Market Street – **Partially support**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots. Any other comments? Please don't start charging in the carpark at the back of Coop. I use this carpark at least 3 times per week and it's vital it stays free for all to use. There are always spots.
(o298) Member of public, (Stonesfield, The Ridings)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support**

	30 mins is not very long if you need to shop and perhaps enjoy lunch/coffee at the deli. <u>Shared use parking bays:</u> Church Street – **Support** As above, it's a better duration of time Market Street – **Partially support**, Sheep Street – **Partially support** Perhaps this could also be made 3 hours Grammar School Hill/Park Street – **No opinion** NA <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Partially support**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Not fully resident bays. Some spaces need to be made available for people outside of Charlbury who use its amenities and have to use a car to get there Church Lane residents parking area – **Object** Same reason as above Church Lane DPPP removal – **Object** Don't understand why you'd remove a disabled parking bay <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** It would be irresponsible to double yellow line most of the main roads in charlbury. Any other comments?
(o299) Member of public, (Taston, Road through Taston)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object**

	The response is short-sighted. The town needs adequate parking spaces for people who use the dentist, doctor, sports facilities, playground and so on. Stopping them parking will only compound the problem. <u>Shared use parking bays:</u> Church Street – **Object** As above Market Street – **Object**, Sheep Street – **Object** People will not be able to access restaurants, cafes, bars, social events, clubs and so on Grammar School Hill/Park Street – **No opinion** I don't know about parking issues affecting the school so cannot comment <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I strongly object to this. The parking permit system would be costly and hard to implement. There is no public transport from my hamlet to Charlbury. It would make it impossible to park. But I wouldn't be able to walk every time (weather, time of day, with a small child and so on). Church Lane residents parking area – **Object** As above Church Lane DPPP removal – **Support** The town is well-served by disabled parking bays; plus disabled badges allow those with them more leeway as to where to park. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** It would make the problem of parking even worse Any other comments? I strongly think that the solution lies in making better use of the car park at the train station. Bays could be paid out more efficiently at a low cost. Other solutions would be to extend the car park to create more places.

	Another solution is provision
(o300) Member of public, (Witney, Clarimore Beautique, Sheep St.)	‘Time-limited’ parking bay: Browns Lane – **No opinion** Do not use Brown's Lane very much Shared use parking bays: Church Street – **No objection** 3 hours is a reasonable time limit Market Street – **Object**, Sheep Street – **Object** I hour is not enough time to carry out shopping or beauty treatments at the businesses along both streets Grammar School Hill/Park Street – **No opinion** Do not use these roads Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **No opinion**, The Playing Close – **No opinion** I do not live in Chatlbury, merely visit family there or pass through, occasionally stopping to shop or fir beauty treatments or to go walking Church Lane residents parking area – **No opinion** As above Church Lane DPPP removal – **Object** There are not enough parking spaces for the disabled so what is there should not be removed. 'No Waiting at Any Time' (double yellow lines): Pound Hill – **No opinion**, Nine Acres Lane – **No opinion**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **No opinion**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **No opinion** Businesses will suffer from people not being able to park close by

	Any other comments? Charlbury needs better parking. As a Rambker who enjoys walking from Charlbury fairly regularly I feel another car park or more long stay parking in the town would be beneficial to encourage visitors to the town
(o301) Local resident, (WItney, GLoucester Place)	'Time-limited' parking bay: Browns Lane – **Object** This will force the overflow from the Coop and Community centre car park into other areas, such as round The Green and cause further problems for other people. Shared use parking bays: Church Street – **Partially support** This is more acceptable as it allows residents to park with some space for others. Other people may be locals who can't walk far, as well as people using local businesses. Market Street – **Object**, Sheep Street – **Object** This will adversely affect local businesses, especially services such as hairdressers, beauticians, cafes, pubs and restaurants, where an hour is not long enough for a visit. Many of the employees need parking. With the best intentions, local public trans Grammar School Hill/Park Street – **Object** For similar reasons to the above. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This will move the problem of parking to other areas and cause problems for residents in other parts of the town. The only solution is to make a free car park for visitors, and to cut the cost of parking at the station so that users do not then park in the town. Church Lane residents parking area – **Partially support** Although i object to most of the restrictions, Church Lane is an exception because it is narrow and people need access to property or church. However, where will churchgoers park? Funerals, weddings, other events that do not take place on a Sunday?

	Church Lane DPPP removal – **Support** Disabled persons need to park <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** i cannot support this without knowing how much of each road will have double yellow lines Any other comments? These proposals will not meet the needs of residents, visitors -short-term or long-term, those who work in Charlbury. Parking problems will be pushed from the centre of town to the edges, causing problems elsewhere. Aesthetically, all the signage associat
(o302) Local resident, (Ascott under Whychwood, Shipton)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** It will be so bad for local businesses <u>Shared use parking bays:</u> Church Street – **No opinion** If you give long amount of parking that is fine Market Street – **Partially support**, Sheep Street – **Object** It is already difficult and that is where the businesses are Grammar School Hill/Park Street – **Object** So tricky <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **No opinion**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **Object**, Browns Lane – **No opinion**, The Playing Close – **No opinion** Businesses Church Lane residents parking area – **No opinion** I think it is a shame for pubs and businesses

	Church Lane DPPP removal – **No opinion** As above <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **No objection**, Nine Acres Lane – **No objection**, Market Street – **Object**, Browns Lane – **No objection**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Unrealistic Any other comments?
(o303) Local resident, (Ascott under Wychwood, Market Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Parking is already very limited in the small town. To restrict parking near the local shops is not ideal Maybe a 1 hour bay but 30mins is very restrictive. <u>Shared use parking bays:</u> Church Street – **Object** My perception is that Church street is almost entirely used by residents so this will have no impact on the local parking in the center of the town. Market Street – **Object**, Sheep Street – **Object** Where are employees of businesses to park if they cannot park all day in these areas. It is fine to limit the parking but there needs to be an alternative car park available within a fairly short walk of the center of the town. Grammar School Hill/Park Street – **No objection** This may work for school drop offs but again my perception is that parking here is often residents. Not entirely residents as many have driveways and use them but some is residential parking. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **No opinion**, Park Street – **No opinion**, Sheep Street – **No opinion**, Browns Lane – **Object**, The Playing Close – **Object**

	Parking is already very limited in the small town. To restrict parking near the local shops will force employees and customers to park further our of town which will be detrimental to business in the town, and will force employees to park in other housing estate roads. Church Lane residents parking area – **Support** This will potentially benefit residents Church Lane DPPP removal – **No opinion** I don't know if this is a good thing or not. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **No opinion**, Park Street – **Support**, Grammar School Hill/Park Street – **No opinion**, Dyers Hill – **Partially support** I think the double yellow lines are positive improvements to the parking arragements Any other comments? Where are local people going to park if they want to visit the shops if you limit the parking significantly. Also where are employees of local businesses going to park all day whilst at work if the parking bays are limited to 3 hours or less? There needs
(o304) Member of public, (Ascott under Wychwood, High Street)	<u>'Time-limited' parking bay:</u> Browns Lane – **No objection** Enables a turnover of parking such that people can more easily pop into the Co-op etc <u>Shared use parking bays:</u> Church Street – **Partially support** Not sure if it will provide for the needs of both residents and those whose business in Charlbury requires a longer stay but it might encourage some churn Market Street – **Support**, Sheep Street – **Support** As previously I support this as an experiment intended to improve the past king situation both for residents and those visiting the town for various reasons Grammar School Hill/Park Street – **Support**

	As per previous answers I would support as an attempt to encourag fluidity in parking <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Residents need to have a degree of confidence that they can find somewhere to park relatively close to their homes Church Lane residents parking area – **Support** Limited spaces available and probably only just sufficient to meet the needs of residents Church Lane DPPP removal – **Object** It is essential that those with disabilities who depend on their cars can be confident that they can park their car somewhere central <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Assume this is designed to reduce congestion improve road safety Any other comments? An enforced 2 hour limit on the main car park would help the turn over of parking spaces but I am also conscious that although residents are catered for in these plans their is no provision for those who work there n the town. Can thought be given to them
(o305) Member of public, (Carterton, Saffron Crescent)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in charlbury for work purposes. <u>Shared use parking bays:</u> Church Street – **Object** I work at Little Monkeys, this would mean that all of the staff would have to try and find a space at the co-op and there are over 15 of us who drive. Also, parents will not be able to park to drop their children off.

	Market Street – **Object**, Sheep Street – **Object** This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in charlbury for work purposes. Grammar School Hill/Park Street – **Object** I have to drive to Charlbury to work from Carterton. There aren't buses available and i cannot lift share. This means that I could get to charlbury and not be able to park anywhere. On numerous occasions I've arrived at the co op and it's already busy and <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in charlbury for work purposes. Church Lane residents parking area – **Object** This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in charlbury for work purposes. Church Lane DPPP removal – **Object** This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in charlbury for work purposes. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** This will make people park down unrestricted roads and cause problems down those roads. Also, it limits parking for people who have to park in charlbury for work purposes. Any other comments?
(o306) Local resident, (Chadlington, Brook End)	<u>'Time-limited' parking bay:</u> Browns Lane – **Partially support** I can see that these few places are valuable for the residents there and visiting the coop using this area is still possible

	<u>Shared use parking bays:</u> Church Street – **Partially support** This at least allows the use of this area for people visiting local small businesses Market Street – **Object**, Sheep Street – **Object** These proposals will make it almost impossible to use local small businesses as the Spendlove car parking area is often full. Grammar School Hill/Park Street – **Partially support** This has always been a congested area so it probably needs some restrictions. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I think these restrictions will be detrimental to small businesses. Church Lane residents parking area – **Partially support** I worry about less able people having their access to the church restricted Church Lane DPPP removal – **Object** The disabled will be disenfranchised by this proposal <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** So unhelpful for visitors and businesses alike. No more yellow lines please. Any other comments? Charlbury needs to welcome tourists, visitors and customers not deter them. I do however realise that permanent residents need to have places where they can safely park.
(o307) Member of public, (Chadlington, Brook End)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support**

	So that non residents don't park there all day <u>Shared use parking bays:</u> Church Street – **Partially support** So that non residents don't park there all day Market Street – **Support**, Sheep Street – **Support** So that non residents don't park there all day Grammar School Hill/Park Street – **Object** This should be 3 hours as in Church Street, to allow non residents to attend events or meetings during the day <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Partially support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Partially support** For those of us who regularly come into Charlbury, as I do living in a village just outside, to volunteer, attend events and run meetings, it will become much more difficult with parking restrictions , and you will lose some of us I suspect. I sympathise with the residents in the centre of town who can't park. But at least they can walk to the station or to the Co-op, the medical centre . Older people on the edge of town can't. And there's no hope of getting a space in Spendlove any more . We need a car park on the edge of town and a frequent community bus serving the station. Or a greatly enlarged station car park. I know you will all have thought of that, but it now needs to happen . Church Lane residents parking area – **Partially support** This will make it impossible for volunteers or attendees at St Mary's who are not able to walk to church. A small area of the churchyard BEHIND the church could be reserved for those people Church Lane DPPP removal – **Support** As far as I know it is not used by a disabled person. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Partially support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Partially support**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Partially support** Stated previously .

	Any other comments? I've tried to park at the station on 3 weekdays over the past 2-3 weeks with no success …..so as I live outside Charlbury, I've had to park on the street in front of various peoples houses, so I can get my train. Coming back late in the dark, negotiating
(o308) Local resident, (Chadlington, Bull Hill)	'Time-limited' parking bay: Browns Lane – **No objection** Will help those just wanting to make a quick dash to the shops. Shared use parking bays: Church Street – **Support** Will stop all day parking but allow sufficient time to use the facilities and shops in Charlbury. Market Street – **Object**, Sheep Street – **Object** One hour is insufficient time to use the facilities and shops that Charbury has to offer local people who live out of the town.. Grammar School Hill/Park Street – **Object** Insufficient time to walk or use facilities at the other side of town. Residents Permit Holders Parking only bays: Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** I am not a Charlbury Resident but regularly use the facilities in the town. Church Lane residents parking area – **Object** I am not a Charlbury Resident but regularly use the facilities in the town. Church Lane DPPP removal – **Object** MY husband is disabled. 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** There is already insufficient parking in Charlbury. Any other comments? It would be good to see additional parking at the station to take the pressure off parking in town,
(o309) Local resident, (Chadlington, Church Road)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** You will kill small independent businesses where a treatment or meal lasts longer than 30 mins <u>Shared use parking bays:</u> Church Street – **Partially support** Once again local businesses will suffer Market Street – **Object**, Sheep Street – **Object** As stated before small businesses will have to close down Grammar School Hill/Park Street – **No opinion** Effects the town centre businesses less <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Partially support**, Dyers Hill – **Partially support**, Park Street – **Partially support**, Sheep Street – **Object**, Browns Lane – **Partially support**, The Playing Close – **Partially support** Local businesses will suffer Church Lane residents parking area – **Partially support** All my decisions are based on how local businesses will suffer Church Lane DPPP removal – **Support** hardly ever in use 'No Waiting at Any Time' (double yellow lines):

	Pound Hill – **Partially support**, Nine Acres Lane – **Partially support**, Market Street – **Object**, Browns Lane – **Partially support**, Sheep Street – **Object**, Park Street – **Partially support**, Grammar School Hill/Park Street – **Partially support**, Dyers Hill – **Partially support** local businesses will be forced to close down Any other comments? I appreciate the parking in Charlbury is very congested but these harsh solutions will effect local businesses and many will close.
(o310) Member of public, (Chadlington, West End)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** It would slow people to shop at the coop and 30mins should be ample <u>Shared use parking bays:</u> Church Street – **No objection** Church street is wide enough to park on both sides Market Street – **Object**, Sheep Street – **Object** No where near enough time when using the small businesses in the area. It feels like you are trying to kill these off not encourage them. Grammar School Hill/Park Street – **Support** Park st is one way traffic. I think 30 mins should be sufficient for dropping off and picking up. <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** This seems to be trying to kill off any visitors coming to Charlbury. If the spaces should be vacant during the day why not let them be used Church Lane residents parking area – **Object** As above

	Church Lane DPPP removal – **No opinion** I can't give an opinion without knowing what the alternative parking provision for the disabled is <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** It seems like you are trying to make Charlbury a no go area. Any other comments?
(o311) Local resident, (Chadlington, N/A)	<u>'Time-limited' parking bay:</u> Browns Lane – **Support** Sensible <u>Shared use parking bays:</u> Church Street – **Support** Sensible Market Street – **Support**, Sheep Street – **Support** Sensible Grammar School Hill/Park Street – **Support** Sensible <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Support**, Dyers Hill – **Support**, Park Street – **Support**, Sheep Street – **Support**, Browns Lane – **Support**, The Playing Close – **Support** Sensible Church Lane residents parking area – **Support** Sensible Church Lane DPPP removal – **No opinion**

	N/A <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Support**, Nine Acres Lane – **Support**, Market Street – **Support**, Browns Lane – **Support**, Sheep Street – **Support**, Park Street – **Support**, Grammar School Hill/Park Street – **Support**, Dyers Hill – **Support** Sensible Any other comments? Must expand parking at station. Also please keep community centre parking for those booked for classes only
(o312) Member of public, (unknown)	<u>'Time-limited' parking bay:</u> Browns Lane – **Object** Reduces parking for people who travel to work in Charlbury. <u>Shared use parking bays:</u> Church Street – **Object** My place of work is on church street, this is where I usually park. I have a one year daughter and it is convenient for me to park there so she can also go to nursery and it not be too far for her to walk. If 'no return within' is enforced this will also Market Street – **Object**, Sheep Street – **Object** As stated before this will also restrict me being able to work in Charlbury if there is no where to park. Grammar School Hill/Park Street – **Object** Same reasons as above <u>Residents Permit Holders Parking only bays:</u> Pound Hill/Thames Street – **Object**, Dyers Hill – **Object**, Park Street – **Object**, Sheep Street – **Object**, Browns Lane – **Object**, The Playing Close – **Object** All of my reasons are stated in the Church Street proposal. Church Lane residents parking area – **Object** All of my reasons are stated in the Church Street proposal.

	Church Lane DPPP removal – **Object** Disabled people also need somewhere to park. <u>'No Waiting at Any Time' (double yellow lines):</u> Pound Hill – **Object**, Nine Acres Lane – **Object**, Market Street – **Object**, Browns Lane – **Object**, Sheep Street – **Object**, Park Street – **Object**, Grammar School Hill/Park Street – **Object**, Dyers Hill – **Object** Enforcing double yellow lines on near enough every street in the centre of Charlbury is simply reducing anywhere people can park. This has so many complications for people as stated in my reasoning above. Any other comments? My place of work is on church street, this is where I usually park. I have a one year daughter and it is convenient for me to park there so she can also go to nursery and it not be too far for her to walk. If 'no return within' is enforced this will also

This page is intentionally left blank

Division(s) affected: *Banbury Calthorpe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

BANBURY: HIGHTOWN ROAD AREA – PROPOSED CONTROLLED PARKING ZONE & 'NO WAITING AT ANYTIME' RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Hightown Road area as follows:

a) **'Permit holder only' restrictions, 8am to 6pm, Monday to Saturday on the entire lengths of Lamb's Crescent, Lime Avenue, Kilbale Crescent and Western Crescent.**

b) **'No waiting at Any Time' restrictions (double yellow lines) on parts of Swan Close Road, Hightown Road, Lamb's Crescent, Western Crescent, Lime Avenue and Green Lane as advertised.**

c) **Include the properties from No.2– 56 (evens) and No.13-37 (odds) Hightown Road in the schedule of eligible properties for the issue of a 'HT' permit.**

Executive Summary

1. In response to complaints from residents about commuter parking and inappropriate parking in the Hightown Road area, officers have worked with elected members to undertake a review of the on-street parking.

2. In August 2024, an informal consultation was undertaken which asked residents for their opinions on parking in Hightown Road area and whether they would support a change the restrictions which included the introduction of a permit parking scheme and further double yellow lines to ensure safety and access are maintained.

3. Based on the feedback from the informal consultation, a majority of 77% of the respondents were in support of a change to the current restrictions to allow a permit parking restrictions to be introduced.

4. A further majority of 63% respondents felt that the existing yellow lines restrictions were not sufficient and further controls were needed.

5. The proposals which have been developed in response to the feedback from the informal consultation, include the introduction of a Permit Parking Areas (PPA) for Lamb's Crescent, Western Crescent and Lime Avenue which would be in operation between 8am to 6pm, Monday to Saturday. Residents would be eligible to apply for permits for their vehicles to park in designated areas during this period. Visitor and other permit types are available.

6. Further double yellow line restrictions are proposed on sections of Swan Close Road and Hightown Road to address issues with verge parking and to protect against potential displacement from the introduction of permit parking areas. Double yellow lines are also proposed at the junctions of Lamb's Crescent, Western Crescent, Lime Avenue and Green Lane to ensure road safety is maintained.

7. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, as the town falls within the Civil Enforcement Area for Cherwell District.

8. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1.**

Sustainability Implications

9. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives.

Financial Implications

10. The parking project for High Town Road area is being funded by budgets secured under the Highway Operations Programme, with funding allocated for the introduction of new CPZ's over a three year programme from 23-24 to 25-26.

Legal Implications

11. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

12. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

13. No equalities on inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park on double yellow lines and in permit holder areas without restriction.

Formal Consultation

14. For the proposed changes, formal consultation was carried out between 31 October & 22 November 2024. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Banbury Town Council, Cherwell District Council, the local District Councillors, and the County Councillors representing the Banbury Calthorpe, and Banbury Grimsbury & Castle divisions.

15. A letter was sent directly to approximately 241 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.

16. Representatives of Thames Valley Police have responded to confirm that they have no objections to the proposals.

17. A representative from Oxford Bus Company has responded to confirm that they have no objection on behalf of their organisation.

18. A representative from the Development Management team at Cherwell District Council has responded to confirm that they have no observations to make.

19. The County Councillor for Banbury Calthorpe has not provided a response to the consultation.

20. A total of 37 responses were received via the online surveys during the course of the formal consultation which are summarised in **Annex 2** (residents permit parking) & **Annex 3** ('No Waiting at Any Time' restrictions), with 35 identifying as local residents.

21. Additionally, a further seven emails were received from local residents, with one supporting, and six raising concerns/queries.

22. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) General feedback to permit parking proposals

23. The majority of responses to the public consultation were in support of some form of residents parking scheme being introduced in all roads where changes have been proposed. The tables shown in **Annex 2** present the levels of support shown in each of the roads where changes are proposed.

24. A high number of comments (19) acknowledged that there is currently a problem with users of the train station and hospitals parking in the surrounding roads and that the changes would benefit residents to be able to park near their homes.

25. Some residents raised an objection of the principle of having to pay to park on the road where they lived and felt that the cost of the residents' permits is too high. Objections were also received on the grounds that the permit scheme was too restrictive and would impede on residents with larger families and also the ability to have visitors.

26. Suggestions were made in the responses that the scheme should only be in operation for a small number of hours to stop commuter parking but give residents the flexibility have visitors and park at other times.

27. Additional requests were received from residents of Hightown Road to be included in the schedule for eligible properties and they currently have no off-street parking and rely on parking in adjoining roads.

Officer response

28. The proposals have been developed in response to requests from residents, and the responses to the public consultation mirror the levels of support from an informal consultation undertaken earlier in the year where there is generally a high level of support for residents parking to be introduced.

29. 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 cabinet to cover the costs to run the schemes.

30. The hours and days of operation have been developed to cover the different types of users who may try and park in the area around local attractors (train

stations, hospitals etc.) whilst allowing residents some flexibility at other times. If approved the scheme would be kept under review and further changes could be considered in the future.

31. In response to requests for the inclusion of Hightown Road properties in the list of eligible properties, it is recommended that a change be made to the scheme so that they are included.

b) General feedback to the no waiting at any time restrictions

32. The majority of responses to the public consultation were in support of the no waiting at any time restrictions (double yellow lines) in all locations where they are proposed. The tables shown in **Annex 3** present the levels of support shown in each of the roads where changes being promoted.

33. The highest level of feedback to the proposals for double yellow lines related to the restrictions on Hightown Road. Many respondents (11) welcomed the introduction of double yellow lines and felt the current situation was dangerous and action needed to be taken by the council.

34. A small number of residents (3) objected to the introduction of additional yellow line restrictions on Lamb's Crescent, as they believed it was unnecessary and would further reduce the amount of parking for residents.

35. The proposed restrictions at the junction of Green Lane and Hightown Road were welcomed, but some respondents felt that the restrictions should go further into Green Lane where there is an existing issue.

Officer response

36. The proposed double yellow line restrictions are required to ensure road safety and traffic flows are maintained around junctions and on key routes.

37. The proposed yellow line restrictions have been kept to a minimum allow residents and their visitors to park, however it was deemed necessary to introduce restrictions on the north side of Lamb's Crescent and around accesses/ junctions to ensure access is maintained for larger vehicles including fire engines and refuse vehicles. The image below demonstrates the current conditions for parking along the section of Lamb's Crescent where yellow lines are proposed:

c) Displacement and other comments

38. A number of comments received related to parking issues on Green Lane and concerns that the road has not been included in the proposed area for permit holder only parking. Requests were made for the road to be included as it suffers from parking by hospital users which will increase if permit restrictions are implemented in surrounding roads.

39. Further suggestions included that any scheme should be delayed until the development at the train station is concluded as this would relieve parking pressures on the surrounding area.

40. Concerns were raised from a small number of respondents that any scheme would need to be enforced to be effective and they believed the problems would persist if the council did not take this element seriously.

Officer response:

41. With any scheme, the scope of restrictions needs to be defined. It was agreed with local members that initial area for inclusion in proposed measures would be limited to where complaints had been received previously and where there was local support.

42. It is often the case that where schemes of this nature there is potential for displacement and if the scheme was approved, officers would keep the situation under review and there will be further opportunity to consult over a wider area if additional measures are needed.

43. Although it is accepted that improvements at the train station will give users further options in terms of parking, it's believed that due to the fact there is no charge for on-street parking in the surrounding area that problems would persist if a scheme to manage the parking was not introduced.

44. If the scheme were to be approved, enforcement would be undertaken by our current provider who will work with officers at the county council to ensure that adequate coverage of the restrictions would be provided. Where new restrictions are introduced, it's typical that a higher level of enforcement is

provided in the initial months of the scheme, both in terms of providing visibility, but also to drive compliance with the restrictions.

Monitoring & Evaluation

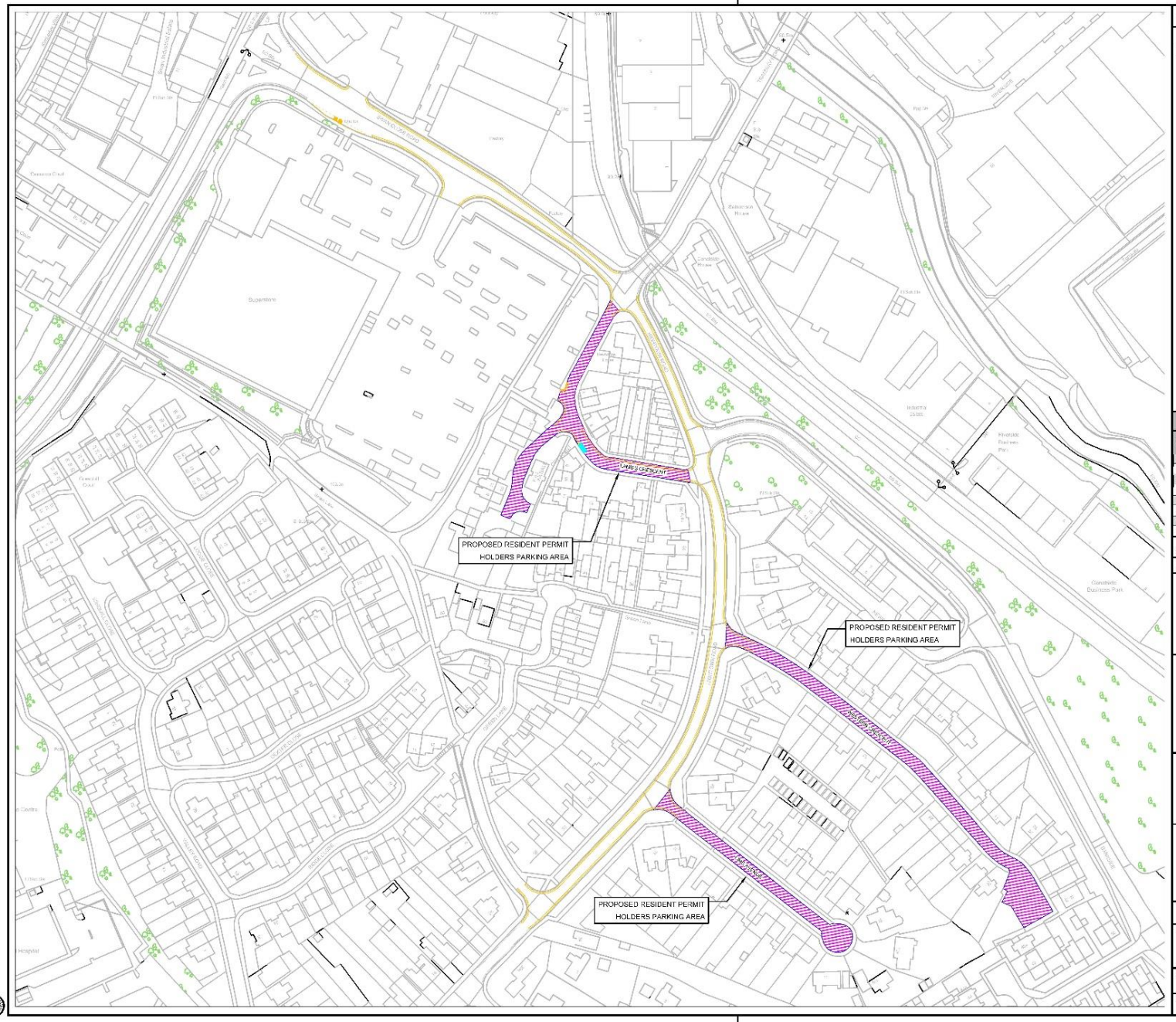
d) It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.

Paul Fermer
Director of Environment and Highways **December 2024**

Annexes:
Annex 1: Consultation plan
Annex 2: Summary tables (responses for proposed permit parking areas)
Annex 3: Summary tables (responses for proposed waiting restrictions)
Annex 4: Consultation responses

Contact Officers: James Whiting (Team Leader – TRO & Schemes)

December 2024



Drawing No. | Revision 0

KEY

- Existing 'No waiting at any time' restriction (Double yellow lines) to remain
- Existing disabled parking bay to remain
- Proposed 'No waiting at any time' restriction (Double yellow lines)
- Proposed permit holders parking areas (PPA) Mon - Sat, 8am - 6pm (HT prefix)

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
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

© Crown copyright and database rights 2023 OS AC0000851087

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Paul Fermer
Director of Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

BANBURY
PARKING RESTRICTION
DESIGN OPTIONS

Drawing title

HIGHTOWN ROAD AREA
PROPOSED PARKING RESTRICTION
CHANGES
PERMIT HOLDERS PARKING

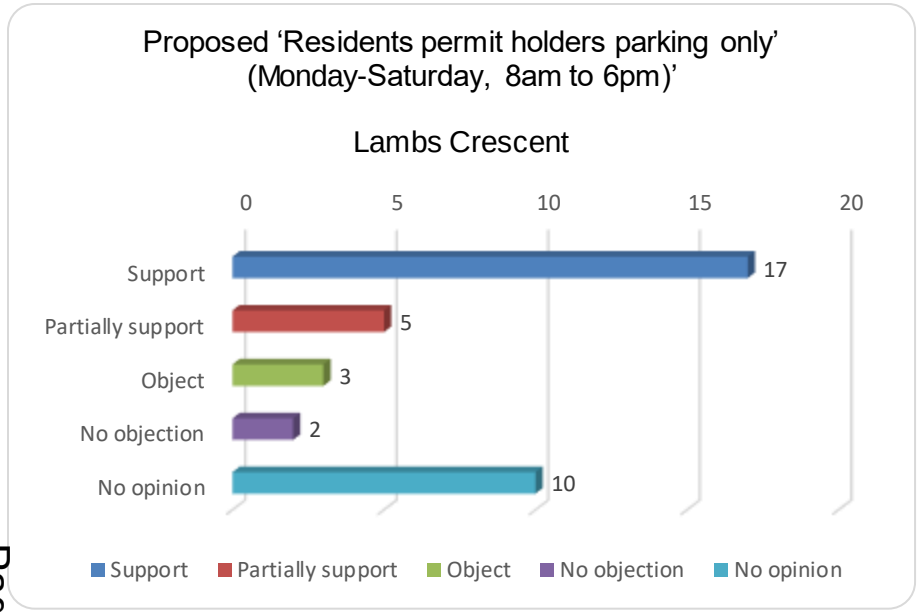
Drawing Status

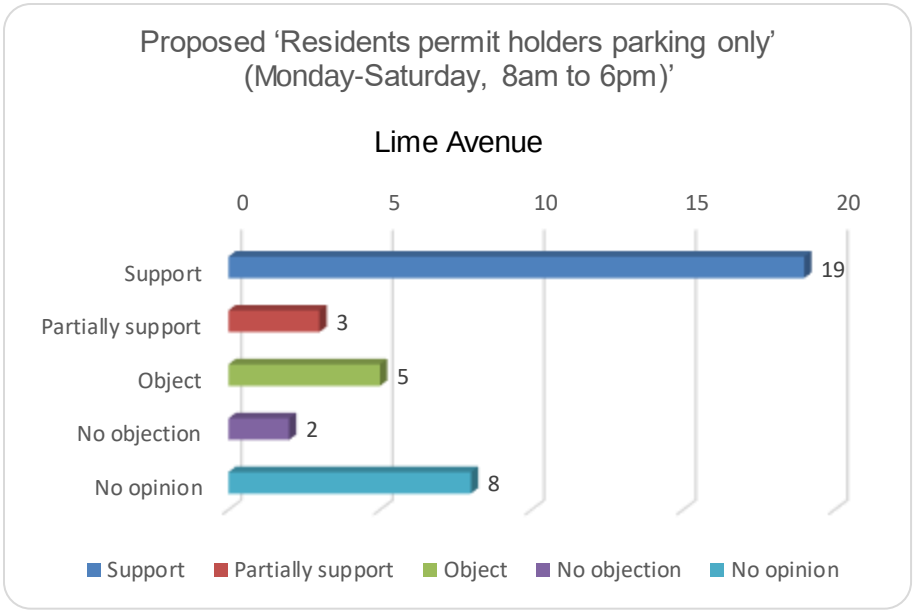
Scale @ A3	Drawn by	Checked by	Approved by
1:1800	EP		
	Date drawn SEP 24	Date checked	Date approved

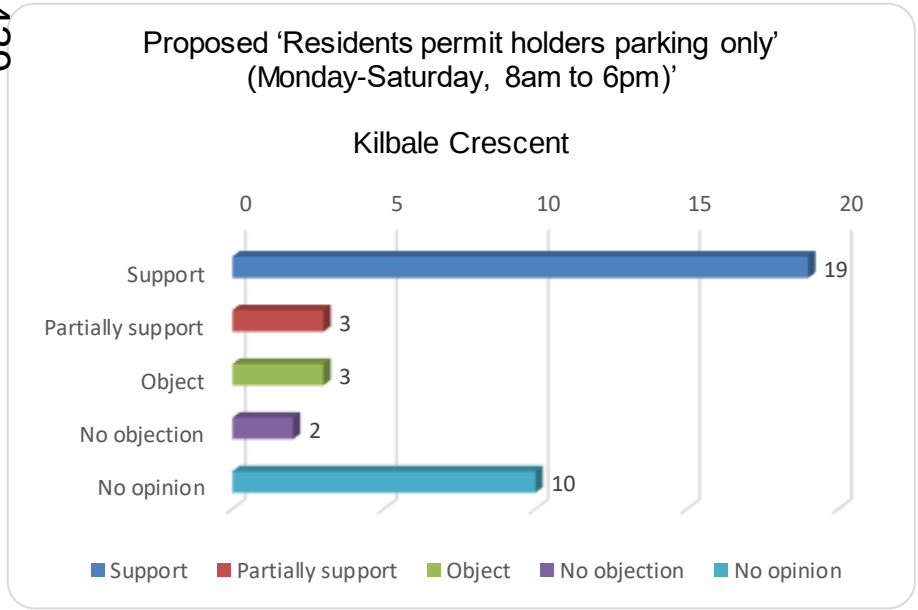
Oxfordshire Project No. & File Ref

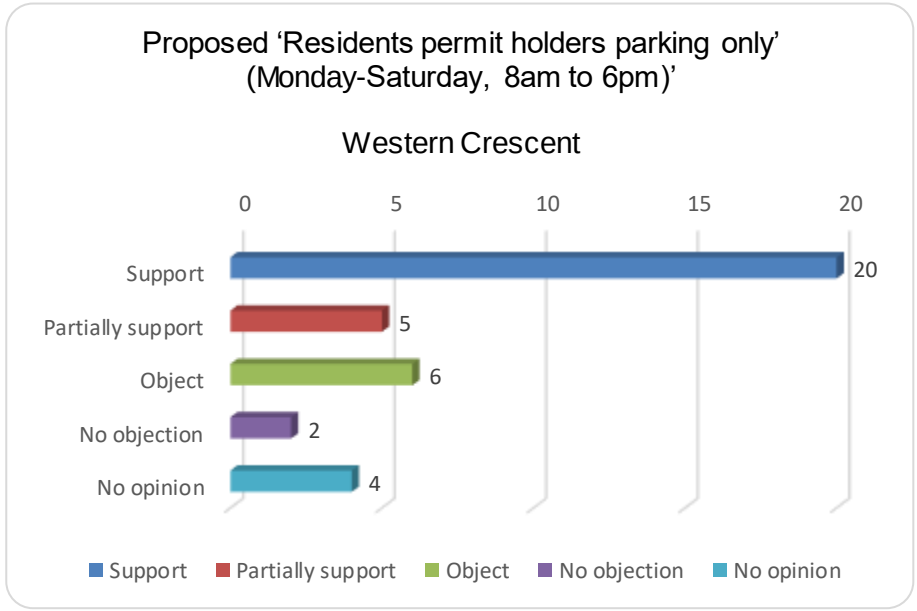
Drawing No. | Revision 0

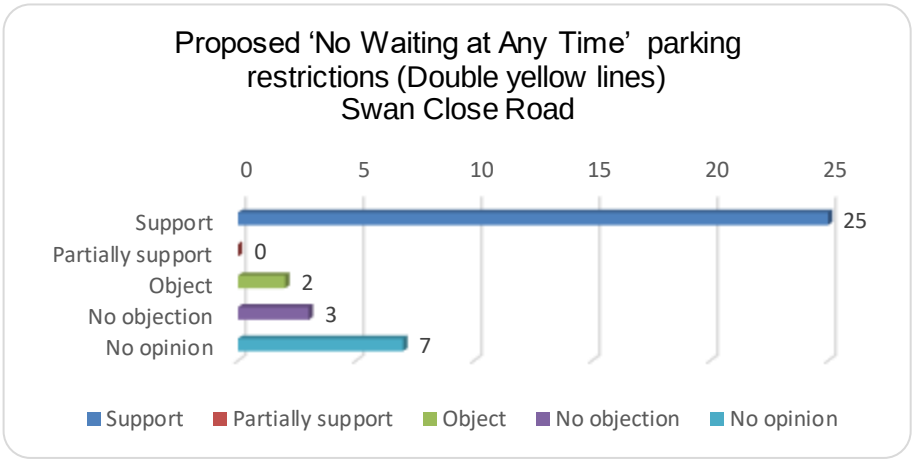
P:\2. Network Management\Parking Control\SCHEMES & MAINTENANCE\2. District Areas\2. Cherwell\1. Live Projects\Banbury - Various\CAD files\Hightown Road JW edit.dwg

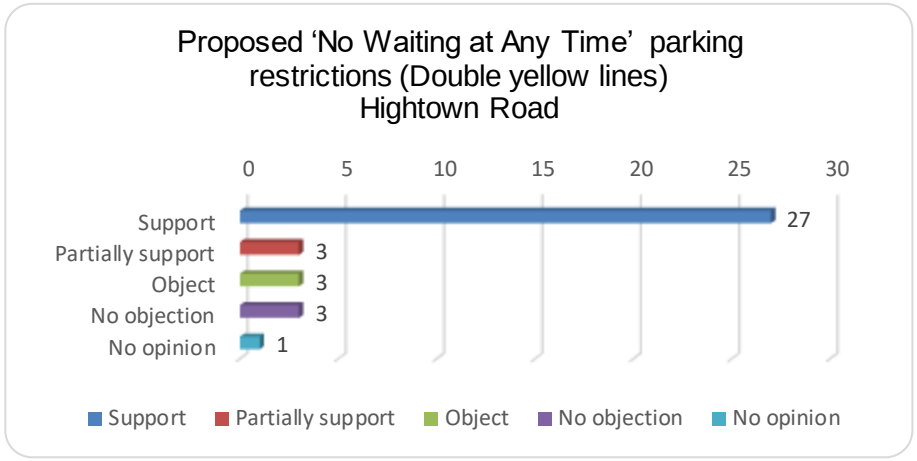

Proposed 'Residents permit holders parking only'
(Monday-Saturday, 8am to 6pm)'
Lambs Crescent
0
5
10
15
20
Support
Partially support
Object
No objection
No opinion
17
5
3
2
10
Support
Partially support
Object
No objection
No opinion

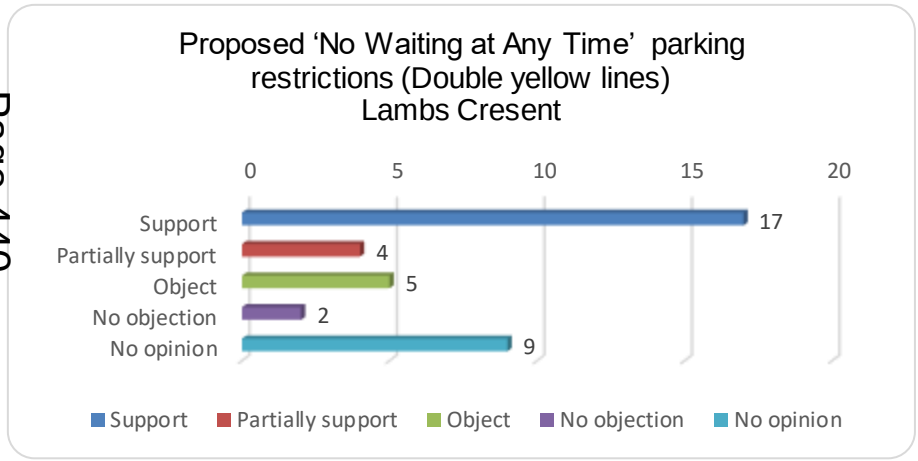

Proposed 'Residents permit holders parking only'
(Monday-Saturday, 8am to 6pm)'
Lime Avenue
0
5
10
15
20
Support
Partially support
Object
No objection
No opinion
19
3
5
2
8
Support
Partially support
Object
No objection
No opinion

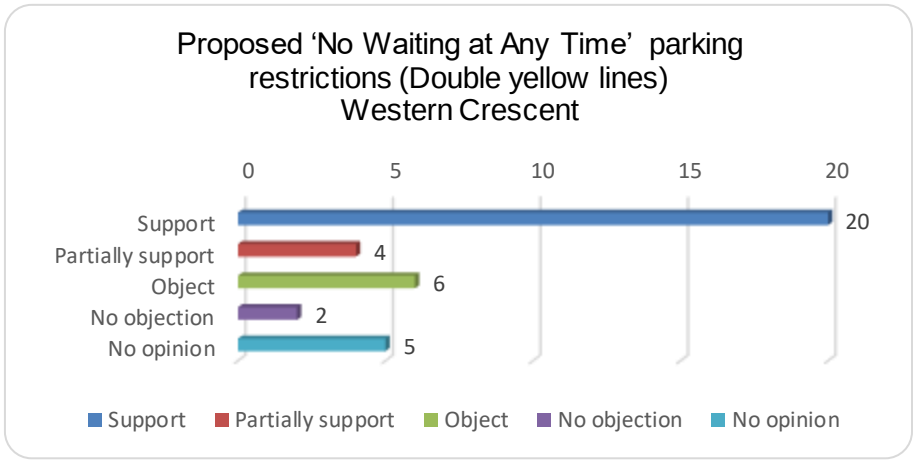

Proposed 'Residents permit holders parking only'
(Monday-Saturday, 8am to 6pm)'
Kilbale Crescent
0
5
10
15
20
Support
Partially support
Object
No objection
No opinion
19
3
3
2
10
Support
Partially support
Object
No objection
No opinion

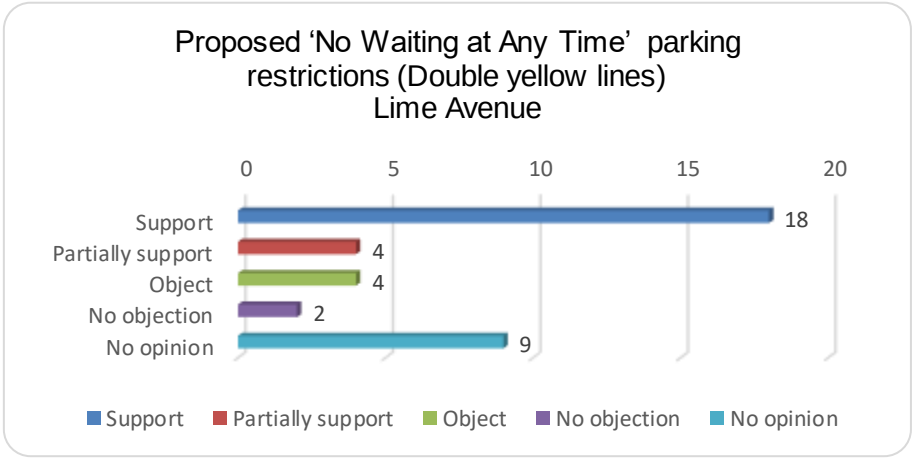

Proposed 'Residents permit holders parking only'
(Monday-Saturday, 8am to 6pm)'
Western Crescent
0
5
10
15
20
Support
Partially support
Object
No objection
No opinion
20
5
6
2
4
Support
Partially support
Object
No objection
No opinion

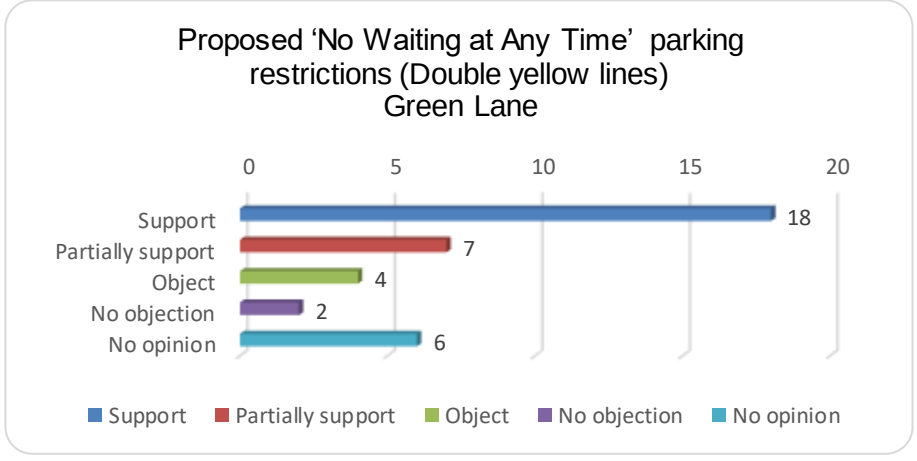

Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Swan Close Road
0
5
10
15
20
25
Support
Partially support
Object
No objection
No opinion
25
0
2
3
7
Support
Partially support
Object
No objection
No opinion


Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Hightown Road
0
5
10
15
20
25
30
Support
Partially support
Object
No objection
No opinion
27
3
3
3
1
Support
Partially support
Object
No objection
No opinion


Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Lambs Cresent
0
5
10
15
20
Support
Partially support
Object
No objection
No opinion
17
4
5
2
9
Support
Partially support
Object
No objection
No opinion


Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Western Crescent
0
5
10
15
20
Support
Partially support
Object
No objection
No opinion
20
4
6
2
5
Support
Partially support
Object
No objection
No opinion


Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Lime Avenue
0
5
10
15
20
Support
Partially support
Object
No objection
No opinion
18
4
4
2
9
Support
Partially support
Object
No objection
No opinion


Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Green Lane
0
5
10
15
20
Support
Partially support
Object
No objection
No opinion
18
7
4
2
6
Support
Partially support
Object
No objection
No opinion

ANNEX 4

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection**
(3) Cherwell District Council, (Development Management Team)	**No objection**
(4) Local resident, (Banbury, Lime Avenue)	Residents permit holders parking only: Lambs Crescent – **Object** Lime Avenue – **Object** Kilbale Crescent – **Object** Western Crescent – **Object** As a resident of over 5 years, parking can be difficult on occasion. But the restrictions are too harsh. I object wholeheartedly. Why should residents have to pay for permits when this is a traffic issue that the Council have allowed to happen. Surely the improvements at the rail station (which have added an extra 20 mins walk a day to my commute) will alleviate pressures from April. As a council you should be looking at other ways for affordable parking so non-residents are not forced to park in this area, and instead have suitable, affordable parking options. The parking in this town is extortionate and it's killed our highstreet. Instead the Council is asking us, the residents, to subsidise this, and to have restrictions on visitors. 25 parking places per six months, (many of whom are visiting their elderly relatives). It's outrageous. This is our home and our street and we don't need to suddenly start paying for the right to park on our street and to charge our visitors too! We anticipated that the Council would introduce this and tried to get a driveway to alleviate parking issues. We finally have one now but it took over a year to be approved fully by the Council. Perhaps make this process easier so residents who want a drive can install one easily.

	Finally, don't approve mass housing developments on the edges of town, and then try and solve the issues it creates afterwards. These new estates have increased traffic flow and are advertised as being close to the train station. Again, affordable parking, safe roads to cycle on and better footpaths will solve this. Apologies for the rant, it's not personal!! No Waiting at Any Time' parking restrictions: Swan Close Road – **Object** Hightown Road – **Object** Lambs Cresent – **Object** Western Crescent – **Object** Lime Avenue – **Object** Green Lane – **Object** As above Any other comments?
(5) Local resident, (Banbury, Lime Avenue)	Residents permit holders parking only: Lambs Crescent – **Object** Lime Avenue – **Object** Kilbale Crescent – **Object** Western Crescent – **Object** I live on Lime Avenue. I understand people park on Hightown Road to go to the train station and sometimes on Lime Avenue and surrounding streets. I understand works are being undertaken to relieve this pressure, at great cost I'm sure. Perhaps you should be providing suitable and affordable parking for these cars (e.g. using Morrisons excess parking) rather than making the lives of residents more difficult and costly? During a cost of living crisis imposing a charge to park outside your own home feels a little out of touch, as do 20 mile per hour limits but I digress. A permit to park on the road I live on with only a restricted number of free tickets for guests feels COVID-like, this should be free and at no cost. I fundamentally disagree with a permit system that costs money for the residents - we should not be punished for people commuting to the train station from the ever expanding suburbs of Banbury (advertised as 50 minutes from London). Please could OCC fix the planning process, it took our MP, the attorney general at the time, to get involved to initiate a complaints process to obtain the necessary dropped kerb permissions that Oxfordshire

	County Council managed to both approve and reject. I urge you to reconsider your proposal, or commit to a legally binding agreement for the permit system to be free forever. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Object** Lambs Cresent – **Object** Western Crescent – **Object** Lime Avenue – **Object** Green Lane – **Object** I refer you to my previous response. As part of the same plan I disagree with double yellow lines being introduced, other than on swan close road (which is only flanked by commercial properties and so no one should be parking there anyway!) Any other comments? In summary, a permit system should be free if imposed. Fundamentally OCC should fix the lack of affordable parking for commuters first. Putting in a cycle lane will not fix this, we are not the city of Oxford.
(6) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **Object** Lime Avenue – **Object** Kilbale Crescent – **Object** Western Crescent – **Object** having owned my house for 30 years and now having to pay to park a car outside. if family or friends come to visit and will then have to pay for more parking permits just for people to visit me No Waiting at Any Time' parking restrictions: Swan Close Road – **Object** Hightown Road – **Support** Lambs Cresent – **Object** Western Crescent – **Object** Lime Avenue – **Object**

	Green Lane – **Object** people have drives on Hightown rd and parking on the road makes it very dangerous and i have witnessed so many near misses due to cars being parked there. Any other comments?
(7) Local resident, (Banbury, Lambs Crescent)	Residents permit holders parking only: Lambs Crescent – **Partially support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** I strongly support the effort to stop those who use Lambs Crescent and surrounding roads for free parking while they go to work/on holiday/shopping i.e. any parking that involves dumping their car here because it's free. The situation in Lambs Crescent is particularly grim given its proximity to the station and town centre. It would be simpler for residents if the restrictions were 11-12 only as that would stop the commuters/holidaymakers/workers etc. and would not be such a burden to administer. It would also allow family and friends to visit more easily. It could always be increased to the full-scale restriction as proposed if that proves to be necessary. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Object** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Partially support** The proposal to double-yellow line the north side of Lambs Crescent (outside nos1-6 + 12 Hightown Rd) is excessive and unnecessary. This was evidenced during recent covid periods when all the freeloaders and nuisance parkers were not using the road. When the area is just used by residents there is ample space for us + any emergency vehicles, also sadly evidenced during covid lockdowns.

	Lime, Kilbale and Western Crescent has adequate parking provision for residents and most in these roads also have off-street parking. Only two properties in Lambs Crescent have off-street parking for one vehicle each and many dwellings are two-vehicle households. I also think it essential to protect the verges (i.e. make it impossible to park a car on them, partially or in full) along Hightown Road as these will be increasingly used as parking spaces and increase risks to pedestrians. This is already happening, particularly as OCC has - for inexplicable reasons - chosen not to replace trees that have been illegally felled or uprooted and taken out by out-of-control cars. The area in front of no 36 is a particularly grim example and they have added load after load of woodchips yet it is still deeply rutted mud and spreading well beyond the area directly outside the property. Even after letters from OCC last year asking for information about illegal tree felling nothing has happened. Keeping the verdant character of the area is critical also from a climate perspective and to keep temperatures down for pedestrians etc during the summer along with a long list of well known benefits (air purification, CO2, wildlife habitat, biodiversity etc etc etc). The trees are deciduous so that any sunshine is maximised during winter months. Increasing numbers of Hightown Road residents also choose to park on the verges or just drive over them to park on front gardens laid to gravel but without applying for planning permission to form an access. It is imperative that OCC re-instate trees as soon as possible to offer some protection of the verges from full-scale conversion to either parking spaces or wide accesses. without the trees there protections against such development is difficult. There will also be increased noise and air pollution given the new arrangements to funnel more and heavier vehicles down Hightown Rd to access Tramway and the bus/railway station. Any other comments? The verdant character of the area must be protected and the deep verges with trees protected and replanted where necessary. Increasingly important as there will be increased traffic and heavy traffic (e.g. buses) following the new arrangements at Tramway and the railway/bus station with resulting increase in noise, air pollution etc etc
(8) Local resident, (Banbury, Lambs Crescent)	Residents permit holders parking only: Lambs Crescent – **Partially support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support**

	As a long time (almost 30 years) resident of Lambs Crescent, I am partially supporting the proposals, with overall general support for the introduction of the very welcome but extremely long overdue help and protection for local residents, cyclists, pedestrians and other road users. For many, many years, local people have been exposed to daily risk and lived with major inconvenience due to the dangerous, often illegal and very inconsiderate behaviour of hundreds and probably thousands of drivers, using local residential roads and a key through route as a no-cost (to them) solution for short, mid and long-term parking. The costs paid by local residents have not only been to their quality of life but have also been financial ones, with many incidents of damage to residents' cars caused by drivers parking and driving through Lambs Crescent, with those repair costs ending up being borne entirely by the resident, as the itinerant drivers leave the scene of the collision. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Partially support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** The introduction of 'No Waiting at Any Time' parking restrictions (double yellow lines) as proposed will finally introduce both long awaited and essential protection for local people and other road users and provide safer and effective traffic flow to what are very busy and therefore potentially dangerous areas of town. This protection has been needed for years; pedestrians, cyclists and other drivers have been at genuine risk every day for years and years, particularly on Hightown Road, where a number of collisions have happened fairly regularly in recent months and throughout previous years. I personally witness near misses and dangerous situations for pedestrians and other road users every single day. However, I do object to the proposal to introduce such waiting restrictions (double yellow lines) on the north side of Lambs Crescent adjacent to nos. 1-6. This particular proposal is not necessary and indeed will reduce by more than 50% the current available space available for genuine parking i.e. residents and visitors. The introduction of these proposed waiting restrictions would leave space only for about 7 vehicles in this part of Lambs Crescent, where there are 17 properties. It is likely to set neighbour against neighbour as they fight for space.

	I do not understand what this proposal is aimed at achieving. It will not ensure that no vehicles ever park on that north side of the road, as for example Blue Badge holders will be permitted to park there for up to 3 hours at a time. This element of the scheme's design is also unfairly disadvantageous to Lambs Crescent residents. In no other parts of the scheme area is proposed the introduction of additional waiting restrictions in this way i.e. on both sides of the street. The proposed waiting restrictions on the north side of Lambs Crescent do not offer their residents the same level of benefit as residents in other parts of the scheme and for the first time could force them to consider parking in other nearby streets within the scheme area which, to my knowledge, has been an extremely rare if not unseen occurrence up until now. I accept that the scheme does not guarantee a space directly outside a property. However, I would hope that the design of any new proposed scheme would offer as much space as possible near residents' own properties. This particular proposal risks encouraging or forcing neighbours and nearby residents with HT scheme permits, who have all been suffering the same high level of inconvenience and exposure to danger over many, many years, to have to park in other areas of the scheme. In this case that is potentially well away from their own properties, with the need to physically walk across a key main road. Thus the proposal will not only deny Lambs Crescent residents the same advantages as residents in other areas of the scheme, and so also deny them any respite from the years of problems, but in fact will also create new problems of access and safety for the very residents the scheme is supposed to be helping. It has never been the residents of Lambs Crescent (who have managed to exist perfectly safely and peacefully together for over 30 years while parking on both sides of the Crescent) who have created danger, nuisance and inconvenience to pedestrians, cyclists, their neighbours etc. on a daily basis. It has been the unacceptable level of other motorists using the Crescent for daily and long-term parking in dangerous, illegal and inconsiderate ways. Please therefore do not further negatively impact the lives of Lambs Crescent residents, many of whom are young, elderly or vulnerable in other ways, by even further reducing their ability to access their properties safely and regularly, which would be the effect if the waiting restrictions were introduced as proposed. Any other comments? It is comforting to read that "The Council continues to consider the provision of suitable and adequate parking and to 1 facilitating the expeditious, convenient, and safe movement of vehicles and other traffic; and in particular 2 to manage the demand between retail and residential parking", but I have seen very, very little, if in fact any at all, sign of enforcement of daily dangerous, inconsiderate or illegal parking locally in the three years since Oxfordshire County Council took over enforcement responsibilities from Thames Valley Police on 1 November 2021.

	What assurances can be provided that proper, regular enforcement will happen once these numerous, mostly very welcome and necessary proposals have been implemented?
(9) Local resident, (Banbury, Hightown Road)	Residents permit holders parking only: Lambs Crescent – **Partially support** Lime Avenue – **Partially support** Kilbale Crescent – **Partially support** Western Crescent – **Partially support** I live on Hightown Road. I fully support the yellow line proposals for Hightown Road but realise that these would put pressure on Western Cres, Lime Ave & Kilbale Cres if appropriate restrictions were nor introduced in those streets too. However, the maximum of two permits per household might disadvantage multigenerational households with more than two drivers. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** The current 'free for all' parking on Hightown Road essentially turns it into a single carriageway on weekdays. Vision around the curve is blocked by parked cars which means drivers have to commit to going down on the wrong side of the road without being able to tell if something is already coming up. This leads to a lot of conflict, hooting and reversing uphill. I see and hear this from my window multiple times per day. Any other comments? Strongly supportive of the double yellow line proposals.
(10) Local resident, (Banbury, Lime Avenue)	Residents permit holders parking only: Lambs Crescent – **Partially support** Lime Avenue – **Partially support**

	Kilbale Crescent – **Partially support** Western Crescent – **Partially support** My husband and I have been residents of Lime Avenue for 18 years and we support the idea of residents only permit parking but object to having to pay to park in our street. As we are not fortunate enough to have a driveway we feel that we are being penalised. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** My husband and I fully support the introduction of double yellow lines as we have seen and also been involved in numerous near missed due to the extremely dangerous parking on these roads, especially Hightown Road. To be honest it's a miracle there has not been any serious accidents. Any other comments?
(11) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **Partially support** Lime Avenue – **Partially support** Kilbale Crescent – **Partially support** Western Crescent – **Partially support** The support is only partial as a) the costs of residents permits is too high b)there is nothing in the proposals to give confidence that any residents only restriction will be effectively enforced c)limits (and costs) on visitor permits are restrictive - would anticipate more than the currently proposed number of visitors per year d)it is not clear whther the permitted number of visitors is per resident or per property. If the latter this is overly restrictive and not supported.

	No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** Parking on Hightown Road and on the junctions with the adjoining roads is currently very dangerous and restrictive to traffic flows (including for emergency vehicles going to the hospital) Any other comments? I would re-iterate that for me the proposals would receive a more positive response if there were assurances regarding enforcement. Otherwise they would become potentially meaningless. It is also not clear from the proposals whether there would be a cost associated with contractor permits and/or whether these have to be applied for on every occasion (increasing administrative effort and cost). If so these will inevitably be passed on to residents if/when contractors are required thus increasing costs of such work for us. (it may even mean that we get contractors who are reluctant to come and work for us). This is unacceptable. It would be preferable that contractors are able to apply for an annual blanket permit for all restricted parking areas to reduce cost and overall administration and hassle.
(12) Local resident, (Banbury, Hightown Road)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** Because the area is used as a car park for the station and hospitals No Waiting at Any Time' parking restrictions:

	Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **No opinion** Western Crescent – **No opinion** Lime Avenue – **No opinion** Green Lane – **No opinion** Live on hightown road Any other comments? Required
(13) Local resident, (Banbury, Lambs Crescent)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** I live in Lambs Crescent and have difficulty sometimes to find a parking space. Rail Commuters regularly park in Lambs Crescent and neighbouring crescents/Avenues which in turn reduces available parking spaces for residents. The parking is limited in this area and Lambs Crescent is so narrow that it is occasionally difficult to park in a space. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Object** Lambs Cresent – **Object** Western Crescent – **Object** Lime Avenue – **Object** Green Lane – **Object** What would the parking options be for residents if these roads had parking restrictions placed on them? Any other comments?

(14) Local Cllr (Banbury, Gatteridge)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** Sensible plan, lack residential parking is a genuine issue in this area which has been raised with me repeatedly No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Partially support** Lambs Cresent – **Partially support** Western Crescent – **Partially support** Lime Avenue – **Partially support** Green Lane – **Partially support** Broadly support double yellows on side roads, although single yellow would also seem appropriate in most of these Any other comments?
(15) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** Non resident use of parking disabling residents from being able to park in the street No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Partially support** Western Crescent – **Partially support**

	Lime Avenue – **Partially support** Green Lane – **Partially support** High Town road has become a potential death trap with the current parking situation. This is an accident waiting to happen. In regard to choice for the partial would be for one side of the road to become double yellow and prevent cars parking part way on the curb/footpath thus blocking pathway/footpath of pushchairs and those not as ambulant, not forgetting the access and egress for Emergency Vehicles. Any other comments? Parking in the street has become ridiculous and created many hazards for all users, in all the streets within this survey. The sooner this can be put into action the better for all. Maybe a Camera for High town road and Swan close as although 20 mph signs have gone up these have been vandalised and drivers are void of the 20 restrictions. a speed camera or the local mobile camera van would realign drivers focus on safety and not speed.
(16) Local resident, (Banbury, Green lane)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** As a resident of Green lane, , I feel restrictions should apply there too, as people will just use this toad instead- we already have a problem with people using it to park in when using Horton hospital/ train station. No Waiting at Any Time' parking restrictions: Swan Close Road – **No objection** Hightown Road – **Support** Lambs Cresent – **Partially support** Western Crescent – **Partially support** Lime Avenue – **Partially support** Green Lane – **Support** Green lane resident and the parking on Hightown road has made it dangerous when trying to come out of Green lane

	Any other comments?
(17) Local resident, (Banbury, Green Lane)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** All these roads are heavily affected by people working at or visiting the hospital as well as people commuting from Banbury station. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Partially support** As a resident of Green Lane, I fully support the introduction of double yellow lines at the top end of Green Lane. My concern however is that this will just encourage people to park at the bottom end which will cause problems for parking for residents of the street, as many of them do not have the options of parking on a driveway. Any other comments? I fully welcome the introduction of double yellow lines particularly along Hightown Road as this is a major hazard - it is impossible to see round the cars which currently park there in order to drive down the hill towards Morrisons. This is an accident waiting to happen.
(18) Local resident, (Banbury, Green lane)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support**

	Western Crescent – **Support** Because it's chaos without them No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** Same as previous answer ..chaos without them! However....I think the double yellows for green lane need to be extended to the whole street ! As they will just park at the bottom end as people park in this street to go to the hospital or the train station Any other comments? Just double yellow all of greenlane ! There's noway at times you would get a fire engine down the street ! There's just cars everywhere! I've lived here for 7 years and not once have I driven into greenlane and actually used the correct side of the road ! I just know if you only double yellow the top corner as proposed they will all park at the bottom end causing even more grief
(19) Local resident, (Banbury, Green Lane)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** There hqave been many incidents due to people using this area to park. They use it instead of paying to park at the train station or in town. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support**

	Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** Cars park on corners and anywhere in the area . They are dangerous and an obstruction. Selfish people are not bothered if they obstruct residents area. Any other comments? Green Land and Hightown Rd are particularly dangerous areas as people just park their cars and go shopping. These people are inconsiderate and selfish
(20) Local resident, (Banbury, Green Lane)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** Many people use this area as a free car park. They are inconsiderate and park in hazardous places. It causes problems with traffic and also to the local residents. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** Green Lane is very dangerous. You can not see around the bend because cars are parked all down that road. It is dangerous and a hazard. Any other comments?

	Cars parked all down the road in Green Lane. It is a dangerous road, and local residents have nowhere to park near their properties.
(21) Local resident, (Banbury, Green Lane)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** People park cars all along the roads mentioned and Green Lane. They are a danger and hazard and all owned by people who go into town, the train station or hospital. All these places have car parks but they seem to think they can obstruct the roads. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** People park in hazardous places including on bends and hill. They are a total hazrad and not residents. They should use the car parks not obstruct the road. Any other comments? The roads mentioned are a hazard when cars are parked there. I have witnessed many incidents due to inconsiderate and selfish drivers who use the roads as a free car park. Yellow lines should be all along the roads mentioned.
(22) Local resident, (Banbury, Green Lane)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support**

	Cars park along the roads including Hightown Rd and Green Lane and are a complete danger! They park there instead of paying to park. Sometimes not leaving enough room for an emergency vehicle to get through. They are selfish and use it to go into town or the train station. Residents should be able to park too without the road being blocked with cars No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** Green Lane is used by people as a free car park. It is dangerous as cars can not see what is coming up /down the road when turning in. People leave their cars there all day and go into town, not having to pay. Its is inconsiderste, dangerous and selfish Any other comments? Green Lane is a dangerous rd as people double park and use it as a free car park. It should be residents only.
(23) Local resident, (Banbury, Green Lane)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** Vehicles parked are a hazard. Also Hightown Road and Green Lane should be permit holders only, as people use that as a free car park No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support**

	Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** People use Green Lane and surrounding area as a free car park. They are a hazard and dangerous. I have witnessed many incidents due to parked cars. Any other comments? People think they can park anywhere in the area. They park in dangerous places and obstruct the traffic. It is a total hazrad.
(24) Local resident, (Banbury, Green lane)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** All theses roads and Green Lane are so congested with cars being parked by people using the train station or town. They are parked on corners and all down the roads causing a hazard. It is not fair for the local residents who struggle to park No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** People park their cars causing a total hazard and danger. People "dump" their cars in dangerous places and obstruct the view. It is dangerous as you can not see when coming out of or turning into Green Lane Any other comments?

	Green Lane should definatelly have yellow lines all along it as people park their car anywhere in that street. The local residents have nowhere to parK It is NOT a free car park
(25) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** People are parking on western crescent when going to the train station making it impossible for family/guests to park on the street. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** People are parking on western crescent when going to the train station making it impossible for family/guests to park on the street. Any other comments?
(26) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** I live on Western Crescent and non residents do use the road for parking

	No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** Any other comments? Could sort out designated parking and turning at end of Western Crescent as this gets busy leaving little room to turn.
(27) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** Local resident at western crescent who doesn't have any parking space due to the railway commuters parking in our street. Frustrated No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** Its very dangerous to see cars parked anywhere and everywhere disturbing traffic Any other comments? Please give us resident parking for western crescent.

(28) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **Support** Lime Avenue – **Support** Kilbale Crescent – **Support** Western Crescent – **Support** To make parking easier for residents and to stop non residents from parking here and then going off for the day. No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** It is getting quite dangerous on Hightown road with cars being parked there Any other comments?
(29) Local resident, (Banbury, Hightown)	Residents permit holders parking only: Lambs Crescent – **No objection** Lime Avenue – **No objection** Kilbale Crescent – **No objection** Western Crescent – **No objection** I live on Hightown Road No Waiting at Any Time' parking restrictions: Swan Close Road – **No objection** Hightown Road – **No objection** Lambs Cresent – **No objection** Western Crescent – **No objection**

	Lime Avenue – **No objection** Green Lane – **No objection** I live on Hightown Road Any other comments?
(30) Local resident, (Banbury, Hightown Road)	Residents permit holders parking only: Lambs Crescent – **No objection** Lime Avenue – **No objection** Kilbale Crescent – **No objection** Western Crescent – **No objection** As a resident of Hightown Road I support the restrictions, however the issue is visitors from the hospital and there isn't an issue on the weekends so I think it should apply mon-fri and not Saturdays so residents can have guests visit and park near their houses on weekends. No Waiting at Any Time' parking restrictions: Swan Close Road – **No opinion** Hightown Road – **Partially support** Lambs Cresent – **No opinion** Western Crescent – **No opinion** Lime Avenue – **No opinion** Green Lane – **Partially support** As a resident of Hightown Road I support the restrictions, however the issue is visitors from the hospital and there isn't an issue on the weekends so I think it should apply mon-fri and not Saturdays so residents can have guests visit and park near their houses on weekends. Any other comments?
(31) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **No opinion**

	Lime Avenue – **No opinion** Kilbale Crescent – **No opinion** Western Crescent – **Partially support** I have no opinion except for that of Western Crescent - of which I am a resident. I only partially agree, however, as while parking on the street is currently a nightmare for local residents - fighting for parking spaces from people using the road to park for work and leisure - the fact that the proposal also includes charging residents £76 a year, is insulting. No Waiting at Any Time' parking restrictions: Swan Close Road – **No objection** Hightown Road – **No objection** Lambs Cresent – **No objection** Western Crescent – **No objection** Lime Avenue – **No objection** Green Lane – **No objection** No objection to this aspect of the proposal. Any other comments? I'm glad to see that the parking situation is finally being considered in the area, however I am displeased by the apparent need to punish existing residents that either can't afford or don't have the space for a driveway. The cost should either be greatly reduced, or ideally, residents should be given permits at no cost.
(32) Local resident, (Banbury, Green Lane)	Residents permit holders parking only: Lambs Crescent – **No opinion** Lime Avenue – **No opinion** Kilbale Crescent – **No opinion** Western Crescent – **No opinion** Green Lane resident.....very happy with proposals for double yellow lines down Hightown Rd and around the corner into Green Lane. Recent dangerous and inconsiderate parking at this junction has made entry and exits on weekdays very difficult.

	No Waiting at Any Time' parking restrictions: Swan Close Road – **No opinion** Hightown Road – **Support** Lambs Cresent – **No opinion** Western Crescent – **No opinion** Lime Avenue – **No opinion** Green Lane – **Support** See previous page about dangerous parking at Hightown Rd and Green Lane junction. Any other comments? No further comments. I hope this work goes ahead a.s.a.p.
(33) Local resident, (Banbury, Hightown Road)	Residents permit holders parking only: Lambs Crescent – **No opinion** Lime Avenue – **No opinion** Kilbale Crescent – **No opinion** Western Crescent – **No opinion** I live on Hightown Road opposite Lime Avenue and fully support the suggestions as parking is horrendous and a safety issue. No Waiting at Any Time' parking restrictions: Swan Close Road – **No opinion** Hightown Road – **Support** Lambs Cresent – **No opinion** Western Crescent – **No opinion** Lime Avenue – **No opinion** Green Lane – **No opinion** I live on Hightown Road and fully support the double yellow lines proposal. Any other comments?

(34) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **No opinion** Lime Avenue – **No opinion** Kilbale Crescent – **No opinion** Western Crescent – **Support** too many cars parked on the road and most of the drivers don't have car park in front of their houses and some people just leave the car on the road in the morning and come back in the late evening .if you need to leave your car on the road for couple of minutes there is no space at all.other people hold 4-5 cars and don't have enough space into their front yard No Waiting at Any Time' parking restrictions: Swan Close Road – **No opinion** Hightown Road – **Support** Lambs Cresent – **No opinion** Western Crescent – **Support** Lime Avenue – **No opinion** Green Lane – **No opinion** always busy on the selected road street above and you can't find any space for the car most of the time what will require a double yellow line Any other comments? I would like for the western crescent street implemented double yellow lines immediately
(35) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **No opinion** Lime Avenue – **Object** Kilbale Crescent – **No opinion** Western Crescent – **Object** We have lived on Western Crescent for nearly 28 years. There has been more daytime parking since Oxfordshire County Council opened the Social Services hub at Samuelson House on Tramway without providing sufficient parking

	(a huge lack of foresight as Social Workers need to have a car for their work and therby need accesssible parking). Despite this I have never not been able to park on Western Crescent - never! The main difficulty is parking on a Sunday evening which would not be covered by the introduction of residents parking. I believe that the restrictions would reduce the value and saleability of our houses - I wouldn't have bought the house if there had been parking restrictions. Also, I hugely object to paying for parking in our own road when we have never been unable to park on Western Crescent. When the Railway Station has improved parking on the south side after the current work on Tramway (completion scheduled to be April2025) some of the parking problems in the area will be alleviated. Any proposals should wait until after the work has been completed and resultant changes in behaviour observed. I agree with the double yellow lines on Hightown Road as the safety of the area has declined thanks to the increasing parking there. Why not introduce double yellow lines but convert the grassed areas into parking? No Waiting at Any Time' parking restrictions: Swan Close Road – **No opinion** Hightown Road – **Partially support** Lambs Cresent – **No opinion** Western Crescent – **Object** Lime Avenue – **No opinion** Green Lane – **No opinion** I agree with the double yellow lines on Hightown Road as the safety of the area has declined thanks to the increasing parking there. A particular problem with the hospital on the road) This may improve once the south Railway Station Parking has improved. Why not introduce double yellow lines but convert the grassed areas into time restricted parking? (The type that incorporates grass and webbing/concrete squares) I believe the no waiting at any time on Western Crescent and the other roads should just be restricted to the corner where the current white lines are. Any other comments? I really hope these propsals are reconsidered.

	If introduced, how will they be policed?
(36) Local resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **No opinion** Lime Avenue – **No opinion** Kilbale Crescent – **No opinion** Western Crescent – **Object** I object to this because I have no problem parking on my road. I don't have visitors often but when I do, I think they should be able to come and go with ease. No Waiting at Any Time' parking restrictions: Swan Close Road – **No opinion** Hightown Road – **No objection** Lambs Cresent – **No opinion** Western Crescent – **Object** Lime Avenue – **No opinion** Green Lane – **No opinion** If double yellow lines were added, there would be nowhere to park. Any other comments? None
(37) Local resident, (Banbury, Green Lane)	Residents permit holders parking only: Lambs Crescent – **No opinion** Lime Avenue – **No opinion** Kilbale Crescent – **No opinion** Western Crescent – **No opinion** These do not affect me

	No Waiting at Any Time' parking restrictions: Swan Close Road – **No opinion** Hightown Road – **Support** Lambs Cresent – **No opinion** Western Crescent – **No opinion** Lime Avenue – **No opinion** Green Lane – **Partially support** The parking in green lane is already extreme including non residents parking over drop kerbs. Why can this road not be resident permit aswell? Any other comments? The parking in Green Lane is extreme including non residents parking over drop kerbs. Why can this not be resident permit. I feel with other roads being permit. The parking in Green Lane will only get worse
(38) Family carer for resident, (Banbury, Western Crescent)	Residents permit holders parking only: Lambs Crescent – **No opinion** Lime Avenue – **No opinion** Kilbale Crescent – **No opinion** Western Crescent – **Partially support** As parking spaces are limited, it needs to be restricted so that residents and family carers can park No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **No opinion** Lambs Cresent – **No opinion** Western Crescent – **Support** Lime Avenue – **No opinion** Green Lane – **No opinion** This area needs to be kept clear at all times for everyone's safety and emergency services Any other comments?

	As a family who care for our mother who lives alone and is 98 years old, we really need to be able to park in Western Crescent.
(39) Local resident, (Banbury, Green lane)	Residents permit holders parking only: Lambs Crescent – **No opinion** Lime Avenue – **No opinion** Kilbale Crescent – **No opinion** Western Crescent – **No opinion** My proposal is All Green Lane in dublle yelow line beacos People will be parking our street on the end. Is very dangerous to drive in Green lane now so many cars parking for free the don't mind because this People don't live in our street.Is dangerous now I'm resident and evry day drive is not safe because is so many cars Thank you No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Support** Lime Avenue – **Support** Green Lane – **Support** Dublle yelow all Green lane will be safe to residents Any other comments? I strong believe dublle yelow line make my street save again
(40) Local resident, (Banbury, Lime Avenue)	Residents permit holders parking only: Lambs Crescent – **No opinion** Lime Avenue – **Object** Kilbale Crescent – **No opinion** Western Crescent – **Object**

	A different proposal was put forward in 2019/20 I believe, whereby parking would not be permitted during a couple of hours during the day. This meant short term parking would be allowed but would prevent the roads becoming a free commuter car park. This seemed much more sensible. I am not opposed to resident permits but £76 seems extortionate (to be honest, I don't think they should cost anything especially during the early years of the scheme where it should be seen as a trial but definitely not that steep). I think the cost during a cost of living crisis is insensitive; it hasn't been required to date so it is not essential timing to introduce it now. The concept of visitor permits is ludicrous and will directly result in social isolation. If we were on a good public transport route (i.e. like a city centre) it would be appropriate but the fact of the matter is we are not. I would always take a train or bus or walk where possible but that is not reality. People cannot do a school run, go to the shop and still visit a house all by foot and logistically fit that into their day (not even including the logistics of a working day). An elderly person or person living alone should not be penalised and unable to have visitors because of a maximum of 50 permits per year. A personal example, my parents and in-laws collect my children from school and nursery once a week every week each. This in itself exceeds the maximum permits allowed in a year. If friends then come to visit this is impossible; it is a world in which our entire social network does not live within a couple of miles of our house now. If there was a recommended nearby paid for parking option I would be fine with this but when I asked there was no direct answer - presumably because there is no paid for parking option nearby. Recommending other streets without restrictions is just pushing the problem elsewhere. These restrictions encourage social isolation. During maternity leave I would have been mentally unable to cope without the support of my network and it's an unavoidable fact that walking and public transport is not always an option. Likewise, there are no cafes etc this side of town to meet up in instead of peoples houses. The scratch cards may last 24 hours but someone may just need to pop in for 20 minutes to drop off medicine, food, watch a child etc. Most visitors are parked for a couple of hours not an entire day. We walk to work and therefore our car is left on our drive. It'd be more sensible for us going forward to drive to work so our visitors can park on our drive. This is negative in terms of emissions, public health, individual fitness and mental health and congestion. The double yellow lines on Hightown Road are a fantastic idea and will save lives and prevent accidents for cars, cyclists and pedestrians.

	No Waiting at Any Time' parking restrictions: Swan Close Road – **Support** Hightown Road – **Support** Lambs Cresent – **Support** Western Crescent – **Partially support** Lime Avenue – **Partially support** Green Lane – **Partially support** Double yellow lines will definitely save lives and prevent accidents. Further enforcement is needed or made clear that people can't park on the verges as this blocks driver view really badly Any other comments? In future, letters to residents should be sent first before public notices on lampposts if wanting to keep people on side
(41) Local resident, (unknown)	**Concerns** – These measures will be a great help for our residents and also for our bin men, ambulances and other emergency services. I do however have serious reservations about your allowing out of hours opportunity for non-permit holders. This could easily revert to our usual problems of overstay, blockage, and limited sightlines caused by illegal junction parking, usually by drivers desperate to meet hurried deadlines, often before 8am. Also indiscriminate untidy parking and abandonment. How can non-permit holders be policed so that everyone has the safe road we should expect from new measures?
(42) Local resident, (Banbury, Hightown Road)	**Concerns** – My wife and I have a drive which is shared with our next door neighbour. My wife parks her car on the drive while I normally park in Lambs Crescent when free (there have been many times I've had to park in Morrisons car park due to no spaces available). I've seen by the letter I received yesterday (Reference : CM/12.6.120/P0281) that I would not be eligible for a parking permit !? Where will I be able to park my car in the future if the plans are accepted ??? Why am I not eligible for a permit seeing as I live 20 yards away for Lambs Crescent ??? Have you not visited the area and looked at maps to check with local residents ???

(43) Local resident, (Banbury, Lambs Crescent)	**Concerns** – It seems like a relatively logical proposal at first sight. I think that the end of the Crescent facing Tramway Road has been used as parking for station users for some time, which is not ideal. However, for this scheme to work, it needs to be simple for residents to use. Previously I lived in Reading, where there was a protracted process to apply for a resident's parking permit. Carnets of tickets were also issued to residents for visitors to their homes. We all had to be very vigilant about displaying these tickets before the many roaming parking wardens (if that is the right term) could levy a penalty fee for parking wrongly. So, please could you explain how this scheme would work in practice for us as residents. Also, will those families with more than one car be able to register their vehicles for permits? Is the intention to levy charges for resident parking permits or visitor permits, and if so how much will this cost us in terms of time and cash? Perhaps a negotiation could be had with Morrisons about an overflow parking arrangement, whose staff car park runs alongside Lamb's Crescent and is rarely used. (Although its unofficial use as a children's play area is probably a better one.) Additionally, could I raise a question regarding the development of Tramway Road? There is no mention in the recent paperwork sent to residents about any plans for formalised pedestrian crossing from Tramway Road to Lambs Crescent. Motorists have a tendency to drive fast along Swan Close and Hightown Road, and there is something of a blind spot there for pedestrians wishing to cross the main road. Presumably the traffic will increase as the aim of the scheme is to relieve pressure on Bridge Street.
(44) Local resident, (Banbury, Green Lane)	**Concerns** – I live in Green Lane which, apart from double yellow lines at the entrance to the road, has not been included in the permit holder scheme. I'm not sure what the reasons are for this; currently our road is literally a one track lane as people working in the surrounding area (the Foscote and the Horton) park their cars in the road. We also have cars parked whose occupants go to the railway station and Samuelson House. I am concerned that painting double yellow lines at the entrance of our road will force the cars further down the road increasing the problem further on down; especially if they are unable to park in the roads mentioned in the proposal. Please could Green Lane be considered as part of the permit holding scheme.

(45) Local resident, (Banbury, Hightown Road)	**Concerns** – It would seem that the majority of cars parked are those using the train station during work hours. The idea of permit parking would be sensible, but the proposed plans make it clear that my house, being on Hightown Road, doesn't fall into that category. What is the reason for this? My house, along with several others along the street, don't have a drive. Are you suggesting that we will not be able to park outside our house as we don't have a drive? Why isn't an option being considered for permit parking along Hightown Road as well as the roads within the proposal?
(46) Local resident, (Banbury, Lambs Crescent)	**Concerns** – Please see my comments and questions below, regarding the two options you have outlined in your letter. Residents permit holders parking only: Although residents who live in these streets can apply for parking permits, what about when we have guests? Would we now be expected to pay for these? If we have multiple guests at one time, how would this work with the permits? Although this would solve the issue of commuters, I am concerned about the impact on residents and their guests. Would residents be able to apply for a certain number of general permits that they can then use for guests? I know it has been previously suggested by residents to have permit parking between certain hours only (for example between 10am-11am). This has worked in other areas. Is something like this an option? No waiting at any time: Double yellow lines does not seem like a good option in any way. By reducing the number of parking spaces for anyone, will impact residents even more because we will have even less options to park when commuters have parked.
(47) Local resident, (Banbury, Lime Avenue)	**Support** – My wife (who is partially disabled & has a blue badge) & I very much welcome your plans in general, particularly as it will stop the current dangerous situation on Hightown Road, where parked cars sometimes make it quite impossible to see oncoming traffic.

	However, from recent experience of some of our neighbours in Lime Avenue, sometimes cars brining much needed carers will need to be able to park on the double yellow. Can you please include a provision for this ? I should add that we are fortunate that we have an adequate driveway, but not so many of the others.

This page is intentionally left blank

Division(s) affected: *Banbury Grimsbury & Castle*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

BANBURY: COOPER'S GATE – PROPOSED CONTROLLED PARKING ZONE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the introduction of parking controls in Cooper's Gate as follows:

a) **The introduction of permit holder only restrictions, 8am to 6pm, Monday to Saturday on Coopers Gate from its junction with A361 Southam Road for its entire length (excluding areas not part of the public highway) (except where no waiting restrictions apply).**

b) **The removal of existing single yellow line restrictions, Mon-Sat, 9am-5pm to allow permit holders to park within these sections of road.**

c) **To retain the existing single yellow lines, 8am – 6pm on the sections of Coopers Gate, opposite No.128 and No's 75/76.**

Executive Summary

2. In response to complaints from residents about enforcement of their vehicles parking on existing single yellow lines, officers have worked with elected members to undertake a review of the restrictions in the area.

3. In August 2024, an informal consultation was undertaken which asked residents for their opinions on parking in Cooper's Gate and whether they would support a change the restrictions which included the introduction of a permit parking scheme.

4. The feedback from the informal consultation, a majority of 58% of respondents were in support of a change to the current restrictions to allow a permit parking area to be introduced.

5. The proposals which have been developed in response to the feedback from the informal consultation, include the introduction of a Permit Parking Area (PPA) which would be in operation between 8am to 6pm, Monday to Saturday. Residents would be eligible to apply for permits for their vehicles to park in designated areas during this period. Visitor and other permit types are available.

6. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor as the town falls within the Civil Enforcement Area for Cherwell District.

7. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1.**

Sustainability Implications

8. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives.

Financial Implications

9. The parking project for Cooper's Gate is being funded by budgets secured under the Highway Operations Programme, with funding allocated for the introduction of new CPZ's over a three-year programme from 23-24 to 25-26.

Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

11. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

12. No equalities on inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park on double yellow lines and in permit holder areas without restriction.

Formal Consultation

13. For the proposed changes, formal consultation was carried out between 31 October & 22 November 2024. A notice was published in the Banbury Guardian newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Banbury Town Council, Cherwell District Council, the local District Councillors, and the County Councillors representing the Banbury Grimsbury & Castle, and Banbury Hardwick divisions.

14. A letter was sent directly to approximately 200 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.

15. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

16. 15 further responses were received via the online survey during the course of the formal consultation (with 100% identifying as local residents), comprising of: nine objecting, three partially supporting, one in support, and two submitting a non-objection.

17. Additionally, two emails were received directly – with one local resident objecting, and another supporting.

18. Representatives of Thames Valley Police have responded to confirm that they have no objections to the proposals/

19. A representative from Oxford Bus Company to state that they have no objections to the proposals.

20. A representative from the development management team at Cherwell District Council has responded to state they have no objections to the proposals.

21. The County Councillor for Banbury Grimsbury & Castle responded to confirm their support for the recommendations.

22. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) Feedback on perceived need for the scheme

23. In response to the proposals, 4 comments were received which questioned the need for the scheme. The respondents felt the current system worked well and with the presence of enforcement officers, restrictions were generally well observed. The general perception was that the introduction of parking charges for permits was an additional financial pressure on residents which was not needed.

24. In comparison, 4 responses were received which supported the introduction of permit parking scheme. Respondents felt that it would benefit them by allowing a second car to be parked on the road where they didn't have room on their driveways, and it also would allow visitors to park on the road during the day.

b) Feedback raising concerns about the potential impact of the scheme

25. In total, 6 responses were received from residents who had raised concerns that removing the single yellow lines would have an adverse impact on parking and access on the estate. These objections raised issues around obstructive parking around driveways and specific concerns were raised around the section of road been Southam Road and the first T-junction on the estate.

26. A small number of comments received raised concerns about the potential displacement in the private parking areas accessed after the first right turn from Southam Road. Currently the through road and parking is unadopted, but it would be down to the management company to put in measures to protect parking allocated to residents in this area.

27. Other comments received related to the environmental impact and disruption of the works, and that more enforcement of restrictions is required.

Officer response:

28. In general, single yellow line restrictions are used where there is a need to restrict parking are certain times of the day, but where at other times parking on the road can be permitted. Their use can be used in a number of different scenarios including on strategic routes to ensure traffic flow is unobstructed at peak periods, and to deter inappropriate parking in residential areas by non-residents travelling to nearby attractors (e.g. town centres, train stations etc).

29. Where they are used in a residential setting, they can be effective at stopping extraneous parking. However, where a demand for residents to park remains, complaints are often received that residents' vehicles are being fined unfairly and there is nowhere for visitors to park.

30. The proposals are aimed at giving residents (and their visitors) the ability to park near their homes whilst deterring non-residential parking through permit holder only restrictions. It should be noted that currently the roads are

unrestricted after 6pm and on a Sunday on some sections, so the potential for obstructive parking exists, but this hasn't proved to be a problem reported to the council.

31. By reverting the restrictions to become a permit parking area, it would effectively become typical residential estate where there are no designated parking areas and residents themselves determine where is appropriate to park.

32. In response to objections regarding fees for parking permits, the scheme will operate on the same days and times as the existing single yellow line restrictions (where residents are currently not permitted to park). If residents, do not see the benefit to applying for permit for their vehicle, they are not obligated to do so and in essence for them, there is no change to the status quo in terms of parking on the road.

33. 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.

34. The County Council does not have control or responsibility for private roads and the parking thereon. It is for the management agent for these roads and areas to determine the most appropriate form of management for non-permitted parking on their land.

35. There were a number of objections / concerns regarding the removal of the single yellow lines on the section between Southam Road and the first right turn into the private flats and on the bend opposite no 75. The no waiting restrictions operate between 8am – 6pm (7 days a week) and there is some merit in retaining these restrictions as the majority of traffic entering / exiting the estate will pass through these routes.

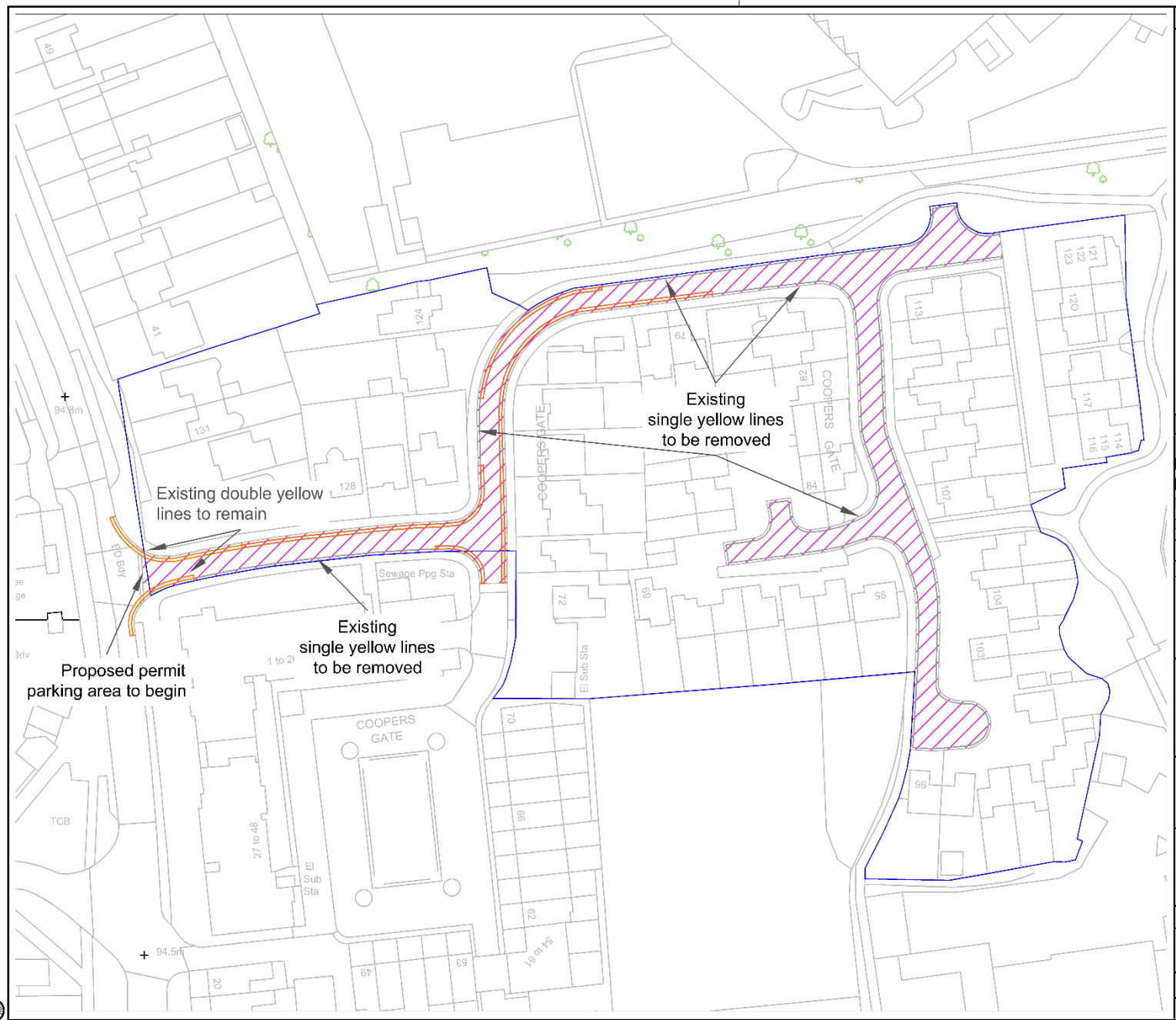
Monitoring & evaluation

36. It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.

Paul Fermer
Director of Environment and Highways **December 2024**

Annexes: Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers: James Whiting (Team Leader – TRO & Schemes)



Drawing No. | Revision 0

KEY

EXISTING NO WAITING AT ANY TIME RESTRICTION (DOUBLE YELLOW LINES) TO REMAIN.

EXISTING NO WAITING 6AM - 6PM AND MON - SAT 9AM - 5PM (SINGLE YELLOW LINES) TO BE REMOVED.

PROPOSED PERMIT PARKING AREA MON - SAT 8AM - 6PM (CG PREFIX)

PROPERTIES ELIGIBLE FOR PERMITS

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
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

© Crown copyright and database rights 2023 OS AC0000810B7

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Paul Fermer
Director of Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel 0845 310 1111

Project title: Coopers Gate Banbury

Drawing title: Proposed Controlled Parking Zone

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:750	EP		
	Date drawn SEP 2024	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. | Revision 0

P:\2. Network Management\Parking Control\SCHEMES & MAINTENANCE\2. District Areas\2. Cherwell\1. Live Projects\Banbury - Various\CAD files\Coopers Gate JW edit.dwg

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection**
(3) Cherwell District Council, (Development Management Team)	**No objection**
(4) Local resident, (Banbury, Coopers Gate)	**Object** – It is not necessary to make any changes to parking restrictions. The parking does not need to be better managed there is no problem with parking ,and there is safe movement of traffic in the area. You have a fiscal responsibility in the use of our money,and in this time there is no need to make unnecessary changes. There our other more important things to spend money on.
(5) Local resident, (Banbury, Coopers Gate)	**Object** – The parking situation in Coopers Gate is fine as it is. No problem with access or dangerous parking. If non residents choose to park on the existing single yellow line area during the restricted hours they run the risk of a ticket but that will not change under the new proposals. I would support the scheme if permits were free of charge (one per household) but charging £76 per annum seems nothing more than a money making excercise for the Council. Don't try to solve a problem that doesn't exist! Any other comments?

(6) Local resident, (Banbury, Coopers Gate)	**Object** – The documents supplied are flawed, there has not been any research done by walking the local area. There are private roads included in this proposal and homes that are not part of the order proposed. I suggest you review your proposal. Any other comments? None
(7) Local resident, (Banbury, Coopers Gate)	**Object** – the proposed charges for residents permits at £76 per year is too high! can we work on £52,i.e £1 per week? Any other comments? these measures will drive all the unauthorised parking into the square for dwelling 1 to 70
(8) Local resident, (Banbury, Coopers Gate)	**Object** – this proposal will push unauthorised parking in coopers gate square dwelling 1 - 70 Any other comments? Permit costs and visitors scratch cards too costly.
(9) Local resident, (Banbury, Coopers Gate)	**Object** – Concerned about the extra cars on narrow roads leading to potential accidents. I've had so many near misses at the end of the Coopers Gate road. I fear that this proposal would make accidents more likely. Any other comments? I think if anyone who came up with this idea lived around here and had to get in and out on a daily basis they would see how bad an idea it is.
(10) Local resident, (Banbury, Coopers Gate)	**Object** – 1 No benefit at all from the proposed disruption, cost, pollution, and additional vehicles encouraged by provision of additional parking. 2 All houses already have adequate provision for off street parking. 3 Permits can only result in more vehicles being kept. 4 Increased risk to children by driver's views being blocked by parked vehicles during the day. 5 Pollution caused by removal of single yellow lines.

	6 Additional double yellow lines needed to ensure access for emergency, refuse, and delivery vehicles along narrow roads. 7 Additional double yellow lines needed to ensure access to driveways to all properties. Any other comments? These proposals are unsuited to the single narrow access roads within Coopers Gate, and are not consistent with reducing traffic and pollution
(11) Local resident, (Banbury, Coopers Gate)	**Object** – Implementing this measure would be a safety hazard to the street as the street isn't wide enough to be used as a car park, with enough space for neighbours to get in/or out of their driveways. I have pictures as to why this will cause a number of blind spots, which will endanger the many children who play outside. It's unnecessary and only intending to take further money from residents of Coopers Gate for a totally unnecessary project. One traffic warden coming through more regularly maintains the issue. There isn't a problem in the street currently but this would create more problems. Any other comments? I have spoken to a number of neighbours who don't all have the ability to email (elderly) who strongly object with this plan. I would like the opportunity to speak against this at the council meeting in December.
(12) Local resident, (Banbury, Coopers Gate)	**Object** – Having lived in Coopers Gate from the beginning we have seen it all. The yellow lines were introduced because fire engines could not get down Coopers Gate to attend to an emergency when a young boy continually climbed onto the roof of his house ,but this could be a fire or other emergency. Also heavy goods vehicles heading for Fine Lady very often come down Coopers Gate by mistake and if cars were parked on the right hand side they would have to mount the pavement which would be totally unacceptable as the pavements are not built for that kind of weight. Additionally the people opposite at number 76 (we live at 125) complain if a car parks opposite that they cannot easily get out of their drive and it will be the same for the residents down to number 73. Please do not let cars park in Coopers Gate, it will cause chaos AGAIN. Any other comments? Please do not let cars park in Coopers Gate it will cause chaos with the emergency services and encourage people who work in surrounding areas to park in Coopers Gate when they see other vehicles parked. We know what we are talking about we have lived here from the time of construction and the present system works well.

(13) Local resident, (Banbury, Cope Road)	**Object** – not sure of the benefit to penalise coopers gates residents by charging them £76.00 per annum pre resident per car. thee doesn't appear to be a parking issue. More time should be spent on the consistent illegal parking in Cope Road, where it is double Yellow lines in its entirety. However the amount of cars parked with someone in them, more often than not blocking Residents driveways whist waiting for their passengers to return from their meeting at the Job Center, Crown Buildings, Southam Rd. Also just off cope road is Arron Grove, it has a no waiting Monday to Saturday 8am to 6pm is frequently contravened. The Occasional Traffic warden pops by on his moped, but it's not often enough to stop long term parking. Then there is the Southam Road Evangelical Church, on the corner of Cope Road and Southam Road every Sunday illegally parked vehicles on the Grass areas turning the verges in to muddy swamps. On top of that there is the consistent illegal driving by drivers coming towards the Three pigeons crossroads traffic lights that decide to use Cope road as a rat run, no problem with that, IF they wait till they can see up Cope Road to ensure it is safe, however most think it is quite alright to over take the stationary cars on the southam road from way back at the Lodge house in the Cemetery where it is impossible for them to see what is coming down Cope road. One day there will be a fatal accident as the speed they travel at is way above the 30mph speed limit and Emergency Vehicles travel down Cope Road at a rate of knots (no issue with that) A simple fix to this would be to put a restriction on the bend as you turn into Cope road so that Priority has to be given to vehicles coming down towards Southam Road. Any other comments? Still have no Idea (other than a tax on local residents) for this requirement
(14) Local resident, (Banbury, Coopers Gate)	**Partially support** – You are proposing to remove the yellow lines of the short part of the road from the entrance of Southam Road. As a resident and a driver of Coopers Gate for 8 years, this would be very dangerous, as it's the busiest part of Coopers Gate, coming in and going out of Coopers Gate. As Southam Road is always busy we have to sit and wait to be let in and out by other drivers on the Southam Road. It is always stationary due to the traffic lights. If cars are allowed to park here then where can we sit and wait to be let out as we would be on the wrong side of the road. Whenever cars are parked there now they, are a nuisance. If the proposals go ahead more cars will park and this could be very dangerous.

	I support the residents in the back part of Coopers Gate, if they require permits and they are happy for cars to park outside their houses, then that's their choice. Please consider double yellow lines or at least leave existing single line to the entrance and exit of Coopers Gate. I think it would be a big mistake to remove the lines and will lead to accidents. Any other comments?
(15) Local resident, (Banbury, Coopers Gate)	**Partially support** – I partially agree with the permit parking. The issue I have, on safety grounds, is from the Southam Road entrance to the first T junction of Coopers Gate which you are proposing to lift restrictions for parking on one side of the road; day and night. These are 2 busy junctions, especially The Southam Road; having parked cars there up to both junctions; Southam Road in particular, where there is stationary traffic we would be on the wrong side of the road to enter the queuing traffic on Southam Road. It would be a very good idea if someone from the County Council Highways could take the time to come and look at this and realise the problem that they could be creating by lifting the existing restrictions, on this entrance and exit of Southam Road. Any other comments?
(16) Local resident, (Banbury, Coopers Gate)	**Partially support** – I am writing to formally oppose the council's proposal to remove the existing single yellow line on the part of Coopers Gate in front of House Numbers 126 to 128. The current parking restriction plays a crucial role in ensuring smooth traffic flow and safe access to driveways for the three houses on this section of Coopers Gate. The road in front of this section of Coopers Gate is quite narrow and all three houses on it have a drive. If cars were allowed to park on one side of the road, it would create significant difficulties for residents attempting to back their cars onto their drives or into their garages. This issue is particularly critical for one resident that has a disabled spouse. This resident must back onto their drive to allow sufficient space for their spouse to safely disembark from the passenger side. This requirement was a key

	consideration when purchasing their property, and removing the yellow line would severely impact their ability to do so. Moreover, the removal of the yellow line could lead to increased congestion and safety hazards, not only for drivers but also for pedestrians, including children who sometimes play in the area and people with disabilities. In light of these concerns, I urge the council to reconsider the proposal and retain the existing single yellow line on this section of Coopers Gate to ensure safety at all times. Thank you for considering our views on this important matter. Any other comments? We are happy to further discuss our partial objection to the proposal as long as our privacy is maintained.
(17) Local resident, (Banbury, Coopers Gate)	**Support** – My wife and I, who live on Coopers Gate, would like to express our view IN FAVOUR of the 'Residents Permit Holder Parking Only' option.
(18) Local resident, (Banbury, Coopers Gate)	**Support** – I support the proposal so that visitors can park without incurring a fine, with the proviso that Coopers Gate isn't jammed up with cars on a daily basis. Any other comments? I would like a drawing of exactly where the bays would be and how many there will be on each section of the road.
(19) Local resident, (Banbury, Coopers Gate)	**No objection** – The parents from the local school block the streets so you can't enter your own home and also I am not able to park outside my own home due to the yellow lines without being given a ticket or having to park elsewhere which is costing me. Permits are the best way forward Any other comments? Not sure why permits were removed in the first place.

(20) Local resident, (Banbury, Coopers Gate)	**No objection** – We have 2 cars and having to pay for parking in the closest car park as only single drive Any other comments? We as residents have been pushing for permits the last 10 years.

This page is intentionally left blank

Division(s) affected: *Rose Hill & Littlemore, Cowley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

OXFORD: LITTLEMORE NORTH CPZ – PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following measures as advertised:

a) **Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders or 2 hours for non-permit holders in Littlemore North,**

b) **'No Waiting at Any Time' restrictions (double yellow lines).**

Executive Summary

1. This report presents the consultation responses to the CPZ proposals for the Iffley area of Oxford as shown in **Annex 1**, as part of the approved programme for introducing CPZs within the city.

2. Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county's Central Oxfordshire Travel Plan (COTP) as well as recently adopted Local Transport and Connectivity Plan (adopted in 2022) and also Oxford City Council's Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives.

3. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Trellint, as Littlemore North falls within the Civil Enforcement Area for Oxford City.

Introduction

4. Controlled Parking Zones (CPZs) are being implemented across Oxford to address numerous local issues, along with helping to support the delivery of

wider transport and planning policies. The proposals aim to do this in three main ways:

- Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
- Development management – to support the City and County Councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
- Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

5. To help deliver the county council's Local Transport Connectivity Plan (adopted July 2022) vision and policies, the county's emerging Central Oxfordshire Travel Plan includes 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area. This includes further CPZs to help with parking management and support outcomes including improved road safety, reducing the impact of private vehicles on congestion and delivering more inclusive and carbon neutral transport.

Sustainability Implications

6. CPZs help facilitate the safe movement of traffic and alleviate parking stress. Removing free on-street parking used by commuters and other non-residents is part of the overall strategy to reduce traffic levels in the City and also help encourage the use of sustainable transport modes. CPZs are also identified as one of several actions in the county's emerging Central Oxfordshire Travel Plan that are required to support wider transport policies within the county council's Local Transport Connectivity Plan (adopted July 2022). CPZ coverage will also play an important role once the Work Place Parking Levy (WPL) is introduced.

Financial Implications

7. Funding to implement CPZs in Oxford is being secured from various sources including the County Council's own Capital Programme, developer contributions and the City Council's Community Infrastructure Levy (CIL). The proposed Littlemore North CPZ has been funded by County Capital Funding.

8. Ongoing revenue implications including administration and enforcement of CPZs, once implemented, are recovered through parking permit charges.

Legal Implications

9. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

10. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

11. A full equality impact assessment has been undertaken and can be viewed in **Annex 2**. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Formal Consultation

12. Formal consultation was carried out between 26 September and 25 October 2024. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillors representing the Rose Hill & Littlemore, and Cowley divisions.

13. A letter was sent directly to approximately 1700 properties in the area, which also included a copy of the formal notice of the proposals, as well as details on permit eligibility and costs. Additionally, street notices were placed on site in and around the immediate vicinity.

14. 372 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

table1. summary of overall opinion of CPZ based on living within or outside the proposed CPZ.

Overall opinion	Live within proposed CPZ	Live within other CPZ	Don't live in CPZ	Overall Total (Percentage)
Support	29	4	2	35 (9%)
Partially support	16	1	2	19 (5%)
Object	259	24	34	317 (85%)
No objection	1	-	-	1

Total	*305*	*29*	*38*	*372*

Table2. summary of overall opinion of CPZ based on living within the proposed CPZ by road.

Road	Support	Partially support	Object	No objection	Total
Addison Drive	1		4		5
Armstrong road			1		1
Bodley Road			24		24
Cardinal Close			3		3
Church Hill Road	7	2	8		17
Coombs Road			1		1
Cowley Road			12		12
Eastern Avenue	4	1	13		18
Fairlie Road			3		3
Goodey Close			1		1
Herschel Crescent	3	3	43		49
Hillsborough Close			2		2
Hillsborough Road			12		12
Kelburne Road	2	1	11		14
Lanham Way			1		1
Lenthall Road			1		1
Littlemore Road	1		10		11
Long Lane	3	1	24		28
Marlborough Close			1		1
Mayfair Road		1	25		26
Mortimer			1		1
Newman Road	2	2	7		11
Oxford Road			1	1	2
Pulker Close			1		1
Rahere Road			2		2
Rose Hill Road			1		1
Sandford Road			1		1
Sheldon Way			3		3
Spring Lane			1		1
The Grate			1		1
Van Diemans Lane		1	12		13
Westbury Crescent	5	3	13		21
Wykeham Crescent	1	1	11		13

n/a			4		4
Total	*29 (9.5%)*	*16 (5%)*	*259 (85%)*	*1 (0.5%)*	*305*

Table3. summary of opinion on 'times of operation' based on living within or outside the proposed CPZ.

Times of operation	**Live within proposed CPZ**	**Live within other CPZ**	**Don't live in CPZ**	**Overall Total (Percentage)**
Just right	23	2	3	28 (8%)
Not restrictive enough	17	2	-	19 (5%)
Too restrictive	226	21	32	279 (75%)
Not sure	10	-	2	12 (3%)
No opinion	29	4	1	34 (9%)
Total	*305*	*29*	*38*	*372*

Table4. summary of opinion of proposed parking restriction amendments.

Proposal	**Support**	**Partially support**	**Object**	**No objection**	**No opinion**	**Total**
New DYLs in Addison Drive	32 (9%)	11 (3%)	251 (68%)	11	67	372
New DYLs in Bodley Road,	30 (8%)	10 (3%)	248 (67%)	11	73	372
New DYLs in Church Hill Road	31 (8%)	13 (4%)	243 (65%)	7	78	372
New DYLs in Eastern Avenue	27 (7%)	9 (2%)	239 (64%)	8	89	372
New DYLs in Kelburne Road	27 (7%)	13 (4%)	245 (66%)	6	81	372
New DYLs in Herschel Crescent	29 (8%)	13 (4%)	256 (69%)	8	66	372
New DYLs in Long Lane	26 (7%)	9 (2%)	255 (69%)	8	74	372
New DYLs in Newman Road	41 (11%)	19 (5%)	236 (63%)	12	64	372
New DYLs in Orchard Way	30 (8%)	10 (3%)	244 (66%)	10	78	372
New DYLs in Rahere Road	31 (8%)	10 (3%)	242 (65%)	11	78	372
New DYLs in Van-Diemans Lane	29 (8%)	9 (2%)	251 (68%)	10	73	372

15. The above tables are based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme.

16. The County Councillor responsible for the Rose Hill & Littlemore division has responded with the following statement;

'There is not enough evident support for the CPZ for Littlemore. In our survey Most residents report that there is no parking displacement issue, and it is not necessarily needed for the community. Cost-of-living situation is a major factor, and it is an unwanted expense. These are the reasons we asked for the consultation not to proceed. We support Littlemore residents' view in not having a CPZ. Given this strength of opinion of residents in the consultation results, I ask that local views to be respected/represented in the decision-making process and for proposed CPZ ***not to go ahead*** *in North Littlemore. In general, I support the proposed double yellow lines for safety and reduction of parking."*

17. Thames Valley Police submitted a non-objection, whilst Oxford Bus Company offered their support stating that the proposals generally seek to support greater use of walking, cycling and public transport use, as well as helping to ensure a safer highway environment.

18. Littlemore Parish Council objected to the proposals, citing a number of factors for doing so, which included: a) the majority of the residents in Littlemore are against it and do not feel it is needed, b) would simply move the problem into the neighbouring Littlemore South/Minchery Farm areas, c) the permits are too expensive & should be for a small nominal fee only, d) the allocation of visitors' permits is unfair & will impact families and the elderly under the age of 70, e) it is not consistent with the rest of the city, because it will be in place 24 hours a day and 7 days a week, they feel it should not apply in the evenings & weekends. They ultimately felt It would be worth exploring alternative options to deter commuter traffic from parking in Littlemore, such as single yellow lines with timed restrictions.

19. Additionally, a further 8 emails were received from local residents. 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, however where comments have been generally for or against the proposals these have been documented, three raised concerns, and five wholly objected to the proposals.

20. The individual responses are included in **Annex 3** and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

a) General feedback to the proposed CPZ:

21. **Opposition to the CPZ**:

Financial Burden: Many residents are concerned about the additional cost of parking permits, especially in a low-income area where people are already struggling with the cost of living.

Lack of Necessity: A significant number of comments argue that there is no existing parking problem in Rose Hill, making the CPZ unnecessary.

Impact on Visitors: Residents worry that the CPZ will complicate visits from family, friends, and service providers, particularly affecting elderly and disabled residents who rely on regular visits.

Perception of a Money-Making Scheme: There is a strong sentiment that the CPZ is primarily a revenue-generating measure for the council rather than a solution to a genuine problem.

Negative Impact on Community and Social Life: Concerns are raised about the CPZ reducing social interactions and community cohesion by making it harder for people to visit.

Displacement of Parking Issues: Some believe that the CPZ will simply move parking problems to adjacent areas rather than solving them.

22. **Support for a CPZ:**

Safety Concerns: Some residents support the CPZ due to safety concerns, particularly on roads like Newman Road, where parking is seen as dangerous.

Non-Resident Parking: There is support for the CPZ to prevent non-residents from taking up parking spaces, which is seen as a problem in some areas.

Traffic Management: A few comments mention that the CPZ could help manage traffic better and reduce congestion.

b) General feedback to the proposed double yellow lines

23. **Support for double yellow lines:**

Safety Improvements: Some residents support the double yellow lines as they believe it will improve safety by preventing cars from parking on corners and obstructing junctions, which can be dangerous for drivers, cyclists, and pedestrians.

Traffic Flow: There is support for DYLs to help manage traffic better, particularly on busy roads like Newman Road, which is seen as dangerous and congested.

24. **Opposition to DYLs:**

No Parking Issues: Many residents argue that there are no significant parking problems in their areas, such as Herschel Crescent, Bodley Road, and Long Lane, and therefore, yellow lines are unnecessary.

Impact on Residents: There are worries about the impact on residents who do not have driveways and rely on-street parking. Concerns are that the proposed double yellow lines could make it harder for them to find parking near their homes.

Environmental Concerns: Some residents believe that implementing double yellow lines will lead to more people paving over their front gardens to create parking spaces, which they feel is bad for the environment.

25. Overall, the majority of comments are against the implementation of the CPZ, highlighting financial concerns, lack of necessity, and potential negative impacts on the community. Those respondents who responded in favour, mainly focused on safety and environmental benefits, but these are outweighed by the opposition.

26. Whilst there is some support for the proposed double yellow lines, the majority are against the introduction of waiting restrictions, with concerns about their necessity, cost, and implications on residents.

Officer Comments

27. The proposals have been developed in discussions with local members as part of wider objectives outlined in the introductory section of this report. This also explains that the proposed CPZ in Littlemore North will help support the wider transport vision and policies in the Oxfordshire Local Transport and Connectivity Plan, with CPZs specifically identified as one of several measures to support these in the emerging Central Oxfordshire Travel Plan. CPZ coverage will also play an important role once the Work Place Parking Levy (WPL) is introduced.

28. A key objective of Controlled Parking Zones (CPZs) in Oxford is to remove free on-street commuter and other non-residential car parking spaces from City streets, thereby helping to reduce traffic levels and increase use of public transport and walking and cycling. CPZs also help limit the number of car parking spaces provided as part of new developments and support employers to better manage car parking at workplaces. The further roll-out of CPZs in Oxford is part of the County Council's transport policy, including the Local Transport and Connectivity Plan, adopted by full council in July 2022. The currently adopted Oxford Local Plan 2036 also supports the introduction of more CPZs in Oxford, to help reduce traffic, improve air quality and support more car-free and reduced car parking in residential and commercial developments.

29. Where CPZs have been implemented they have been extremely successful in removing commuter parking which along with other measures introduced over the years (e.g. new/improved bus services and bus priority and walking and

cycling infrastructure), has meant no overall growth in traffic in Oxford for several years (based on analysis of traffic count data at city centre and ring road cordons). This is despite the city and county's population growing over the same period.

30. For the proposed new permit areas, the standard operating hours and permit zone rules have been applied. These 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.

31. The proposed no waiting at any time restrictions (double yellow lines) are being promoted to ensure access and road safety are maintained at pinch points and junctions where parking would be unsuitable and whilst the majority of responses object to the proposed no waiting at any time restrictions, it is recommended that all sections are approved for implementation.

32. In terms of the concerns raised regarding enforcement, should the proposed CPZ be approved, enforcement would be undertaken by our current provider Trellint, who will work with Officers at the County Council to ensure that adequate coverage of the restrictions would be provided. Where new restrictions are introduced, it's typical that a higher level of enforcement is provided in the initial months of the scheme, both in terms of providing visibility, but also to drive compliance with the restrictions.

33. A separate Oxfordshire County Council consultation on proposed traffic improvements in Westbury Crescent took place at the same time as the proposed CPZ for Littlemore North. Whilst the Westbury Crescent traffic improvement proposals were developed with consideration to the proposals presented in the Littlemore North CPZ consultation, the two schemes are completely separate.

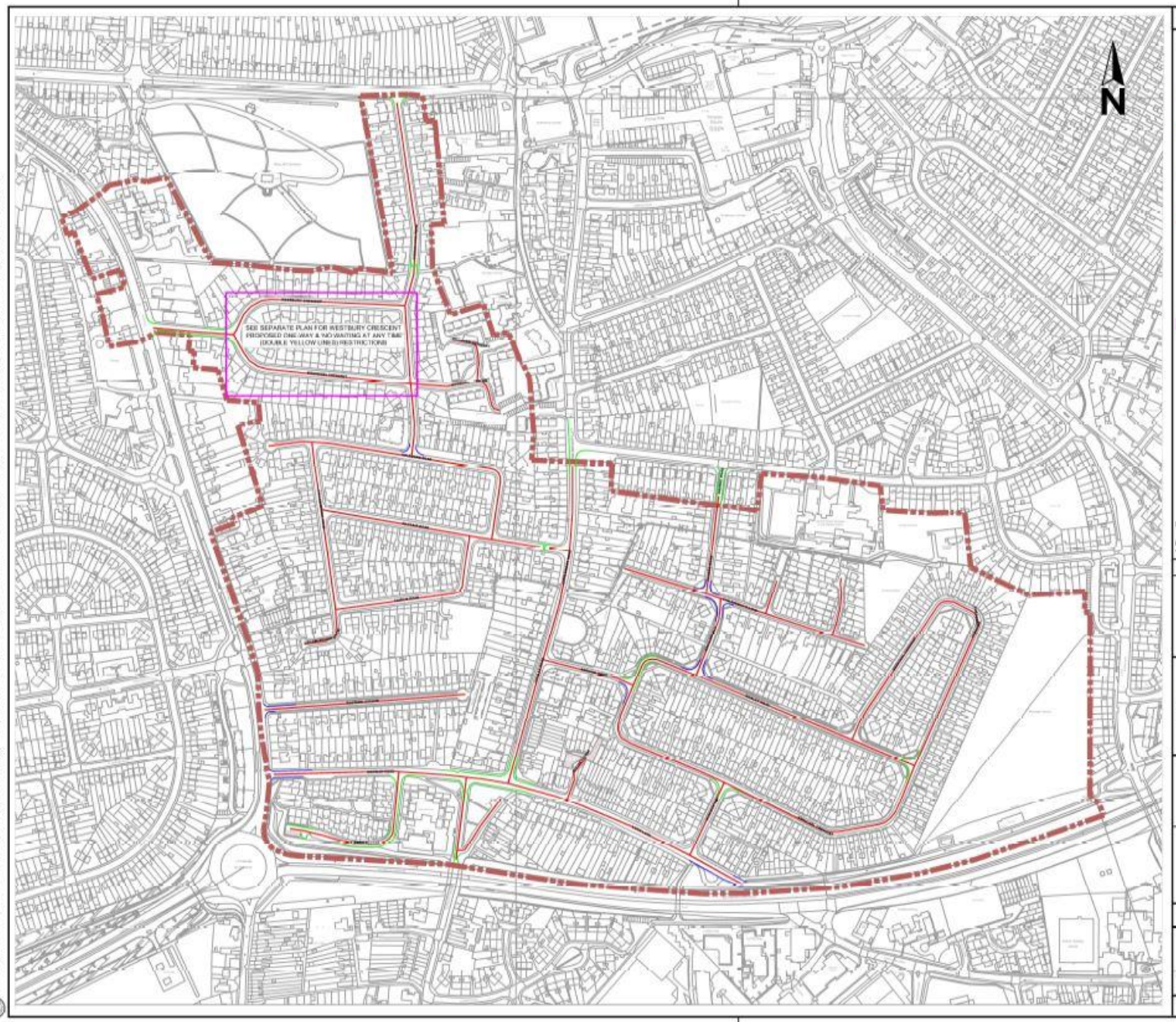
Monitoring and evaluation

34. It is suggested that a review of the scheme is carried out approximately 12-18 months after the implementation of the CPZ should it be approved.

Paul Fermer
Director of Environment and Highways **December 2024**

Annexes
Annex 1: Consultation Plan
Annex 2: Equalities Impact Assessment (EQIA)
Annex 3: Consultation responses

Contact Officers:
Vicki Neville (Senior Officer – TRO & Schemes)
James Whiting (Team Leader – TRO & Schemes)



Drawing No. LMN/CPZ/2024/0

Key

- Zone Boundary
- Existing 'No waiting at any time' restrictions (double yellow lines)
- Proposed new 'No waiting at any time' restrictions (double yellow
- Permit holders (Zone addresses's) between 8am and 6.30pm Monday to Sunday and non-permit holders restricted to 2 hour parking between 8am and 6.30pm Monday to Sunday with no return within 2
- 'Westbury Crescent - Note that the one-way & no waiting at any time restrictions relate to the Westbury Crescent road safety traffic improvement proposals which are separate to this CPZ consultation. For more information about the road safety proposals and to have your say on them before 25th October, please visit: https://letstalk.oxfordshire.gov.uk/oxford_westbury_onewayparking2024

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence 2023 OS AC0000803 (98)

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Paul Fermer
Director of Environment & Highways
Oxfordshire County Council
County Hall
Oxford
OX1 1ND
Tel: 0345 310 11 11

Project title
LITTLEMORE NORTH
PERMIT PARKING AREA (PPA)

Drawing title
PROPOSED NEW CPZ
LITTLEMORE NORTH

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	VN	JW	JW
	Date drawn 08/2024	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. LMN/CPZ/2024/001 Revision v2

P:\2 - Network Management\Traffic Regulation Orders\TRO TEAM FOLDERS\1 Live instructions\Permanent TROs\P2237 - Oxford - Littlemore North CPZ 24 PLANS\Littlemore North CPZ 2024.dwg

Oxfordshire County Council

Equalities Impact Assessment

Littlemore North – Controlled Parking Zone (CPZ)
November/December 2024

Contents

Section 1: Summary details 13

Section 2: Detail of proposal 14

Section 3: Impact Assessment - Protected Characteristics 16

Section 3: Impact Assessment - Additional Community Impacts 19

Section 3: Impact Assessment - Additional Wider Impacts 21

Section 4: Review 22

Section 1: Summary details

Directorate and Service Area	Environment & Highways– Network Management
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Littlemore North – Controlled Parking Zone (CPZ)
Is this a new or existing function or policy?	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county's recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment 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).	CPZs are areas where on-street parking is subject to restrictions. In deciding on whether to introduce a CPZ both residents support and policy implications are considered. CPZs give residents preferential treatment when parking in the street around their home. Permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, usually for up to two hours. Disabled badge holders may park free of charge in CPZs. Large parts of Oxford are already covered by CPZs and where these have been implemented, they have been extremely successful in removing commuter parking. CPZs help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits. All residents in CPZ areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits. Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.
Completed By	Vicki Neville – Senior Officer (City) – TRO & Schemes
Authorised By	Jim Whiting – Team Leader TRO & Schemes
Date of Assessment	November 2024

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county's recently adopted Local Transport and Connectivity Plan (adopted in 2022) and Oxford City Council's Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives: ▪ Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes; ▪ Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets; and ▪ Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking; Demand management measures being developed by the County and City Councils – particularly a workplace parking levy – also means further expansion of CPZs is required in the city to ensure that parking is not just displaced to residential streets.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	Officers at the County Council have developed the proposed CPZ for Littlemore following agreement of the 2024-2025 program for the rollout of CPZs across the City. Officers have notified and included the County Councillor in these discussions and development of the CPZ for Littlemore North. The proposed operational hours of the CPZ are 8AM – 6.30PM (7 days a week) permit holders and 2 hours no return within 2 hours 8AM – 6.30PM (7 days a week) for non-permit holders. The proposed CPZ has been subject to a formal public consultation and seeks approval of a Traffic Regulation Order by the Council. The proposed scheme has been designed as a Permit Parking Area (PPA) which uses entry and repeater signs to inform motorists of the restrictions in place (e.g. no bay markings). This affords residents the flexibility of where they can park and reduces the amount of sign and line clutter.

Evidence / Intelligence 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.	Formal consultation has been carried out (September/October 2024) on the proposed CPZ for Littlemore North. Several factors are considered when deciding whether to approve and implement a CPZ including local support and existing and future parking pressure and other policy considerations. All CPZs are subject to formal consultation. Outcomes of formal consultations will be used to update this interim assessment. Any objections to the formal consultation will be reported to the Oxfordshire County Council Cabinet Member for Transport Management decisions meeting – these are public meetings, which members of the public may apply to address.
Alternatives considered / rejected 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.	Targets to reduce private car travel form part of the county's Local Transport and Connectivity Plan. Controlled parking zones work alongside other strategy proposals (see Central Oxfordshire Travel Plan) to manage travel by private car (traffic filters, workplace parking levy) and encourage more sustainable modes of travel (for example public transport, cycling or walking) by managing the availability and demand for parking. This is traditionally achieved by on street parking schemes with controls on who is able to park, for how long and a charge to do so. Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders. Doing nothing is not an option because of the County Councils policy regarding the introduction of CPZs, because of housing and economic growth, and displaced parking is likely to occur with the roll out of other recently introduced CPZs and should proposals for a city-wide workplace parking levy be approved and implemented.

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	☐	☒	☐	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children. No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC Project Team	Post implementation engagement including with Local Member

Disability	☐	☒	☐	Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.	Blue badge holders can apply to have a bay provided outside their homes. Blue badge holders can park in CPZs unlimited. Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.	OCC Project Team	Post implementation engagement including with Local Member
Gender Reassignment	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on martial status.			

Pregnancy & Maternity	☐	☒	☐	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.	OCC Project Team	Post implementation engagement including with Local Member
Race	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately in terms of sexual orientation.			
Religion or Belief	☒	☐	☐	No specific impacts identified and a CPZ is not expected to impact disproportionately on any religious groups.			

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	☒	☐	☐	Removes free on-street commuter parking in the city, which is mostly likely to impact on those travelling from outside the city. Parts of Oxford are highly accessible by public transport including Park & Ride.			
Armed Forces	☒	☐	☐	No specific impacts identified and a CPZ is not expected to impact disproportionately on any armed forces groups.			
Carers	☐	☒	☐	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property.	OCC Project Team	Post implementation engagement including with Local Member
Areas of deprivation	☒	☐	☐	Parking permit charges may affect low-income households. The most deprived LSOA in Oxford is Northfield Brook (Blackbird Leys). Areas of The	Within the design of the CPZ concession has been made to allow for 2 hours of free	OCC Project Team	Post implementation engagement including with Local Member

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
				Leys, Rose Hill, Barton, Carfax and Littlemore are amongst the most deprived 20% in England. Nationally, those on lower incomes have lower levels of private car ownership, with 40 per cent of those in the lowest income households having no access to a car or van. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution. This is important as deprived areas can also have the worst health outcomes. Where CPZs have been previously introduced, including in places where deprived residents live, they have improved on street parking for local residents and businesses. CPZs can also help to boost active travel and public transport modes which also benefit from less traffic.	parking for non-permit holders. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.		

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
Staff	☒	☐	☐	Staff will not be disproportionately impacted.			
Other Council Services	☒	☐	☐	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.	OCC Project Team	Post implementation engagement including with Local Member
Providers	☒	☐	☐	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value [1]	☐	☒	☐	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible		OCC Project Team	Post implementation engagement including with Local Member

[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

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
				for all road users. Less traffic will also reduce pollution.			

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	November 2025 – as part of post implementation scheme monitoring
Person Responsible for Review	Vicki Neville – Senior Officer (City) TRO & Schemes
Authorised By	Jim Whiting – Team Leader TRO & Schemes

ANNEX 3

A. Statutory consultee responses:

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(s2) Managing Director, (Go Ahead Group)	**Support** – We recognise that this forms part of a comprehensive approach to managing parking in the City, balancing a range of objectives, including to ensure that residents retain local parking privileges while managing additional pressure from demand arising outside the proposed CPZ area. The proposals also seek to improve sight lines and circulation around junctions through the introduction of double yellow lines. The proposals in the round seek to support greater use of walking, cycling and public transport as well as a safer highway environment. Accordingly, we support the proposed TRO.
(s3) Local City Cllr, ()	**Object** – Having spoken to many resident in the area I can not support the introduction of this scheme. The majority of the residents in the area do not see the need for the CPZ introduction feeling that it is a sledgehammer to crack a nut" solution. The concerns include - Families with multiple adults - the high cost of living & house prices in Oxford results in many homes being occupied by families with children in to their adult working life. The proposed CPZ area sits within a POLAR 4 Quintile 1 area and many residents are employed in trades / working environments requiring vans for transporting tools etc. These families face being impacted significantly by the proposed changes and limited passes. Church Cowley St James Staff - We are very fortunate to have an excellent (OFSTED rated good) primary school in our area. Many of us living within the area have either attended or had children attend the school, so it's with huge concern that we see the headmaster speak out on the expected impact on retention & recruitment. We must protect

	the ability of the school to recruit the best available staff for the roles and not facilitate a decline in their ability to provide a high level of teaching for our community. The previous CPZ concerns (in Bartholomew Road) appear to have been ignored / inadequately addressed. Elderly residents - there are many elderly residents in the area who rely on visitors for their health & wellbeing. As stated earlier it's not always possible for family members to purchase property in the immediate vicinity and therefore the ability to have regular visitors is key to monitoring their well being and maintaining their overall mental & physical health. Environmental impact -it's evident from previous CPZ introductions that there is a negative environmental impact driven from the "paving over" of front gardens. This results in both a reduction in natural habitats and biodiversity, but also contributes to increased rainwater being directed in to the road gulleys. There are already regular issues with Rahere Road being unable to cope with heavy rainfall. Weekend inclusion - The decision to include weekends within the controlled parking time seem to be excessive and risks being disproportionately punitive to the vulnerable who would have family visitors at weekends. However, I approve of the introduction of double yellow lines to prevent vehicles parking on the corners around the area. This should bring some significant safety improvements. I would also approve of measures to tackle anti social parking where pavements are being completely blocked. These measures simply require enforcement, which has been lacking currently and would be the key to resolving the issues which residents are currently facing.
(s4) Littlemore Parish Council	**Object** – I am writing on behalf of the Transport Committee and LPC to object to the Oxford: Littlemore North - proposed Controlled Parking Zone (CPZ). We object for the following reasons: 1. The County Councillor for Rose Hill and Littlemore Cllr Trish Elphinstone has reported she has been out knocking on doors and carried out a survey. She has concluded the majority of the residents in Littlemore are against it and do not feel it is needed. We have concluded the same from our interactions with local residents. 2. All that it will achieve is to move the issue of parked cars into the Littlemore South/Minchery Farm area.

	3. The proposed permit is too expensive. Notwithstanding that we are against the proposed CPZ, if a permit is required to park, it should be for a small nominal fee such as what is charged for a permit in the Minchery Farm Zone in Littlemore. 4. The visitors' permits are limited to 25 a year. This is unfair and will impact families and the elderly under the age of 70. It is too restrictive. 5. The proposed CPZ is not consistent with the rest of the city, because it will be in place 24 hours a day and 7 days a week. Again, notwithstanding that we are against the proposed CPZ, if the CPZ does proceed, it should NOT apply in the evenings and at the weekends. 6. It would be worth exploring other options to deter commuter traffic from parking in Littlemore, such as, single yellow lines with time restrictions.

B. Responses received by email:

RESPONDENT	**COMMENTS**
(e1) Local resident, (unknown)	**Concerns** – The point I would like to be raised by you at the meeting of 14th November is why is it proposed the scheme is for everyday of the week and not inline with the adjoining zone which is Monday to Saturday? it appears there is a lack of consistency and as a result residents in Littlemore North are not being treated fairly. One reason given for introducing the CPZ is to reduce the number of vehicles parking in the area during busy periods and deal with any overflow from the existing Controlled area. If that is the case then why have a scheme that covers a longer period of time.
(e2) Local resident, (Oxford, Eastern Avenue)	**Object** – I'd like to object to the CPZ for Eastern Avenue and similar streets. The primary reasons being: - It will be inefficient for residents and visitors due to paperwork and payment requirements. - I see no significant parking issue on Eastern Avenue, and similar streets. - It is inconvenient to the general public, whom I am happy to visit Oxford and park in our street.

	- I understand it was already consulted on and rejected. Some superior options: I notice that traffic, when the roads are functional is reasonable, and most trouble comes from: - Slow accident clearance. - Slow road works. Solving these issues would be enough, presently. In addition: - Making legal personal e-scooters, (popular with many as a clean, space efficient mode of transport) would take many car journeys off the road. Many would be happy to use based on their own evaluation of the risk. - Raising 20 mph speed limits to 30 mph on the main Oxford roads in principle will decrease pollution and save life (more life than would taken by accidents) - and of course reduce our transit times in off peak hours.
(e3) Local resident, (Oxford, Eastern Avenue)	**Concerns** – I have looked at the map which includes blue lines for no parking and red lines for permit parking which is what I fall under. My question is that we live at No 2 Eastern Avenue which is one of the first houses you come to along this road and I can see that you only have a blue line on one side which means that there are only double lines on one side of the road which is on the opposite side to our house. The opposite side of the blue line is still permit parking. I wanted to know why you have not considered putting double yellow lines on both sides of this part of the road because that still leaves our property at a disadvantage in that people will still be able to park along that part of the road and still be able to block us in to our drive which has happened on multiple occasions. We have wanted permit parking introduced for so long but are quite upset that there are no double yellow lines on our side of the road. Another question is that we have the option of applying for a disabled persons parking space, but if permits are introduced are we likely to get turned down for a disabled space? We have multiple people park right outside our house leaving us nowhere to park, we have our driveway but my husband is disabled and cannot exit the car from our driveway safely, so it is easier to park outside in order for him to have open space to exit the vehicle.

(e4) Local resident, (Oxford, Van Diemans Lane)	**Object** – I moved into the street within the last 5 years. When choosing where to live a key factor for me was parking amenities. There is sufficient on street parking and the road is quiet. My father has a motorhome which is his primary mode of transport. He needs to be able to park close by when visiting me. He does not sleep in the vehicle, but parks it on the street by my home. The permitted vehicles in the CPZ proposal would prevent him from parking. There is no alternative location for him to park as the vehicle does not fit on my drive and he needs to park near by. If the proposal is implemented it would mean my father would be unable to visit me, which is completely unacceptable. Public transport is not an option and neither is parking at a park and ride which as well as being too far away also has a maximum stay of 72 hours . I am really worried about this and don't know what to do. I also have other family who visit regularly whilst I am away - the maximum of 50 permits per resident would not be enough to cover the number of permits I would need for visitors to my house. Again, public transport is not an option so please do not suggest this. I think that it is unacceptable to charge residents to park on their own street which would initially cost £223 for a 2 resident house hold for 2 permits and visitor permits per year, and no doubt increase in the future. Please advise on what I am expected to do regarding the visitor permits and the permitted vehicles if the CPZ were to be introduced.
(e5) Local resident, (unkown)	**Object** – In this area, particularly Long Lane, Herschel Crescent and Bodley Road, there are many shared drives. People need these shared drives to be kept clear at all times so that each neighbour can have equal access (not just for cars but also for bikes, wheelbarrows, wheelie bins and to enter and leave their own property etc). These shared drives are very narrow and I forsee real problems and bad feeling between neighbours blocking these shared drives with their cars rather than paying for a permit to park on the road. This will greatly impact on people's quality of life and mental health. Please do not go ahead with this plan. It is unnecessary and will cause real social problems and stress for local people.
(e6) Local resident, (Oxford, Mayfair Road)	**Object** – Mayfair Road itself does not have, and never has had an issue with parking from non residents. We and many of our neighbours park directly outside our houses and are always able to do so, regardless of the time of day.

	Personally, my husband and I cannot see a reason why a Controlled Parking Zone should be introduced in our road, or the roads immediately surrounding us - Fairlie, Kelburne and Hillsborough Roads. They are quiet with a minimum flow of traffic thanks to the LTN system. Non-residents, other than visitors, do not drive around here. I realise this is just our opinion, so I decided to do a door knock to get the opinions of other residents in Mayfair Road. I managed to speak to 29 households. Most of them were frustrated or angry at the proposals, not understanding why it was necessary in our road. The overwhelming consensus was that it was a money making scheme. 26 were against CPZ introduction, 2 had no opinion, 1 was for - but in his words, just to provide balance! I am also aware of the lethargy in completing consultations with very much a 'they won't listen so what's the point' attitude. I have tried to encourage residents to complete your consultation and have forwarded the link to those in our street whats app group. I sincerely hope that they decide it is worth their opinion being heard, regardless of whether it is listened to. With regards to the proposed days and hours of the restriction, the CPZ zones surrounding our area are mainly operating from Monday to Friday or Monday to Saturday. I understand that the North Littlemore CPZ will operate 7 days a week. Maybe it could be reduced so the weekends are free from restriction?
(e7) Local resident, (Oxford, Church Cowley Road)	**Concerns** – As I read the Formal Consultation letter, there is no provision for the residents of Church Cowley Rd to have access to parking permits in the new CPZ. The row of houses between Beauchamp Lane and Church Hill Road already have a parking restriction in front of their houses that means (for good reason) that street parking is not permitted, apart from after 6.30pm. Necessarily, we park our cars on Church Hill Road, but the document suggests that we would no longer be able to do that, nor can we park in the parking zone that includes Rymers Lane. I really hope this is oversight rather than design intention, and - were the Consultation to be sufficient to formalise the proposals, - our need for permit provision would be included in final arrangements.
(e8) Local resident, (Oxford, Cardinal Close)	**Concerns** – There are a few issues to raise. I am a wheelchair user and have a DPPP outside the house. Since the care home Cardinal House, opposite their house made their car park permits only it has pushed all of the traffic onto the road. People are parking in such a way, that I am not able to access the DPPP as they are breaching the white lines of the DPPP. I am a fulltime wheelchair user and am often unable to use my vehicle as there is not sufficient room to drop the ramp on the disabled car. There is also no dropped kerb on Cardinal Close, so am not able to park

	on the opposite side of the road. I often require urgent medical attention and have had to call an ambulance recently as I habe not been able to move the car. This has now become extremely dangerous as people are parking on the corner, to stop this, yellow lines need to be continued to the DPPP.

C. Online responses:

RESPONDENT	**COMMENTS**
(o1) Local resident, (Church Cowley, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There's no need to monitor the parking. It would just create extra cost for residence and difficulties. Time of operation – **Too restrictive** I object to CPZ New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I object to CPZ Any other comments?

(o2) Local resident, (Church Cowley, Westbury crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Westbury crescent is a friendly neighbourhood where people consider others regarding parking. I do not feel there is any need for double yellow lines. Time of operation – **Too restrictive** 9am-4pm New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I do not feel there is a need for double yellows. Any other comments?
(o3) Local resident, (Church Cowley, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	Generally there is no problem with parking in Westbury Crescent. There is no need for parking permits. There is plenty of space for parking. People are parking with more consideration for others when parking to catch the bus. We do not think there is any need for double yellow lines outside 52 Westbury Cescent or the rest of Westbury Crescent. Time of operation – **Too restrictive** 9am-4pm Monday to Friday. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Generally there is no problem with parking in Westbury Crescent. There is no need for parking permits. There is plenty of space for parking. People are parking with more consideration for others when parking to catch the bus. We do not think there is any need for double yellow lines outside 52 Westbury Cescent or the rest of Westbury Crescent. Any other comments? It's poor practice to use acronyms with explaining what they mean. DYLs! I presume means double yellow lines? I didn't see any questions regarding double yellow lines for Westbury Crescent. No further double yellow lines are needed. Thank you.
(o4) Local resident, (Cowley, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It is totally unnecessary. Traffic parking is not a problem at the moment. It was made slightly worse by the advent of other CPZ nearby. It seems simply a money-making venture Time of operation – **No opinion**

	New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **No opinion** This all seems unnecessary. I have only objected to the locations that I have actual knowledge of... but I suspect the same is true elsewhere. Any other comments? The justification for these changes is given as encouraging and improving other methods of transport. As a regular cyclist and being aware of bus routes I cannot see any improvement that has been made by any scheme - with the notable exception of the Iffley Road cycle lanes. As a resident there is no need for this CPZ at all - the only increase in parking has been due to the introduction of other nearby CPZ. My property is regularly damaged as a direct result of the Church Hill Road obstruction - mostly vans trying to turn. When I have tried to complain - multiple times - no one replies and I have to spend unreasonable amounts of money on my damaged fencing (this has happened at least five times since the bollards were introduced). Why does no one respond to my concerns on this? Why should I now pay for parking *and* pay to repair my property? I know that other neighbours have had their fence and car damaged in the same way with similar lack of response.
(o5) Local resident, (Cowley, Hillsborough Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I have lived in the area of the proposed CPZ's for almost 50 years and there hasn't been any issue with parking. Please represent the residents who I have spoken with and none of whom support these proposals. Time of operation – **Too restrictive** Sunday 00:00 to Sunday 00:01

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I am an elderly resident and already feel I have been negatively impacted by the implementation of LTN's introduced into this area. Controlled Parking Zones and Double Yellow Lines will compound this feeling of isolation as visitors will be put off from coming to see me. Please listen to the views of the residents. Any other comments? I already feel isolated with LTN's and this proposal will further impact my wellbeing
(o6) Local resident, (Cowley, Mayfair)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I don't see why as a resident who pays there council tax and road tax I should have to then pay for a permit to park on the road outside my house! Time of operation – **Too restrictive** I will not offer prefered days/times as I feel this a way if you thinking that I agree with a possible CPZ and I don't. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object**

	New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Firstly, what is a DYL? On none of your correspondence do you specify what a DYL is , ao until you inform me what it is I will consider it. Any other comments? It is just a money gaining opertunaty for the council, who will keep trying to make all areas of Oxford suberbs into CPZs till the the whole of Oxford becomes one big paying carpark.
(o7) Local resident, (Cowley, Mayfair)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no problem with parking here. This is just another money maker for the council. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Not needed

	Any other comments?
(o8) Local resident, (Cowley, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We do not have any commuter parking problems in this area. It will cause serious problems with parking when my children and other relatives visit as I will run out of permits after a few months. My option would to be remove the plants from my front garden and make it a parking space, which has environmental issues. This is yet another money making scam by the council, causing problems where they don't exist. Time of operation – **Too restrictive** Question 5 is making the assumption that I agree with the CPZ, as I don't want a CPZ there should have been another option for none of the above. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** There is no point in having more double yellow lines as the existing ones are parked on and nothing is done so why add more. Any other comments? Total waste of money as there are no issues with parking. This will cause problems for residents and visitors with more front gardens turned into parking spaces.

(o9) Local resident, (Cowley, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The cpz will reduce the number of available spaces meanwhile the city council are increasing multiple occupancy homes. In conjunction with the Westbury Crescent plan the overall spaces will be far less than the number of cars. The Ltns have already made it more difficult to have people to visit, this will leave us even more isolated. Time of operation – **Too restrictive** Monday-Friday 9-5. This area does not have an issue with commuter parking and does not even need a cpz, the proposals are completely out of proportion with other areas in Oxford and even Cowley. It is yet another example of how Cowley is having heavy res New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I object them to all, it creates a problem in the next area when the relatively minor issues are in areas adjacent to the previously imposed cpz and lack of parking allocated to the school. Any other comments? The whole thing is an absolute farce. I fully expect this to be totally ignored and the county council to force it through, I've got no faith that any of the comments will be listened to.
(o10) Local resident, (Cowley, Mayfair road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	It is not necessary, our area has no problems at present. It is very costly for people especially at present. It will affect businesses and the equilibrium of the whole area. All this creates stress and unnecessary tension for people Time of operation – **Too restrictive** Not at any time New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As I have already stated they are unnecessary Any other comments?
(o11) Local resident, (Cowley, Mayfair road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am writing to formally object to the introduction of parking permit charges for residents and visitors on the road outside our family home. I have been a resident in this area for my entire life, and my family and I have never previously been required to pay for parking outside a property they own. Introducing this fee at a time when the cost of living is already sharply increasing places an unfair and unnecessary financial burden on residents like myself. The rising costs of essential goods, utilities, and daily living expenses are already stretching household budgets, making it increasingly difficult to absorb additional costs. Implementing a parking permit fee would add yet another financial strain on residents. Time of operation – **Too restrictive**

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I am writing to formally object to the introduction of parking permit charges for residents and visitors on the road outside my home. I have been a resident in this area for my entire life, and my family and I have never previously been required to pay for parking outside a property we own. Introducing this fee at a time when the cost of living is already sharply increasing places an unfair and unnecessary financial burden on residents like myself. The rising costs of essential goods, utilities, and daily living expenses are already stretching household budgets, making it increasingly difficult to absorb additional costs. Implementing a parking permit fee would add yet another financial strain on residents. Any other comments?
(o12) Local resident, (Cowley Littlemore, Wykeham Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I have been living in Wykeham Crescent area for 9 years now. There are no hospitals or any places of interest nearby. Therefore no outsiders look to park vehicles here or on nearby roads. Hence I strongly suspect that the council just wants to make more money by forcing us to buy parking permits. Time of operation – **Too restrictive** I don't want any parking zone New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object**

	New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** All areas are far away from the city centre and parking restrictions don't serve any purpose beyond council's money making agenda. Any other comments?
(o13) Local resident, (Cowley, Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live on Mayfair Road and nobody in my household has ever had an issue finding parking on our street. Some of my neighbours have multiple vehicles or frequent visitors and even with this added complication, there are no parking issues here. If a permit parking scheme is introduced, we will have to pay for the privilege of having visitors through visitors permits, which given that there has never been a parking issue seems like an obvious bid for money from tickets. I have no objection to the council stepping in to solve problems but I do have a major objection to inventing problems just so parking tickets can be issued and collected. There are several reasons why this would be inconvenient - having to apply for a permit, which in my experience always takes far too long, the worry over forgetting a permit or allowing it to expire, the aforementioned issue of having to purchase visitors permits and the additional cost of a second permit, which was not mentioned in the letter but I assume is the plan. Residents who do not live in high traffic areas likely to be abused by non-locals should not be subject to these concerns! Time of operation – **Too restrictive** As mentioned in my earlier response - no times of operation please! However, it is especially galling to not even have weekends free of these restrictions. I would be very interested to see any evidence that anyone is regularly inconvenienced at weekends

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Please leave out parking zones alone! We do not need to be monitored or policed to this level and there must be other ways of collecting council funds. A society which can only financially function on the basis of fining its members for breaking arbitrary rules is a broken one! Any other comments? Given how expensive it is to live in Oxford, I would be pretty outraged to have to pay to park outside my own home. I would expect it in the centre of the city where the system is actually likely to be abused, but I've been priced out of living there and would prefer not to be priced out of living here too, especially when I can see absolutely no material benefit to myself or any other residents.
(o14) Local resident, (Cowley, Oxford, Melbourne, Mayfair, Hillsborough, Fairlie, Churchill Roads)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I area in which I live is a very quiet residential area with No through traffic and No casual parking for people working in Oxford. Why should this be enforced on the residents, I'm writing about the residents of the top of Churchill road, Kelbourne, Hillsborough, Mayfair, Fairlie roads. This whole area is so naturally quiet as since Mayfair Road was closed at one end No through traffic flows though these roads, only local residents use these roads. Time of operation – **Too restrictive** None whatsoever, leave it as it is. Since Mayfair Road was close at one end, only local residents use the proposed roads, USA a very quiet residential area now.

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** These roads are all very quiet residential areas only used by the people that live there. Any other comments? When the LTZ's were proposed 70+% voted against it yet they were still enforced. It is no surprise that come local elections, The Liberals & Green Parties no longer canvas the areas.
(o15) Local resident, (Cowley/Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It's bad enough trying to park outside your own home without having to pay for the privilege Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object**

	New DYLs in Van-Diemans Lane – **Object** No comment Any other comments? Absolutely ridiculous
(o16) Local resident, (Littemore, Newman rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no need for it there is no problem with parking. It will just push people to park on surrounding roads. And this would be a hazard and not fair on those residents Time of operation – **Too restrictive** Not at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I just dont think it will work. It will make the area dangerous on surrounding roads. And will cause conflict with neighbours Any other comments? A waste of time and money

(o17) Local resident, (Littlemore, Addison dr)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Yet another increase in the cost of living. Nothing changes except I now have to pay £80 to park my car outside my residence on the street?!??? Time of operation – **No opinion** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** More costs to living in this city with little in return. Feeling more and more unsafe in this neighbourhood Sameer life just gets more expensive. Any other comments?
(o18) Local resident, (Littlemore, Bodley)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** No issues with parking Time of operation – **Too restrictive**

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** There is no need for any of these changes Any other comments?
(o19) Local resident, (Littlemore, Bodley)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Living in this road for over 40 years I have never had a problem with parking. We have no hospitals/ businesses in the vicinity for the need for people from outside of the estate to park any vehicles. Any shops in the area have ample free parking for their customers. This is a family residential area and imposing a cpz will be detrimental to family life. Children and grandchildren will not be able to freely visit when they want and for how long they want without the worry of permits and the cost. We pay our council tax and road tax and this is just another tax to add. Many people can just not afford it. Many old and vulnerable people will become more alone and isolated. Already families are split through the ltn's and this will only compound the situation. My children have had to move out of Oxford because of house prices and they have to use a car to visit. I strongly object to the proposal of a cpz zone. Time of operation – **Too restrictive** Overall I think there should be no restrictions but Monday to Friday 9am-5pm. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion**

	New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** There is no need for DYL in this quiet residential area. Any other comments? This is another restriction of residents civil liberties being enforced by the council.
(o20) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live on Bodley Road and currently have no issues parking and there are plenty of places to park so do not need designated bays to be created. I object to extra charges being imposed on myself and fellow residents of the area, especially with inflation causing general living costs to rise recently. This area is far enough out of the centre of Oxford and local Templar square that I have no issue with visitors parking on the road. Therefore I see this CPZ as being unnecessary and adding unnecessary difficulty to parking. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	I live on Bodley Road and currently have no issues parking and there are plenty of places to park so do not need designated bays to be created. I object to extra charges being imposed on myself and fellow residents of the area, especially with inflation causing general living costs to rise recently. This area is far enough out of the centre of Oxford and local Templar square that I have no issue with visitors parking on the road. Therefore I see this CPZ as being unnecessary and adding unnecessary difficulty to parking. Any other comments?
(o21) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Object to the charge, why do we pay to park outside our houses. Time of operation – **Just right** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Totally object to charge, motorist is hounded by charges and restrictions in the area. Any other comments? Another money grabbing scheme by the council

(o22) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Expensive. Cannot afford a permit. Restricts when people come to visit. Don't like the idea of it. It's ridiculous. Time of operation – **Too restrictive** Don't have any restriction. I dislike the entire idea New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Some people don't have driveways, so parking on the road is the only option. Having DYLs is so restrictive and unneeded. Any other comments?
(o23) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** In other areas CPZs have come into place it's caused dangerous parking on the surrounding roads which concerns me as a mother. It also isolates families with restricted parking, for example: if you don't have a drive and can't afford to purchase the parking permits required for visitors or yourself it could really isolate you. It would be really disappointing if the council were to implement these CPZs. As a resident it feel restricting and like a grab for money as opposed to something to better the community.

	Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I object to these as I believe them to be a waste of money. The current DYLs already in place in bodley road, Herschel crescent and Newman road are not monitored as it is and are regularly parked on with no consequence so why bother spending tax payers money to paint lines that might as well not be there? If they aren't enforced they are pointless Any other comments? Disappointing. It feels as though the council is currently doing whatever they can to make themselves look conscious whilst making residents they are supposed to represent miserable. I agree there needs to be changes to make the roads safer and reduce pollution but I feel there must be ways to do this without restricting residents and isolating people further.
(o24) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I see absolutely no need for a Controlled Parking Zone. However I would fully support the reintroduction of traffic wardens. Time of operation – **No opinion** New DYLs in Bodley Road – **Object**

	New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Partially support** I am not aware of the location of these DYLs. Any other comments? As stated previously, I do not believe the CPZs are necessary. If traffic wardens were reintroduced they would be able to control any issues with bad or illegal parking which would resolve the parking issues.
(o25) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no issue with parking since the informal consultation of 2021. We do not need a CPZ in this area. It will push the issue of parking into other areas. Please listen to the views of the residents rather than keep asking the same questions until you get the answers you want. Time of operation – **Too restrictive** Sunday 00:00 to Sunday 00:01 New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object**

	New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Parking is not an issue in these areas at the moment. if DYL's are implemented it will push a current non-issue to other areas without DYL's. Please listen and respect the views or residents who live in the area. Any other comments? This 'scheme' appears to be a money making exercise at the expense of local residents and their visitors together with car owners generally. If it undemocratically gets put through, residents should rent their own drives out negating the need for permits, denying the council of the funds it is hoping to attract. How much is the consultation costing? The fact there is no longer the 5A bus service running in the area defeats the need for reduced parking and double yellow lines. This has had the effect of isolating older residents who cannot walk to the revised bus stops. The road surface in this area has been ruined due to the weight of the buses which the council would have approved for the heavy double-decker buses which are in excess of the 7.5 tonne limit for these roads. Please listen to the residents and fix the bus service in the area.
(o26) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I have lived in this part of Oxford for over 25 years and have not seen the need for CPZ'S. Additionally, public transportation is not cheap, accessible or frequent enough to rely upon, yet there seems to be a continual focus on individuals using private transportation being punished. Furthermore, during a cost of living crisis, an additional £160 charge to park on local roads is shameful, and has been approved by individuals who do not live in the area and therefore won't be impacted. Additionally following a substantial increase in Council and Local authority taxes across the past 36 months this is a further expense, with nobody informing locals as to how they will benefit from this. Local businesses will also suffer if employees commuting from further afield cannot park easily, adding further injury to small businesses following the introduction of LTN's across East Oxford. With there once again being no compromise on this front. Visitors permits are also limited and will prevent elderly individuals being visited by family frequently.

	Furthermore people need cars to get to their places of work, visit family and perform basic tasks, with there being no viable alternative to this at present, in the local area. Overall, this is a ludicrous scheme with there being no transparency regarding where the funds will be guided. Therefore, I strongly object. Time of operation – **Too restrictive** I do not feel the needs for CPZ'S in the area whatsoever. However, the local authority have not been willing to show compromise on any area surrounding LTN'S or other traffic restrictions in recent years and are unlikely to change this. However, if this New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I have lived in this part of Oxford (Bodley Road) for over 25 years and have not seen the need for CPZ'S. Additionally, public transportation is not cheap, accessible or frequent enough to rely upon, yet there seems to be a continual focus on individuals using private transportation being punished. Furthermore, during a cost of living crisis, an additional £160 charge to park on local roads is shameful, and has been approved by individuals who do not live in the area and therefore won't be impacted. Additionally following a substantial increase in Council and Local authority taxes across the past 36 months this is a further expense, with nobody informing locals as to how they will benefit from this. Local businesses will also suffer if employees commuting from further afield cannot park easily, adding further injury to small businesses following the introduction of LTN's across East Oxford. With there once again being no compromise on this front. Visitors permits are also limited and will prevent elderly individuals being visited by family frequently. Furthermore people need cars to get to their places of work, visit family and perform basic tasks, with there being no viable alternative to this at present, in the local area. Overall, this is a ludicrous scheme with there being no transparency regarding where the funds will be guided.

	Therefore, I strongly object. Any other comments?
(o27) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Limit of 2 permits per household – disadvantages those who have families and older children still living at home (many, due to high property prices, are unable to afford to move out of the parental home), and doubtless contributes to the overflow parking experienced by neighbours to CPZs. E.g. two parents, two adult children = legitimate reason to have four cars. This should be easy to manage via the application process to ensure that residents permits issued to the household are for genuine vehicles registered to that property – "We will need proof that you reside at an eligible address and that the vehicle is in your name is also registered at the property" without needing to restrict the number of permits per household. Cost – if this were truly about ensuring residents are able to park, then there should be no charge for residents' permits. Need for CPZ caused by council's own policies … own admission is that introducing a CPZ in one area has pushed excess cars into neighbouring areas, so 'necessitating' the introduction of additional CPZs. LTNs have exacerbated this problem – evident that cars are parking in neighbouring areas to reduce the additional travel/mileage that would be incurred to navigate round the LTNs to get to the final destination. This has also resulted in inconsiderate parking by these individuals – parking too close to junctions, parking on double yellow lines, blocking dropped kerbs so preventing pushchair and wheelchair use of the dropped kerbs to cross the road, parking across dropped kerbs for access to property off-road parking. Existing poor parking – yellow lines, across driveways. If residents are now paying for permits, increased likelihood that this will happen as permit holders will now feel entitled to park where they want to rather than what is considerate/legal. Allotment sites – plotholders are already disadvantaged by the introduction of LTNs, significantly increasing travel time and mileage to come to their site (allotment holders often need to use cars for the transporting of materials/crops/plants to and from their plots – it is not possible to walk or get it on a bicycle!). And, not all plotholders are, or should have to be, within the immediate vicinity of the allotment site. Plotholders use the space for exercise, wellbeing (mental and physical), healthy eating. Limit of 2hrs parking restricts plotholders from tending their plots.

	Enforcement – it is not clear that there will be enforcing officers monitoring and enforcing the parking restrictions. Consultation documents for other CPZs have implied, using the council's own words, that there will be a reliance on residences reporting non-compliance "Permit parking schemes are enforced under powers given to local authorities under the Traffic Management Act 2004, and vehicles parking in contravention of restrictions may risk being issued with a Penalty Charge Notice (PCN). Residents can use an on-line checker to see whether vehicles have a valid permit for the vehicle and report cars they believe are parked illegally". However, I was not able to find reference to enforcement in the Littlemore North consultation documents. Limited number of visitor permits – why the limit? This means that residents can only have daytime visitors staying for 50x24hr periods in any 12 month period, and 25x24hr period per six months; an average of one day per week. Residents should not be expected to be limited on the number of daytime visitors who use cars they are able to welcome to their homes, or to pay for this. This approach doubtless contributes to the overflow parking experienced from neighbouring CPZs. Sadly - this is a scheme that is "necessitated" by the council's own actions and policies, and as the proposal stands would seem to be a scheme to generate income for the council rather than have at its forefront the best interests of the residents. Time of operation – **Not restrictive enough** I don't believe the council has explained the rationale of this time window, and what they hope to achieve from it. Overflow parking from neighbouring CPZs will, most likely, be an issue overnight when neighbouring residents who are not able to purchase New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **Object** a) existing double yellow lines are parked across, with no enforcement. So see no benefit in adding more that will also not be enforced and make no difference to parking.

	b) if enforcement in line with the Highway Code were to be enforced, i.e. not parking on a junction, then would be no need for DYLs Any other comments? Sadly - this is a scheme that is "necessitated" by the council's own actions and policies, and as the proposal stands would seem to be a scheme to generate income for the council rather than have at its forefront the best interests of the residents.
(o28) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I have lived in this area for 35 years. Parking has not been an issue but it will be if CPZ's are introduced. The informal consultation on CPZ's only conducted 3 years ago, concluded that they were not required. We no longer have a bus route on Bodley Road and Herschel Crescent therefore the need for double yellow lines is not needed either. Please do not keep asking the same questions until you get the response you want. This is a supposed democracy, represent the residents. How much is this needless consultation costing? Time of operation – **Too restrictive** Sunday 00:00 to Sunday 00:01 New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Parking is not an issue in these areas. Please represent the residents. Introducing CPZ's into any of these areas will impact parking on adjoining roads. CPZ's and DYL's are not required. This is a money making exercise where the costs will be 'hidden' by attributing to the administration of the scheme.

	Any other comments? Please represent the views of the residents. A meeting to discuss CPz's this was held at St. James Church Hall where there was little appetite for the plans.
(o29) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I just don't agree with the fact that in order to park my car outside my house I will have to pay 80 per annum for permits. On top of this I don't think where I live actually has an impact regarding CPZ so do not see the end. Furthermore, putting a CPZ won't actually alleviate the parking problem near Florence Park and Templer's square Time of operation – **Too restrictive** I don't think a restriction should be put in in the first place. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I just think it's ridiculous putting in DYLS when there are few car parking spots on drives in the first place. It will just make things even more difficult in terms of parking going forward. Any other comments? Please do not do this. It will just make life even more difficult for no good reason.

(o30) Local resident, (Littlemore, Cardinal Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is never any issue with parking on Cardinal Close, so this is just an unnecessary inconvenience and expense. I can't see any benefit to local residents at all. Time of operation – **Too restrictive** No restrictions at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I don't think these restrictions are beneficial to the residents of Littlemore Any other comments?
(o31) Local resident, (Littlemore, Cowley)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Why, as a homeowner, am I having to pay £80 to be allowed to have my car near my house? I should get the permit for free. I should pay for visitor permits only. Time of operation – **Too restrictive** Some of us get home from work at different times due to shift work. This is very restrictive.

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** The restriction should be busses. The double yellows will hugely hinder hard working families without a driveway. The potholes need more attention Any other comments? I am not sure the council listens to us. I think this is in vain
(o32) Local resident, (Littlemore, Cowley road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It's hard enough in the area with ltns Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object**

	New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Stupid Any other comments? Stop messing with our homes and lives
(o33) Local resident, (Littlemore, Cowley road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Unnecessary Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Unnecessary Any other comments?

(o34) Local resident, (Littlemore, Cowley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There are no parking issues in this area. Therefore object to having to pay for permits for no good reason other than another money making scheme for the Council. Time of operation – **Too restrictive** No CPZ is needed New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No CPZ needed in these areas. Open up the Crowell Road LTN and help ease traffic congestion. The LTN's are the biggest problem in our area Any other comments?
(o35) Local resident, (Littlemore, Eastern avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Objecting because it is a nuisance to the residents Time of operation – **Too restrictive** None

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Objecting Any other comments?
(o36) Local resident, (Littlemore, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I see no significant parking issues, I value productivity of the local residents, and therefore request that you refrain from adding unnecessary cost and complexity on us. Time of operation – **Too restrictive** The scheme should not be in operation at all. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	I see no significant parking issues, I value productivity of the local residents, and therefore request that you refrain from adding unnecessary cost and complexity on us. Any other comments?
(o37) Local resident, (Littlemore, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I do not see the need for permit parking in Eastern Avenue. There is usually ample street parking available so I don't think the additional annual cost to local residents for on-street parking is justified. Separately however there is a clear need for double yellow line marking at the entrance to Eastern Avenue where cars are routinely parked within 10m of the junction in violation of the highway code and creating a serious hazard. Time of operation – **Too restrictive** 9am to 5:30pm Monday to Friday only. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I don't believe the extra cost that would be imposed on local residents for parking permits is justified - at least not in Eastern Avenue. I do think the provision of double yellow lines at the entrance to Eastern Avenue are very necessary. Any other comments?

(o38) Local resident, (Littlemore, Eastern avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Eastern avenue only has a problem with the residents from Oxford road parking at the top of the junction by giving eastern avenue and Oxford road permits is not going to stop the congestion or encourage residents on Oxford road to use there drives. Yes if putting yellow lines at the top will make the junction safer but it's going to cause more congestion further down the road. The residents at the bottom of eastern avenue already have trouble parking outside their houses with the vehicles from eastern house. By giving oxford road permits will not stop the issue it will make more problems Time of operation – **Not restrictive enough** This will not stop residents from other streets parking on eastern avenue if they have permits also it will still cause congestion New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **Partially support** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** This will not stop the issue it will cause more congestion on eastern avenue further down the road. It would however be good to have double yellow lines at the junction to make it safer Any other comments? I've made comments in previous boxes
(o39) Local resident, (Littlemore, Eastern Avenue)	Live in proposed CPZ? – **Yes**

	Overall opinion – **Object** I have lived here for 32 years and I have parked outside my house with works vehicle and private car. I already paid nearly £600 road tax and £2,500 council tax. I can't see why I have to pay more tax as I already pay over £3000. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Just another form of tax and can't see the issues in parking as I have parked outside my house for 32 years. Any other comments? Only thing you have done so far in Oxford is congestion everywhere and streets closed off.
(o40) Local resident, (Littlemore, Fairlie)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live in fairly rd and have done for over 30yrs.I have never seen a problem with parking and believe this is mainly a money making exercise. Time of operation – **Too restrictive** 24 hrs a day parking. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object**

	New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Money making exercise. Any other comments?
(o41) Local resident, (Littlemore, Herschel crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no need for parking restrictions in Herschel crescent. There may be in other roads but for HC, this would impose costs on residents and their visitors for no discernable benefit as parking is not an issue and does not instruct traffic Time of operation – **Too restrictive** I would prefer no parking restrictions in Herschel Crescent New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **Object**

	See my previous answers Any other comments?
(o42) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is not a parking problem in my area and so a CPZ is not necessary. Time of operation – **Too restrictive** As I object to the proposal I can't suggest an alternative. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** There is not a major parking issue in this area. Introducing these proposals just seems to be a money generating exercise for the council and to bring Littlemore into line with the rest of city within the ring road. Any other comments?
(o43) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Totally unnecessary and this feels like a revenue generating scheme by the council.

	Time of operation – **Too restrictive** Mon-Fri would have been far better New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** If you really want to create parking zones, then at least make it cheaper for the residents to buy resident permits. £80 per annum, really? It is clear that this is a money grabbing scheme and no matter what or how many people object to this zone, this is still going forward. Pure dictatorship. Any other comments? £80 per annum is too expensive.
(o44) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** On Herschel Crescent it is unnecessary. I've lived here for 14 years and parking did indeed used to be an issue but no longer. Over/since COVID many houses have put in driveways taking parked vehicles off the road freeing up many spaces. I do not wish to be subject to new parking restrictions that will both cost me money and also limit the amount of friends/family I can have over. Every year costs are increasing at a worrying rate, this is an additional financial burden that, if the proposals are approved, will be forced onto the, already deprived, local community. I am also concerned that these new measures will have a negative impact on the value of my home. We are on the cusp of Oxford, I see no evidence of anyone parking here to commute/walk to other nearby areas so I cannot see that these proposals will improve parking, only frustrate and financially burden our local community.

	Time of operation – **Too restrictive** 0 hours is my preference. I do not support the proposals. However, with a gun to my head I would say weekdays only. Including weekends in the restrictions would be extremely unfair as it would limit the visits we get from friends and family e.g. my agein New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Putting double yellow lines in (I had to Google DYL by the way) would have a huge impact on these roads as many residents, without driveways, will have nowhere to park. Forcing double yellow lines on us will require many residents to put in driveways to be able to keep their car, potentially putting them into debt. Alternatively putting double yellow lines on just some of the roads will mean cars that were on those roads will then spread to neighbouring roads making the parking situation there much worse. I partially support the double yellow lines on Newman road as since the LTN barrier went in on Littlemore Road most traffic can only get out via Newman Road, which can become congested when there are several cars parked on the road. Any other comments? Please don't do this, please.
(o45) Local resident, (littlemore, Herschel crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	It is hard enough trying to park outside my house let alone on the street. To make it worse you are proposing this and are even wanting to charge us as residents £80 to do so. Each resident should be issued with a free permit and then only charged for additional permits. Time of operation – **Not restrictive enough** 24/7 so as to allow residents only to park on the street New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** It is an utterly ridiculous idea Any other comments? Just another money making scheme for the council when they cant even fix the roads
(o46) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Think it's unnecessary and just a fundraising exercise. Time of operation – **Too restrictive** None at all. Why curb freedom? New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object**

	New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Oppose it in the whole area, not just mine. However open to being convinced on the need in other roads. Any other comments? Am open minded but you must make the case. Currently this seems to be to make money and not necessarily a good idea so far outside the city centre
(o47) Local resident, (Littlemore, Herschel crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is not a significant issue with parking problems in Herschel crescent. So it isn't needed. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** In Herschel crescent there is not a major issue with parking so restrictions are not necessary.

	Any other comments?
(o48) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Unnecessary and will make life difficult for us. Also, more people will pave over their front gardens to park on instead, which is what happened in the Holloway Rd area when it was introduced there. So many trees , hedges and flower beds were lost. This contributes to pollution levels and increased flooding. Such a stupid idea for the environment. You should be incentivising residents to keep their front gardens! Time of operation – **Too restrictive** NO CPZ New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Not necessary Any other comments? Get a grip. Have residents asked for these restrictions? No need for them.
(o49) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	I am a resident of Herschel Crescent and lived here for 45 years Time of operation – **Too restrictive** Will deter visitors New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Would rather you spent the money on repairing the roads around the estate that have been ruined by the very heavy electric buses Any other comments?
(o50) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I don't agree with it Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object**

	New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Don't agree with it Any other comments?
(o51) Local resident, (Littlemore, Herschel crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is absolutely no need for parking control on our road. I have lived here for 17 years, us and our neighbours have had multiple vehicles over that period of time and there has not once been a problem parking. So why would you start charging us? Time of operation – **Too restrictive** No parking restrictions at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** There really is very little parking pressure on these roads and no businesses. It's also a highly deprived part of Oxford with many of the households on these suggested cpz roads (well over 50%) reliant on benefits. So to do this at a time of high living costs is especially harsh.

	Any other comments?
(o52) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I object to the proposals as it is unclear why this being undertaken in the first place. As a local resident who resides in this area I do not feel there is an issue with parking. The only apparent people parking here are those that live here who do not have driveway access. The parking is only busy in the evenings and weekends when people have returned from work/not working. It is quiet during the day. It seems like a punitive measure to make things more difficult for local residents who need access to car. Littlemore is an area of deprivation in comparison to wider Oxfordshire. Areas with higher deprivation are less likely to have driveway access and be multiple car households. Multiple car households are needed for shift work and those with disabilities (where they cannot easily access public transport or cycle as promoted by the council, also ignoring the fact herschel Crescent has lost its bus route due to poor integrity of the road - which the council has not yet addressed and i would argue is more pressing that residents parking outside their homes). Therefore this seems like a scheme to cause further challenges to people who already experience complex issues in this area of Oxfordshire instead of doing what it is intended - which actually remains unclear. This is a wholly unhelpful and seemingly costly scheme that seems set to benefit no one. Please sort out the road integrity around here instead. Time of operation – **Too restrictive** I would prefer none. All you are doing is making residents life more harder in an area of significant deprivation (comparable to the rest of Oxfordshire) harder. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	The places you have suggested to have dyls are quite random and not problematic I.e. van-diemans Lane has no through traffic neither does rahere lane or long lane??? They are near the LTNs so they are quiet residential streets, if you put these dyls in then you need to pay traffic wardens to enforce which is a waste of tax payers money when there is no issue? I partially support Newmans road as it can be quite busy during morning and evening rush hour route as it is the only way out onto the bypass or iffley Road due the ltn you have put on Crowmarsh Road- that LTN has created the issue on newmans Road. So you're creating more issues to rectify a problem you have caused in the first place by not listening to residents who previously forewarned that LTN would do this. Any other comments? I think you are looking for issues where there are none. You're going to spend tax payers money on a scheme that will only create more hardship for the residents in an already deprived area. The removal of being able to park outside our own homes will isolate others further and only add to the hardship households in area already face. If you're hellbent on spending money please fix the integrity of the roads so we can have our bus route back - then people might not have be so reliant on their cars.
(o53) Local resident, (Littlemore, Hillsborough road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is another money making scheme ! We are all struggling already without having added costs put on us. We have 2 vehicles needed to work and this will mean having to pay to park near you're property. This is so unnecessary and damn right disgusting .. there must be another agenda Ltns now this crap your just driving hard working citizens out of oxford Time of operation – **Too restrictive** New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object**

	New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Our opinions do not matter Any other comments? Money making on the hard working again
(o54) Local resident, (Littlemore, Kelburne)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Residents permits should be free if making us have them. Why should I pay £80 but a few streets away they don't. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Hershel crescent a nightmare for getting round and also for busses Any other comments?

(o55) Local resident, (Littlemore, Lanham Way)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We don't have non residents trying to park in littlemore all the time so there is no need for a cpz zone here. Time of operation – **Too restrictive** No CPZ please. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Non residents aren't parking in littlemore. Any other comments?
(o56) Local resident, (Littlemore, Littlemore)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I strongly object to these proposals. They are unnecessary and will cause real conflict between neighbours where there are shared drives (these shared drives need to be kept clear at all times for access to the rear of properties etc but people will block them rather than pay for a permit). Additionally, more people will concrete over their front gardens to make them into parking spaces. This creates a more unsightly environment and also really adds to the risk of flooding which has already resulted in misery for so many people and additional cost to the local councils. To implement these proposals will cause real social problems and conflict in the area.

	Time of operation – **Too restrictive** There should be no restrictions. These proposals should not be approved. This would be a huge mistake for the area and is unnecessary. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I very strongly object to these proposals. As I said previously, this would be a huge mistake for the area. It will make more residents concrete over their front gardens adding to the flooding risk and also cause conflict between neighbours who have a shared drive where equal access rights are in place (there are many in the area) Any other comments? As previously:- This is not necessary It will cause conflict, bad feeling and stress between neighbours and others in the community It will high the flooding risk as more people will concrete over their front gardens
(o57) Local resident, (Littlemore, Littlemore rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is not a parking issue here Time of operation – **Too restrictive** No restrictions but certainly no requirement at the weekend. I note Marstons COZ is Monday to Friday why bring in more restrictions to the the least affluent area ov the city

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** There us no requirement of these restrictions Any other comments? Along with many I consider this just another money making scheme
(o58) Local resident, (Littlemore, Long)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Littlemore is a poor area and the council make no allowance or take no interest in helping us. Currently we cant get to drs and hospitals due to LTNs. As a parent of a disabled child I need access to a vehicle. We are also struggling to employ staff as they cant come from kidlington or abingdon. The busses are unacceptable and we are frankly cut off. Time of operation – **Too restrictive** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object**

	New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **Object** Unworkable. Any other comments?
(o59) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There has never been an issue with parking in this area and there's no need to complicate life of people living in a deprived area with rules that aren't solving any problem. Time of operation – **Too restrictive** Limiting parking during office hours will be a deterrent for creating business in the area, and this will further increase the area poverty and isolation New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Limit business operating in the area Any other comments?

(o60) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We have too many undemocratically imposed restrictions already. Time of operation – **Not sure** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** There are too many restrictions already for people to have a life. Any other comments? I want my family to be able to visit me without being charged to do so. I see this scheme as simply another way to raise taxes when we are already burdened with too many taxes. The cost of permits today is simply the thin end of the wedge. and they will face annual price hikes, for what? Money for old rope.
(o61) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I think the council is simply doing what it wants, not what the residents want and don't represent the residents at all. Time of operation – **Not sure**

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I do not want any parking restrictions at all. We have lost enough freedoms our father fought for already. Any other comments? I don't want to live under a dictatorship. Littlemoregrad is what it appears to be becoming through lack of respect for democracy by the council.
(o62) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Paying to park outside my property is utterly disgusting. Being penalised as a resident for non resident parking. Are the council going to pay for a dropped kerb and subsidise and or cover for a driveway to be created at the front of my property? If the council decide to do this, the council should issue the permits free of charge to residents that do not have a driveway. Time of operation – **Too restrictive** The issue on long lane is football traffic and parking from Oxford United. Non residents park along the street and walk through to the Kassam stadium. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion**

	New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** As a resident, charging to park is unacceptable Any other comments?
(o63) Local resident, (Littlemore, LONG LANE)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Its creating a problem which does not presently exist Time of operation – **No opinion** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** By using smaller single decker buses the 5A route can be restarted. In Long Lane the increase in HMOs and AirBnbs is the problem. This is not a 15 minute city in Littlemore and until provision of infrastructure especially of health services it is nonsense to proceed. You will ignore clearly quantified data you already hold. and create a problem where none exist

	Any other comments? The suggestion that other areas having controlled parking is a reason to further blight "North Littlemore" is not logical or sensible
(o64) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** No need for controlled parking. There is enough parking in Long Lane. People park sensibly. We have family events, one that include children, during the day which would be resticted if parking was restricted. Time of operation – **Too restrictive** No restrictions would be better. 8 am - 12 noon? New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No need for the restrictions. No good reason put forward for it. Any other comments? The restrictions are not required. No sound reason has been put forward. It would cost too much.
(o65) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There is no need for this to be introduced in Long Lane where we do not have a parking issue at all. In fact I don't think there is an issue in Herschel Crescent or Bodley Road, Van Diemens Lane or Orchard Crescent either. Time of operation – **Too restrictive** No restrictions New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** As per my previous answer Any other comments? This is very expensive some residents, e.g.pensioners
(o66) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Residents did not want this back in 2021 and we still do NOT want it now .Why should we have to pay for the parking out side our own homes we pay our road tax. Time of operation – **Too restrictive** None at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object**

	New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I am objecting because people should not have to pay for parking out side their own homes Any other comments? This is just another way of the council taxing the local residents and its wrong
(o67) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We should have the right to park the cars in front of our property without paying extra fees. We pay enough fees to council as council taxes and income taxes. Use them and improve the road and infrastructure first before implementation of new laws to take more of our hard earned money. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	We should have right to park our vehicles in front of our houses for which we pay more than enough taxes and fees to the council. Any other comments? Implemented just to fullfill the money lust of the council.
(o68) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Yet more restrictions being brought in around Oxford to help kill off the trade Extra expense on top of the council tax we already pay Time of operation – **Not sure** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Feel that it's not necessary Any other comments? Often wonder how many people who want this actually live in the area ??

(o69) Local resident, (Littlemore, Long lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** As a resident for nearly 10 years, there is never an issue or problem with parking for residents. The consultation shares no rationale as to why this is being proposed on the roads listed. It is yet another money making scheme for OCC, a way to further tax hard working residents and I see no problem noted that this is trying to resolve. Littlemore has suffered enough from your LTN scheme, and this is just another cash generating, resident restricting plan from the council. You cannot apply a 'one size' measure to such a vast area and expect this to land, it's illogical, unfair and impacts the residents who live here. I would be intrigued to know who came up with such a proposal and if they even live in this area? Time of operation – **Too restrictive** None! New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** You have shared no rationale as to why you are promoting this scheme and what problem you think you are trying to resolve. As already mentioned, this is more restrictions being given to residents. Any other comments? It is a scheme being issued by individuals too far removed from this area, with absolutely no reality of what it's like to live in this area. I would far rather you invested time in fixing issues around the area that are apparent and impact everyone, that spend tax payers money on a scheme to line the pockets of the council, with no re-investment in this area. You have already isolated Littlemore from Cowley and it's resources, please consider the views of hard working residents.

(o70) Local resident, (Littlemore, Marlborough Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We have had enough interference to our lives with the LTN's. I already feel like a prisoner and our bus service is rubbish so taking public transport is not an option in the evenings, especially when I have to take more than one bus. Why should we now have to pay to park outside our own houses? Time of operation – **Too restrictive** I would prefer if there were no restrictions. We already have restrictions in some areas on football days and we don't need any more New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** What is a DYL? I had to look this up. If you are asking for peoples opinions the least you can do is make the questions clear! Some people might not look this up and put 'no opinion' just because they don't know what this means. The question should have read 'Please select which of the following that best describes your opinion of the proposed double yellow lines (DYL) being put forward in the proposed Littlemore North area, Oxford' Any other comments? Please stop wasting money on more transport schemes. If you really want people to stop driving then you need to invest in things that will encourage those people who can avoid driving to do so - such as providing safe places to lock

	bikes without fear of them being stolen and a bus service that is fit for purpose, rather than penalising all drivers, including those who need to drive for business or health reasons.
(o71) Local resident, (Littlemore, Newman Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The streets are not used by commuters into the City Centre, there is no reason for the area to be a CPZ, this is purely to raise revenue for the council, there is no benefit of having a CPZ in Littlemore as most of the cars are local residents, the area is not used as daytime parking by anyone other than local residents. This will cause a lot of inconvenience to the area and for parents dropping their children to the local Church Cowley school in the area. not to mention the business permits the school would have to purchase for staff. Again I feel this is done in the interest of raising revenue and not in the interest of residents of the Littlemore area. Thank you. Time of operation – **Too restrictive** It's basically everyday of the week - this is just for you to generate revenue by giving out fines to drivers. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Object to all CPZ - you are just raising revenue for yourselves and not in looking out for the interest of residents in the area. Any other comments? There should not be and CPZ in Littlemore - it is just raising revenue and not looking out for the local residents.

(o72) Local resident, (Littlemore, None of your business)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** CPZs are a prime example of how policies for roads and public transport management have failed ov er the last several decades, punishing the residents for both Council and Government failures is NOT the way forward. You are punishing and restricting residents due to your incompetence. Good Leadership!!! Time of operation – **Too restrictive** No Restrictions - No CPZ New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** CPZs are a prime example of how policies for roads and public transport management have failed ov er the last several decades, punishing the residents for both Council and Government failures is NOT the way forward. You are punishing and restricting residents due to your incompetence. Good Leadership!!! Any other comments? As I have already said, CPZs are a prime example of how policies for roads and public transport management have failed ov er the last several decades, punishing the residents for both Council and Government failures is NOT the way forward. You are punishing and restricting residents due to your incompetence. You need to think of alternative ways to ease parking and not make it more restictive - show intelligence, leadership and vision, not dictatorship.
(o73) Local resident, (Littlemore, Private)	Live in proposed CPZ? – **Yes**

	Overall opinion – **Object** Not necessary. Just money making scheme Time of operation – **Too restrictive** Never New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Unnecessary. Money making scheme Any other comments? Unnecessary
(o74) Local resident, (Littlemore, Spring lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** You're destroying our community. Putting in unnecessary traffic restrictions, pushing your anti car agenda upon us. We have simply had enough. Spend this money on something to better people lives instead of hindering them. Bunch of cunts Time of operation – **Too restrictive** I would prefer zero restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object**

	New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I don't support authoritarianism Any other comments? Bunch of crap - don't implement it
(o75) Local resident, (Littlemore, Van Diemans Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no need for this enforcement - there is parking available on Van-Diemans lane for residents so residents would lose out if the CPZ is implemented as they would need to pay for permits. The proposal does not allow for vehicles over 2.5 tonnes to park. I have a family member who visits and drives a 4 tonne motorhome - this fits in a standard space, but my father would be unable to visit under the new restrictions. No solution has been offered for parking provisions for these vehicles. Time of operation – **Too restrictive** There is no requirement for parking restrictions. I would suggest Monday to Friday 9am-5pm to enable weekend visitors to residents at the very least. New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Support**

	New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** These DYLS will stop cars parking and obstructing junctions making it unsafe for cars, cycles and pedestrians Any other comments? I do not think the parking permit areas are needed - they will cause issues for residents and visitors
(o76) Local resident, (Littlemore, Van Diemans Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Pointless exercise on Van Diemans Lane. Unnecessary CPZ. This will be costly and an inconvenience to the residents. There is no problem with parking at present which means your reasons for introducing CPZ is null and void. Introducing CPZ will cost more money for me with no benefit. Where am I supposed to park my van as it is not eligible for a permit due to its size. Time of operation – **Too restrictive** It should be Monday to Friday only not the weekend. New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** People are currently parking on the junctions which restrict drivers views so this would be welcomed. Any other comments?

	Charging residence to park outside their house which is currently free to park is unfair. I purchased the house knowing I do not have issues with parking outside my house and introducing CPZ would affect the value of the house.
(o77) Local resident, (Littlemore, Van Diemans Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Parking has never been an issue on Van Diemans Lane, OX4 3QA and there has been no issue with people coming from outside the area to park. The road doesn't have exit so it would not impact the traffic either. But it will have an economical impact on residents who now have to request a parking permit (and pay) to park the car in front of their houses as they have always done. Time of operation – **Too restrictive** if necessary, I would only restrict it on weekdays, not weekend. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **Object** Same as question 1 Any other comments?
(o78) Local resident, (Littlemore, Van Diemans Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	I live in Van Diemans Lane which is a cul de sac the people who live in this road park sensibly, we don't have any buses that use the road, no commuters, the only people that park down the road are residents and there visitors or family, so the question is why do we need CPZ's. We are also restricted in our use of the local roads by LTN's we have one way in and one way out, for instance what was a 5 minute journey to my local doctors now takes 20 minutes, great planning council??. Time of operation – **Too restrictive** Monday to Friday 9am - 4pm, to allow family to visit at weekends. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** don't you people think we are restricted in our use of the roads already, and why should we have to pay to have our own family to come and visit us. But again no one listen just like the LTN's Any other comments? no point you don't listen, you already have your plans in motion.
(o79) Local resident, (Littlemore, Westbury crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This appears to be a completely unnecessary exercise by an incompetent council that cannot think about the real issues of the city and instead finds ways to keep themselves occupied with these nonsensical topics, just to squeeze more money out of residents who need their car to get to work. The incompetence of this council is just beyond

	imagination. It is a really sad state of affairs for this city that we are saddled up with people of this calibre who just waste our money with silly schemes just to 'look busy' Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Please refer to previous answer Any other comments? Start working for your residents, rather than wasting time with these silly money grabbing schemes just so that you can feel you 'accomplished' something and to rationalise the purpose of your job
(o80) Local resident, (Littlemore, Addison Drive)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It's not about parking it's about making money for you clowns to waste on other crap Time of operation – **Too restrictive** Shouldn't have any New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object**

	New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Addison Drive needs them as buses and cars struggle to turn into the road , this has become a problem because of people parking there due to not being able to park the other side of the ltn in Mayfair Rd, which was your great idea Any other comments? Stop putting shit in Littlemore we've had enough another tax on hard working people for you to waste
(o81) Local resident, (Littlemore, Armstrong Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I do not support more parking control Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I do not support or trust the council

	Any other comments?
(o82) Local resident, (Littlemore, Bodley)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The road outside my house has already been ruined by the council implementing LTNs and allowing double decker buses down the road multiple times in the hour. The road is now dangerous and bumpy. Although buses are now not allowed down the road the damage is already done. Now the council want me to pay for the privilege of parking outside my own house and having visitors park outside my house. No thanks. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Stop making life harder for local residents especially those in littlemore. Any other comments? None
(o83) Local resident, (Littlemore, Bodley Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	4 adults live here 4 vehicles there has never been a problem with parking why should we pay to park out side our home and why do we need them when we already live in a heavily unfairly ltn area u are ruining perfectly well functioning areas it's discracful what u have already done to our area Time of operation – **Too restrictive** We should be able to park out side our homes and our friends for how ever long we like stop trying to control our lives New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Freedom people who don't live here don't park here why would they with the ltn my family are already reluctant to visit Any other comments? Stop controlling our area we're happy as things were before cpz and ltn
(o84) Local resident, (Littlemore, Bodley risd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We don't have any problem with parking in Bodley so why put restrictions in or is it to make more money out of us complete joke Time of operation – **Too restrictive** Do not restrict we don't need it New DYLs in Bodley Road – **Object**

	New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** We don't need restrictions there are never any problems to park the council are joke just want to control everyone and everything Any other comments?
(o85) Local resident, (Littlemore, Bodley road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** No need for restrictions. Parking in Herschel crescent and Bodley road has never been a problem even with buses running. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	Parking not a problem. This is just a anti car money making scheme Any other comments?
(o86) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am objecting 100% to more wasting of public money, put the money to better use, Bodley Road is in a desperate state, more and more money available for more nonsense LTN's have cut Littlemore residents off from the rest of east Oxford Time of operation – **Too restrictive** No restrictions at all, why not leave things as they are New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Why, you have caused enough disruption for the residents of littlemore Any other comments? You have caused enough disruption to littlemore residents, why are you wasting more money on a very unpopular proposal

(o87) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The proposal for Bodley Road and Herschel Crescent are quite clearly a moneymaking scheme. These two roads are essentially two big loops, they provide no shortcut access to any other road. To suggest otherwise is preposterous. There is never a parking issue on both roads, and the residents don't complain about the fact they cannot park. There are approximately 300 houses on these two roads, most of which have 2 cars, some 3. The charge of £80.00 per vehicle amounts to over £40,000.00 per annum. All this to solve a problem that doesn't exist? Why should the residents have to pay this much money to park outside their own homes. This is clearly a way of extracting money from the residents and again further showing the war against the motorists. If this were not the case then surely electric vehicles would be exempt? Time of operation – **Too restrictive** None at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Adding double yellow lines will only move parking to areas without them. As I've already stated the whole scheme is preposterous, trying to solve a problem that doesn't exist. And unfortunately at the cost of the taxpayer. Whoever dreamt this up should be ashamed. Any other comments? Until residents are complaining, let this waste of money go. It's not necessary.

(o88) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It's not needed Time of operation – **Too restrictive** None it's an answer to a problem that doesn't exist if Andrew Grant wants CPZ's let him have them in his area and not impose them on everyone else New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Not needed it's just an idiotic drive to force motorists off the road Any other comments? Not needed
(o89) Local resident, (Littlemore, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We have lived here over 34 years and not had any issues with parking at all in our road or roads near us. Only issue we had is because of the electric bus coming round which has make our road needed repair's . We could understand if we live by a main hospital or in the city centre it self but we don't . And our area not busy at all . It just feels unfair when we already got ltn in the area to now also want us to pay for parking for permits for families and visitors to come

	round as most do come for more them two hours and making it 7 days a week too . I know of some older people who already are saying they won't be having people over like they would normally at Christmas or Easter or on there birthday's like they would if this comes in because of the cost of this for one and many permits you get a year . For an area that not busy not close to the city centre or to a main hospital plus 7 days a week this seem very unfair and not needed one bit . It just feels another way so the council can make more money from us and make us wonder why we live here to be honest. Ltn are bad enough with out this on top of them Time of operation – **Too restrictive** No days and 100 cent not at the weekends New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** The roads I am objecting to are the area we live in which I find is a not busy area in the week and weekend . It a nice area to live in how it is now Any other comments? Apart from looking at Newman road top hand make it better and clearer we cars and pedestrians and cyclists need to be better there . Church Cowley school road would be good to look at making it into a school road stop people parking say from 8.20-9 am and 2.40-3.30 pm like other schools do
(o90) Local resident, (Littlemore, Cardinal Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There is plenty of space for parking in Cardinal Close so these restrictions are not necessary. Charging residents to park outside their own homes is unfair and unnecessary. It also would dramatically impact guest spaces, limiting our ability to be hospitable. I see no positive outcome from these restrictions being brought in. Time of operation – **Too restrictive** No restrictions at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I do not think parking restrictions are needed in Littlemore Any other comments? These restrictions would not benefit the residents of Littlemore
(o91) Local resident, (Littlemore, Cowley road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I have no option but to park on the road side as I am unable to put a driveway in my front garden due to the boundary wall being listed Time of operation – **Too restrictive** Should be no restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object**

	New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** This is a stupid idea due to people not being able to put driveways in their front garden Any other comments? Council owned homes should have driveways put into their front gardens so they have parking
(o92) Local resident, (Littlemore, Cowley road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Littlemore is ruined enough already. Numerous restrictions causing no end of traffic and frustration. To add on top parking permits is just the straw to break the camels back. Enough already! Time of operation – **Too restrictive** I would prefer it to stay as it is. In fact what I would like is for LTN to be removed and roads to be back to how they were before this vendetta against Littlemore started. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	Unnecessary. This on top of the already restricting LTNs is too much! However I suspect that this is a tick box exercise and you will do what you want to regardless of public opinion unfortunately Any other comments? Awful. Life is tough enough without making it even more miserable. Are you not making enough money for an awful service. You do not deserve a penny more of public money
(o93) Local resident, (Littlemore, Cowley road, littlemore)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It is not needed at all, I love on Cowley road even numbers and since the LTN/Bus gate has been out in the traffic is much less resulting into parking issues this is just another way for the council to make more money out of the working class person of Littlemore Time of operation – **Too restrictive** We don't need any parking restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** It's not needed parking is not an issue Any other comments? This is just another tax on the working class you shouldn't have to pay to park outside your own house when we already pay so much

(o94) Local resident, (Littlemore, Eastern avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Objecting, the parking on Eastern avenue will not change as Oxford road residents are still going to park on the road. Cars from Oxford road will just be passed down the road further and will cause even more congestion, make people in Oxford road use there drives instead. This would be an extra expense residents do not need Time of operation – **Not restrictive enough** This will not stop cars from other streets parking on roads they do not live in if still eligible for permits New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Make people use there driveways in Oxford road instead of parking in near by roads. Permit parking will only cause more congestion in side streets and an extra cost residents do not need. Double yellow line the top of eastern avenue and Newman road so cars can safely get in and out of them roads without cars in the way Any other comments?

(o95) Local resident, (Littlemore, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We have no issues with parking on the road we live in. I do not believe we should have pay to park in our or any area or pay for our guests to visit Time of operation – **Too restrictive** I object to any restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I do not agree with any parking restriction for anybare of littlemore Any other comments? Littlemore objected before. Please listen to the residents affected
(o96) Local resident, (Littlemore, Goodey close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The CPZ will funnel cars who would typically park on the CPZ streets into my close, making parking impossible in an already busy private car park. I have witnessed very little onstrucfive parking in the majority of the proposed zones and feel that doubke yellow lines in the affected areas would be much more efficient and would fix the issue.

	Time of operation – **Too restrictive** Mon to Fri, 8-4 New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As mentioned previously. These will have a detrimental effect on my circumstances Any other comments?
(o97) Local resident, (Littlemore, Herschel)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Parking control is not needed in Herschel Crescent. I do not see any cars other than residents or Company vehicles doing work on a house. What happens when there are three cars and only two permits? Each person working outside of Oxford so a car is needed. This appears to be a money making scheme. Over 35 years living here and never had any problems not being able to park and never witnessed anyone in the neighbourhood having any problems either. So take note of the Residents wishes rather than views of those who do not reside here. Time of operation – **Too restrictive** None especially not at weekends and 6.30 us too late

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** You are trying to fix something that is not broken. Why don't you subsidise the buses and fix the potholes or maybe you will with the money you want to take from the cpz. Any other comments? You just want to create any sort of scheme. Concentrate on existing problems rather than creating more. The fact is that you have ruined Littlemore with your LTNs and still you chip away at the Residents with more ridiculous ideas.
(o98) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live in herschel Crescent and there are no issues with regards to parking. Why should households have the added financial burden of buying permits so that residents or visitors can park in herschel Crescent. Oxford has been ruined by the LTNs and the congestion and time it takes to drive anywhere in Oxford is horrendous. Drivers are being penalised, even if you drive an electric vehicle you are restricted in Oxford on many roads. There has been no consideration of people who drive for work, are carers or who have a blue badge. I vehemently object to these proposals for Littlemore. Time of operation – **Too restrictive** I would prefer to leave it the way it is presently.

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Driving in Oxford has been ruined by the LTNs. There is no reason to introduce a cpz and add further financial burdens to people who are struggling to make ends meet. Any other comments? The scheme is not warranted and I believe it is another way for occ to get more money out of residents. I have little faith that occ will take on board the objections of residents as was the case with the disastrous LTNs which have turned oxford into a no go driving zone.
(o99) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I feel there is no need for CPZ to be introduced in this area. Time of operation – **Too restrictive** We do not want CPZ. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object**

	New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I do not feel the CPZ is necessary. Any other comments? Repairing the potholes in Bodley Road which the heavy electric buses have caused and replacing the bus service with a smaller lighter weight bus would be better use of any funds available in my opinion.
(o100) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live on Herschel Crescent and we have no problems with parking. I am not sure why parking permits need to be added as other government scam in getting more money out of us. The road it self is not safe and bumpy. I would rather you up our council tax and actually fix the roads then scam us for a permit. Time of operation – **Too restrictive** If it does come in play which I'm sure regardless what anyone says it will. Monday to Friday some be good enough. Why till Sunday? New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **Object** I live on Herschel Crescent and have an allotment in Van diemans road

	Any other comments?
(o101) Local resident, (Littlemore, Herschel crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It's simply not required Time of operation – **Too restrictive** I would like it to not operate at all. It is not required New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** A cpz is not required. Don't put one in. Any other comments?
(o102) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The money would be better spent on repairing roads damaged by buses. I don't think there's a need for restricted parking, imposed LTNs sorted that, visitors now avoid Littlemore

	Time of operation – **Too restrictive** I'd prefer none atall, just another money grabbing scheme. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Money grabbing scheme and more restrictions on motorists. I'm just wasting my time filling this survey out, like the LTN survey, results will just be ignored! Democracy!!! Any other comments? MONEY GRABBING SCAM!
(o103) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Don't believe it is beneficial Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object**

	New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Don't believe it would be beneficial Any other comments?
(o104) Local resident, (Littlemore, Hillsborough Close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Money making scheme. Hillsborough Close residents all have off street parking. There is no issue with parking in surrounding roads either. They're low traffic already and very quiet. Ridiculous proposal. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Not needed. Any other comments? Money making scam for the council in roads like Hillsborough Close which have no issues whatsoever. You are creating problems potentially.

(o105) Local resident, (Littlemore, Kelburne Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Currently I have no difficulty parking on the road outside my house. I appreciate the flexibility of being able to park without the need for a permit (which I would have to pay for). The controlled parking zone would make it very difficult for my family to visit me which would significantly negatively impact my experience of living here. Time of operation – **Too restrictive** I do not want the controlled parking zone. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I do not want parking restrictions in Littlemore. Any other comments? I object to all parking restrictions in Littlemore.
(o106) Local resident, (Littlemore, Littlemore)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	T Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** T Any other comments?
(o107) Local resident, (Littlemore, Littlemore)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This has already been consulted on and there was no requirement. The situation has not changed. Is this being looked at again as a money maker without considering the residents who do not want this. Has the "parking" issue come about due to the LTN restrictions which is putting the city in to grid lock mode ? Time of operation – **Too restrictive** No time restrictions is the preference. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object**

	New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Objecting as not required, to solve any issues remove the LTNs. The problems are being caused by decisions made by the councils. Any other comments? What is to happen with the proposed permit charge ? How will this be invested for the benefit of the residents ?
(o108) Local resident, (Littlemore, Littlemore)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Stop prohibiting traffic,please.We are suppose to be able to park and drive as we pay taxes and roads are suppose to be for that. Time of operation – **Too restrictive** Stop prohibiting traffic,please.We are suppose to be able to park and drive as we pay taxes and roads are suppose to be for that. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	Stop prohibiting traffic,please.We are suppose to be able to park and drive as we pay taxes and roads are suppose to be for that. Any other comments? This and other traffic schemes.Stop prohibiting traffic,please.We are suppose to be able to park and drive as we pay taxes and roads are suppose to be for that.
(o109) Local resident, (Littlemore, Littlemore road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no need for it. Why should we have to pay to park outside our houses. Doesn't need to be 24 hrs. Once again Littlemore is being punished Time of operation – **Too restrictive** 10-6pm New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I disagree with it all. We shouldn't have to pay Any other comments? I absolutely disagree like the LTNS, but once again will not be listened too no doubt

(o110) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Low Demand: There is minimal parking congestion; most residents park in driveways, and on average, only a few cars use the street for parking at any time. High Costs: The fees for permits are unreasonably high, particularly for families who may need visitor permits. Ineffective Enforcement: There is little enforcement activity observed, leading to frustrations when residents receive fines while non-residents park freely during events. Community Impact: The scheme could deter visitors and negatively affect local businesses by limiting access. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Can't afford permits parking , ok if it is free. Any other comments?
(o111) Local resident, (Littlemore, Long lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We live in a area of high rented accommodation and if the landlord has to pay for permits they will increase the rent

	Also residents will be making the front gardens into concrete parking areas Time of operation – **Too restrictive** Prefer not ti have it New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Object against all of it The council has Jo money Any other comments? Waste of money
(o112) Local resident, (Littlemore, Long lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We have grandparents who come and stay each week to help us with childcare. I feel it would be a huge stress and inconvenience to ensure they arrived and left at appropriate times to ensure they were only using one permit per visit to ensure we had enough to use for the year. It would also limit the number of visitors we could have to our home during the year which would significantly dampen our socialising and well being. I cannot see any reason for implementing the parking regulations. I have not read anything that says why there are issues with parking in this area. It has so far always been possible to park outside our house and I fear if restrictions are imposed then people would start to dig up their front gardens to make space for driveways. The cost also seems huge annually to be doing what we have been doing for years. One of the reasons we bought this house was the ease of parking. I would be so disappointed if this was taken away from us. Please do not implement this scheme.

	Time of operation – **Too restrictive** I would prefer only weekdays, do not hamper our socialising at weekends. And please limit to 9-5 or shorter. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** The current double yellow lines are not enforced currently. If more were added, it would just stop law abiding citizens from parking there without doing anything to stop those who are parking illegally anyway. I also haven't managed to find anywhere to see where these would be on the roads. Any other comments? Please explain why you are doing this. If you want to win us over, we need to know the reasons. As things stand I cannot see any reasons to do this.
(o113) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I do not feel at any point with the amount of taxes and money it currently costs me just to live in the city of Oxford that at any point should I have to pay to park outside a house that I own. I am a mortgage payer and a hard working citizen and the least I should be able to do is park for free outside my house which costs a fortune to keep as it is. This is just another way to tax the hard working people of Britain into such a state that it is not sustainable to even live. Time of operation – **Too restrictive** None at all, ridiculous idea. Find the taxes from somewhere else.

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As previously stated, this country and the hard working citizens within it are taxed to within an inch of their life as it is, without having to pay to even park outside their houses. Absolutely disgusting. Any other comments?
(o114) Local resident, (Littlemore, Oxford road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I do not want to pay to park outside my house. These schemes were not wanted in Cowley or Littlemore. All they do is increase people cementing over their drives and push more parking into a different area. There was no problem with parking until you started these schemes Time of operation – **Too restrictive** No restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object**

	New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Leave the residents of Littlemore alone. We've had enough restrictions Any other comments? Leave the residents of Littlemore alone. We've had enough of your restrictions
(o115) Local resident, (Littlemore, Rahere Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Na Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Na Any other comments?
(o116) Local resident, (Littlemore, Sandford Road)	Live in proposed CPZ? – **Yes**

	Overall opinion – **Object** There are no issues currently in this area. This appears to be a money making avenue for the council. Time of operation – **Too restrictive** . New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** . Any other comments?
(o117) Local resident, (Littlemore, Sheldon Way)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Cost to residents Time of operation – **Too restrictive** Not needed New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion**

	New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I live in Sheldon Way and oppose the proposals. Any other comments? No benefit
(o118) Local resident, (Littlemore, Van Diemans lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Objection on the number of vehicles allowed per household, some households are larger than 2 adults, this should be done on a per bedroom within a residence basis. Objection on the first permit costing a charge (this should be free). objection for the new double yellow line sections, these have not been shown or stated and how much of the existing parking will be removed by this. If the scheme is to go ahead the funds raised should be reinvested into the road infrastructure within Littlemore North. Time of operation – **Too restrictive** Saturdays and Sundays are days for family and visiting friends the cpz scheme severely hampers community. There should be no restrictions on Saturdays or Sundays.The current amount of visitor permits suggested is not enough to even cover a half day a week New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No objection** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object**

	New DYLs in Van-Diemans Lane – **Object** The proposal seems overkill on double yellow lines, the only place that needs it is the pinch point on the corner of bodley road. The double yellow lines plan is not clear and looks to restrict the volume of parking even further. A map of double yellow lines needs to shown to allow me support it. Any other comments? I do not understand what the needs are for this scheme. Littlemore North is far enough away from major businesses that people don't need to park here unless they are visiting family and friends living within the littlemore North zone
(o119) Local resident, (Littlemore, Vandiemans lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no reason why vandiemans lane needs parking permits, there is plenty of parking space for visitors. The use of double yellow line of corner would be more affective then permits. What happens to any money that is made out of permits? Will it go back to the community ie: grass and hedge cutting, road repairs. What are they of benefit to vandiemans lane. Is this a moneymaking scheme. Ltns are killing the community now parking permits, what next pay to breathe Time of operation – **No opinion** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Partially support** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	This is of no benefit to the area it will cause a division in the community we have enough restrictions with the ltns that are not wanted and have been forced on us disrupting our daily life cost us all more money to live in a community we love permit parking will kill the area. Any other comments? DON'T fix what isn't broken, look to ways to improve our live not make them harder, fix the roads, drains, cut the grass, trim the hedges, rid the community of the drugs dealers and help the addicts. People use to want to move to littlemore now it's a laughing stock.
(o120) Local resident, (Littlemore, Vandiemans lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no need for cpz in vandiemans lane. I would support double yellow lines on the corner of Rahere rd and orchard way where I believe there is a need. Time of operation – **Too restrictive** Leave parking as it is New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Partially support** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Object** As in previous comments vandiemans lane has no need for cpz, double yellow lane would be more efficient and have better support from local residents Any other comments?

(o121) Local resident, (Littlemore, Van-Diemans Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I strongly object to the cpz. However, I want other residents of Van-Dieman's Lane and also parents and staff from CCSJ school to stop using the car park spaces meant specifically for the cul-de-sac in which I live in Van-Dieman's Lane (house numbers 23-43.) We don't have driveways or parking spaces in front of our houses in the cul-de-sac, so seeing other residents park their vehicles in our spaces and leave them there overnight, and sometimes for months at a time, is very inconvenient. Every other house in Van-Dieman's Lane have driveways and parking outside their property. I don't want permits, but clear signposts saying 'this car park is for the residents of 23-43 Van-Dieman's Lane only' would be helpful. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** We don't want cpz Any other comments? The CPZ, like LTNs, are unneeded, unwanted by the ordinary working class person in Littlemore. They are unfair and against our rights.

(o122) Local resident, (Littlemore, Wykeham Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** No good reason for controlling parking has been presented by the council and we who are local residents do not experience any problems with parking. Oyr estate is private and it is unreasonable for the council to charge us for parking - we bought our property in Wykeham Crescent with the expectation of having access to free parking, similar to residents of a house with a private drive. We are already paying road tax and council tax and having to pay for parking is just another tax. The council appears to try and solve a problem that doesn't exist with this scheme and it feels like this is just a smart way the council has thought of to make more money. Time of operation – **Too restrictive** There should be no parking restrictions in this area full stop. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Parking restrictions just mean wealthy people get to own cars and the rest of us struggle, it's not the way to tackle pollution and congestion because people need their cars for work etc as the public transport and road infrastructure around here is so bad. Go back to the drawing board and find another solution please. Any other comments? People in are area are being approached by right wing parties who are trying to get support by opposing the council's transport plans. I am concerned that a silly parking scheme potentially means my local area will vote for a far right council. The council needs to make transport work for local working people.

(o123) Local resident, (Littlemore, Wykeham crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The rate of restriction in Oxford is becoming too much and it's making life more difficult. How can you spend tax payers money to build infrastructure and people are not allowed to use them freely? Time of operation – **Too restrictive** I prefer total liberalization. There should not be any form restrictions. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Therapeutics reasons stated above. Any other comments? None
(o124) Local resident, (Littlemore (not Littlemore north as I've never heard of it), Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** All the new plans being put forward, all seem to have one thing in mind and make money from residents. With all the costs involved to do this, the money could be spent in a more productive way. If you really looked at all the controls and restrictions in place already, these are abused by some and the infrastructure or means in place to

	monitor/record/police whats already in place. We should be aiming to get the basics right in the first place, then look to expand and money won't get waisted as its been done in the thousands and even millions within Oxfordshire. Time of operation – **Too restrictive** Who though of that time? What does that actually do? Are they car owners parking their cars and using other means to travel within Oxford? New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Wasting money, with all the LTN in place, there has not been enough time to actually monitor and collate the issues this rises before spending even more money. Any other comments? I've lived in Littlemore for over 30 years, never heard of Littlemore north! who makes the decision to make new boroughs of Oxford? Yes we need to find ways to improve area and travel, but in infrastructure to provide a good public transport isn't in place first, you can't put good foundations in after building walls and keep putting in extra charges to from all the taxes already in place. Money has been wasted in so many ways rather than a process that should be looking at cause and effect
(o125) Local resident, (Littlemore North, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	I feel that current parking adequately suits the needs of local residents. A controlled zone would be inappropriate, unnecessary and inconvenient. I don't understand why the proposals are being made. It will be a significant expense by the Council that could be much better spent on repairing/renewing inadequate road surfaces. Time of operation – **Too restrictive** I would prefer restrictions to remain as they are currently. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Whenever I use these roads, I don't experience difficulties so do not understand why new DYLs should be introduced. Any other comments? I wish the proposed scheme to be dropped in full.
(o126) Local resident, (Littlemore North, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I have neither seen nor experienced parking problems in Littlemore North where I have lived for the last 2 years (first in Van Diemans Lane and now in Bodley Road). I can therefore see no need to spend money on introducing new parking controls here and then more money on monitoring them. Also, why should residents pay for an unnecessary service? Who will benefit from controlled parking zones? This could also encourage more residents to pave over front gardens to increase their permitted parking, which would be detrimental to the environment, for instance, causing even more problems with excess water on the roads in times of heavy downpour.

	Time of operation – **Too restrictive** I object to any restrictions. However, if one day these become necessary to avoid all day parking by numerous non-residents, I suggest that a mid-day time restriction would be enough, say, from 10am-2pm, with the proviso that local school teachers are all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As mentioned above, I have not noticed significant parking problems in Littlemore North. Secondly, if parking restrictions were introduced in Littlemore North, any resultant displacement parking would affect Littlemore South, with the result that their roads would become overcrowded. Littlemore South is a less well off area with narrow roads and would be effectively penalised by such an action. The Council needs to acknowledge that many less well off people living there provide essential services to us all, often doing shift work and including carers and transport workers who need their cars to get to work or between jobs. Some do not have front gardens to turn into parking spaces, while others may have a front garden but not the money to make a pleasing looking parking space. Any other comments? People need their cars or they would not have them. Of course, we can use buses when one is available and many of us do so. Also, those who can walk do so. If there were a genuine ongoing problem, I would applaud the council for addressing it but, as there is not, could the council please use their time and taxpayers' money to deal with road repairs. For instance, please could attention be given to strengthening the roads as needed to reinstate the currently suspended sections of the 5A bus route through Littlemore North?
(o127) Local resident, (Littlemore North, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	I feel that introducing a CPZ in conjunction with the proposed traffic calming measures totally illogical. and the CPZ is really another money making excersise for the local council. If they are really concerned about traffic calming and parking issues then introduce free parking permits for residents only but charge for non residents. The CPZ will only increase the amount of traffic and illegal parking in this area. For the privelidge of an £80 PA residents permit we can park 8am to 6.30PM and outside these hours anyone can park free and residents will find it difficult to park in the area. Totally Illogical The council are actually encouraging non residents to park and increase traffic congestion in the area Time of operation – **Too restrictive** Resident only parking 24 hours New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I am concerned about proposals in Church Hill Road and Westbury Crescent Any other comments? The traffic calming is a great idea but introducing a CPZ in my area is badly thought out and unfair to residents
(o128) Local resident, (Littlemore North, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am objecting as we are already struggling in the area with only one way in and one way out via Newman Rd, due to the bus gates. There are no parking issues in our area, I am in Herschel Crescent, and we also cannot afford to pay for two parking permit fees every year.

	Time of operation – **Too restrictive** I am objecting to the CPZ New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I have no issues with the parking situation in the area. I also am not able to afford annual residence permits, it is an unnecessary cost. Any other comments? I think that it is unfair to introduce a CPZ to the area when we are already restricted by the bus gates.
(o129) Local resident, (Littlemore North, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There isn't a parking issue, however double yellow lines on the proposed corners is a good idea. Time of operation – **Too restrictive** No restrictions. We do not need a cpz New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object**

	New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Parking is not an issue, it's hard enough to get here with the roads blocked off. Any other comments? As previously mentioned, the proposed yellow lines are good idea to improve safety. The parking restrictions are not needed as there is not a parking problem.
(o130) Local resident, (Littlemore North, Herschel crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We have no issues with the parking situation in the area. We also are not happy about paying to park outside our home Time of operation – **Too restrictive** I don't want any restrictions.. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **Object** I am objecting because I do nto have any issues with the parking in the area, we feel that we are already restricted with the bus gates and only being able to enter vie Newman Rd and we can't afford the permits to park outside our houses. It is an unnecessary cost

	Any other comments?
(o131) Local resident, (Littlemore North, Kelburne Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Dumbass idea written by people who do not live here or understand the effect it will have on people's lives. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** If you bought a house and someone then asked if they could demolish your kitchen, what would you say? Any other comments? Stop interfering with residents' lives. Your salary and time can be better spent elsewhere
(o132) Local resident, (Littlemore north, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The parking around us is not an issue. When buying our house, we specifically looked for a place that had good on street parking, plenty of space for visitors and no extra charges associated with parking. The LTNs have already

	dramatically affected how we can travel though our neighborhood and have cut off significant access to easily travel to other areas of Oxford. Adding in CPZs is not having the best interest of the community in mind and is further adding to the stress resistants of north Littlemore are facing. Time of operation – **Too restrictive** No restrictions over the weekend needed. Hours should be working hours only 8-5pm. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Unnecessary stress on residents when there is not an issue. Forcing residents to pay for a parking permit when they have previously not needed to is stressful in this economy. We specifically bought a house in a neighborhood where CPZs were not present Any other comments? Please listen to the residents and really consider the stress this will cause rather than the support you might be trying to offer. The LTNs have been a huge burden and our voice has not been heard on that matter. Please do better with the CPZs
(o133) Local resident, (Littlemore north, Westbury crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Spending public money on a problem that don't exist lived here over 30 years never seen a parking problem see this as a money making project for the council to go and waist on other unnecessary projects

	Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Don't feel there a needf fo these parking restrictions its just a money making scheme for the council Any other comments? Totally unnecessary just the council on a money making scheme One resident has careers through out the day where are they meant to park when they attend
(o134) Local resident, (Littlemore North, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Consultation Plan - Littlemore North CPZ regarding the creation of a Paid Parking Zone at Herschel Crescent and areas as the residents of the district, I do not agree to this. The creation of a CPZ within the city centre was supposed to improve the situation and enable residents and customers to park their vehicles. It is quite the opposite. The creation of a CPZ at Littlemore North will not improve the situation, because most of the parking spaces are occupied by residents of the nearby houses, who have 1-3 cars. I believe that the creation of a CPZ will not change the situation, and will only drain the pockets of residents. No thought is given to creating additional free parking spaces, only profit counts, not the convenience of residents. What purpose is CPZ in Herschel Crescent supposed to serve? If the interests of a narrow group of residents are more important, what about the rest of the residents? Their votes do not count?

	Finally, I would like to emphasize that accepting the status of Herschel Crescent may be a precedent for creating the CPZ in all housing estates in Oxford, which is unacceptable, in my opinion. Time of operation – **Too restrictive** Residents don't need times of operation they live here. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** The creation of a CPZ at Littlemore North will not improve the situation, because most of the parking spaces are occupied by residents of the nearby houses, The live there pay taxes and do not need more to pay. If the interests of a narrow group of residents are more important, what about the rest of the residents? Their votes do not count? Any other comments? Consultation Plan - Littlemore North CPZ regarding the creation of a Paid Parking ZoneI. We do not agree to this. The creation of a CPZ within Littlemore North will not improve the situation and It is quite the opposite.
(o135) Local resident, (Littlemore oxford, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Because it's a tiny residential street out of the city of Oxford it would benefit no body for making people pay to park outside their own houses. The drive space is not big enough to have all the cars we need and we shouldn't have to pay a very expensive permit

	Time of operation – **Too restrictive** I don't think those hours are acceptable I don't think the permit should be enforced, but I think the weekends should be excluded minimum New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Because having permits when we are not in the centre of the city is ridiculous Any other comments?
(o136) Local resident, (Littlemore Oxford, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** £80 is expensive, already pay extortionate council tax & extra for brown bin..lived here all my life but oxford is becoming too expensive. Widowed with 2 sons who also drive…that's 3 cars already. What do I do when a relative comes to stay over with their car. Time of operation – **Too restrictive** I don't want this point blank. I have a friend who stays over at weekends if we go out together…where do they park? New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object**

	New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Too expensive for permits. Not enough provided. Totally object to this…littlemore is turning into a prison where driving us concerned! Any other comments? Why push the traffic this way to then charge us to help police the car parking. Disgraceful
(o137) Local resident, (Littlemore resident, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** As a long-term resident of Mayfair Road, there is absolutely zero quantifiable need to impose this deplorable additional tax on the people of this neighbourhood. There are no parking pressures. There are no issues with ease of movement through Littlemore North. There is, seemingly, zero data to justify this money-grabbing scheme on struggling households. Time of operation – **Too restrictive** It is too restrictive because it is completely unnecessary. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	Already answered. A shameless tax-grab that is unsupported by evidence. Any other comments?
(o138) Local resident, (Littlemore, although it's apparently now called Littlemore north. Utter nonsense, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is just another money grab from the motorist, if this is so important (which it isn't) then it should be free to residents. Time of operation – **Too restrictive** No restrictions, get rid of all of these parking zones New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Not needed, these issues only arise because of restrictions put in place in neighbouring areas, remove all parking zones across the city. Any other comments? Terrible idea, stop restricting people of Littlemore from living their lives, no parking zones and remove the ltns while you're at it

(o139) Local resident, (Littlemore, Oxford, Cowley Road - Littlemore)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I object to this CPZ as it is not needed on Cowley Road (Littlemore). I would agree closer to Cowley Templars Square shopping centre it is required. If it were implemented i would like to see residents permits issued without charge. Time of operation – **Not sure** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **Partially support** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Partially support** I do think around Church Cowley St James school double yellow lines/controlled parking is required, so that children are able to safely walk to school. Could parking be allowed on one side of the street only, to allow for the flow of traffic. Any other comments?
(o140) Local resident, (Littlemore, Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Parking is not a problem in the proposed area. There will always be residents or citizens who will always try to avoid the parking permits and restrictions.

	All CPZs are a possible solution to some kind of parking issue but, the CPZ affecting the Littlemore Road/Crowell Road, like most CPZs, moved a problem on. Some residents then started parking in 'Littlemore North' to avoid the restrictions of the CPZ. The answer is not to create another CPZ. There is no issue in 'Littlemore North' because of Oxford United matches. There is some unusual parking by some of the LTN barriers but again, it is an issue because of the LTN and not something that will be solved by a CPZ. Time of operation – **Too restrictive** There should be no restrictions at all but, especially on weekends. This is a residential area not near the City Centre and most people visiting Cowley Centre or the John Allen Centre park at the John Allen Centre. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** There is no parking issue on any of these roads. Double Yellow Lines will just make life worse for those residents, the county council are supposed to work for the residents and should not be trying to restrict them unnecessarily. Any other comments? The majority of the people living here do not support this CPZ and if the council implement the CPZ it will be another clear sign that the council does not listen to it's voters.
(o141) Local resident, (Littlemore, Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	I will no longer be able to accommodate my whole family when they wish to visit, I would need two more parking for the property. I also think it is unfair to charge residents for permits. Time of operation – **Too restrictive** I don't think there should be any restrictions on weekends. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I think the proposed restrictions are unfair on local residents. Any other comments?
(o142) Local resident, (Littlemore, Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** In my opinion this is another money making scheme at the expense of the public! People are already feeling a financial strain and this just increases it! Businesses will likely pass on the costs of their permits to whoever needs there services which adds even more financial strain! 50 visitor permits a year is a paltry amount especially for the elderly who rely heavily on visitors and indeed is likely to have a negative effect on the mental health of people who already suffer with loneliness and feel isolated! Time of operation – **Too restrictive** I don't agree with the whole concept New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object**

	New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Already stated at start of survey Any other comments? This scheme adds nothing to net zero whilst costing the general public unaffordable money and indeed a large inconvenience
(o143) Local resident, (Littlemore, Oxford, Hillsborough)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is absolutely no reason why residents should have to pay for permits to park outside their own homes. These are NOT high-traffic areas, despite what is claimed by the council, and this proposal will cause more harm than good. The council is isolating its residents, whom they are supposed to have best interest for. This is a low income area, and further financial obligations for matters that ARE NOT NECESSARY, will put pressure on those the council should be helping most. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object**

	New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As per my previous comments. Any other comments?
(o144) Local resident, (Littlemore, Oxford, Van diemans lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Oh another way to dictate to the littlemore residents on where they can go, why put restrictions on all these road when the is no problems, I understand some of them like orchard way, as people do tend to park and obstruct the road but it's not fair to think all of the roads are a problem, I think littlemore people have had enough as we are feeling that we are being victimised yet again by the councils actions. Do you think we have money to spare to pay for these permits ? Cost of living crisis at the moment, how are we going to afford the permits ? Time of operation – **Too restrictive** If there is restrictions then what about work hours during the day when people are at work, like 9-4 then when people are home to be able to park outside their own homes plus no restrictions on the weekend, you have visitors coming, why should we pay to p New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Partially support** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	Why I have said for Newman road is purely because of how busy that road is as it's the main road coming in and out of Littlemore, Orchard way why I partially support it is because of the amount of cars that are parked obstructing the corner of the road into van diemans lane, which can cause accidents waiting to happen. They park in Orchard way. Any other comments? Why try to solve something when they is no problem, you will be making a problem if you go a head with this, people can not afford this, and why should they have to worry about paying for permits when they already pay their council tax, if anything it should come into it as well not separately. We feel in littlemore we are being penalised again as we have these LTNs that are restricting us as well.
(o145) Local resident, (Littlemore, Oxford., Wykeham Crescent.)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live in Wykeham Crescent, a private cul-de-sac with plenty of parking areas available and few issues with traffic. In the general locality, I have not observed great problems with parking (i.e. vehicles parked on footpaths, etc). I don't see that there is any need for this unnecessarily bureaucratic and expensive scheme. Time of operation – **Too restrictive** I don't see any need for weekend restrictions. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I am not familiar enough with the traffic issues in these areas. Any other comments?

(o146) Local resident, (LITTLEMORE., Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We do not have a problem in Long Lane & never have had in my 34yrs of living here. There are always the renegade few that abuse the tacit rules but 99% of us in the area never cause problems. The overwhelming majority of us can't fathom why this has reared its ugly head again as it was clearly objected to a few years ago. Around 50-60% of us park off road in our own driveways anyway. The more cynical of us could be forgiven for thinking that this is just a clandestine money making action & that the Lib-Dems will be held in long term contempt if this goes ahead. Time of operation – **No opinion** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **Object** The roads in our immediate are are perfectly passable with no need for draconian measures. Any other comments? The recent meeting with Ann Stares & other local councillors was full to capacity with residents up in arms about the CPZ rearing it's head yet again. The show of hands count was so overwhelmingly NOT in favour it even surprised us.

(o147) Local resident, (Littlemore/Cowley, Westbury crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Westbury Crescent is being hit in two measures. The proposed traffic calming and CPZ. Before considering CPZ you should wait to see how the traffic calming affects the area and residents, depending on what is decided and introduced. For now you need to hold off with the CPZ in Westbury Crescent. Time of operation – **Too restrictive** These should not be introduced until the traffic calming is decided in Westbury crescent New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** If CPZ is introduced, the majority of people marking there will be residents. So, double yellow lines seem a bit much. Any other comments? Why is it the residents who will suffer with the introduction of these measures, and will have to fit the bill for parking permits. Do you not already take enough from us through your year council tax increases??
(o148) Local resident, (Littlemorw, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There are enough restrictions and LTN'S without adding more cost and frustration to residents, driving us out in drones, it's unfair and unnecessary. Although I doubt the general opinions count for nothing and yet another ludicrous crackpot idea will be implemented despite objections. Time of operation – **Too restrictive** None at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As already stated there are enough ridiculous parking restrictions already and why implement a cost to the resident? It's not our ideas. Any other comments? Ludicrous
(o149) Local resident, (Long Lane, Long lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no parking problem in long lane Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object**

	New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No parking issues Any other comments?
(o150) Local resident, (Longlane, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We have no problem with parking- This have not got the residents in mind is only a way for the council to make money why not charge people who are not from the area but residents free. We already have limited access which means longer distance and more time to travel- why fo you want to take all of our freedom away. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	Even if everyone objects the council will still go ahead because they don't care about us . I am self-employed I am looking out Any other comments?
(o151) Local resident, (Newman, Coombs road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It's not needed Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Why should we have at to park where we live Any other comments?
(o152) Local resident, (North Littlemore, Herschel Cresc)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	The proposed plan is designed to alleviate a problem of non-residents coming in and taking residents spaces, As far as I know, cars currently parking on these streets mostly belong to residents. So effectively your plan will charge residents for parking on the street, as they are already doing. Therefore, I object Time of operation – **Too restrictive** Don't do it New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As previously stated Any other comments?
(o153) Local resident, (Ox4, Pulker close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is currently no parking issue on the estate, so this change feels very much like a new tax on disguise. Worse, it may CREATE a parking issue as the few free parking spots will become much more used, including by non residents. As for reducing emissions, you may actually encourage people who usually travel by bike, but have a car for occasional use, to now use the car everyday to avoid parking fees Time of operation – **Too restrictive** From never to never is the only reasonable option here, unless the whole thing is really about making money New DYLs in Bodley Road – **No opinion**

	New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Hoping responses to this survey will be taken into account Any other comments?
(o154) Local resident, (Oxford, Addison Drive)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Oxford Council have already ostracised Littlemore from all other areas thanks to the LTN'S. The lack of compassion and complete disregard towards the residents of Littlemore is atrocious. In one of the highest areas of deprevation you are now planning on charging residents to park in their own street. For my hole hold with visitors thats an additional £191 per year. How is this acceptable in a cost of living crisis. I assume just like the LTN's the wealthy in North Oxford will not be punished in this manner. Time of operation – **Too restrictive** Same as before the whole plan is laughable and a scheme for the council to bleed more from the Oxford residents that need it the most. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object**

	New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Disclosed above. This consultation is pointless as the residents opinion is not seen as important. Any other comments? Completely ridiculous.
(o155) Local resident, (Oxford, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Having lived in Bodley road for over 40 years I see no need whatsoever for the proposed Controlled parking zones. We are in a quiet no through area with no adjacent parking overflow needs as we are well away from business, schools or Shops. It's far easier for shoppers to use the Tesco, Sainsbury or Cowley centre parking than walk from our quiet area. We therefore se this as an additional Taxation and a limitation to our visits by our family. This may stop family visits which many older residents will be opposed to. Time of operation – **Too restrictive** We don't need any in our area of Bodley road If I have to give an answer to this loaded question it would Monday to Friday only 9.00am to 5pm New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion**

	Again our area is extremely quiet and I don't see the need for any additional yellow lines. The money and the ongoing expenses required to maintain these proposals should be spent on repairing road surface and pavements Any other comments? Again I very strongly object to the proposed Controlled Parking Zones in Bodley Road and Herschel Cresent. We pay road tax and council Tax we don't want to pay an additional Tax for something that is not wanted or required and something that will isolate our community more from family and friends. This is a quiet family oriented area with many older residents looking forward to weekend family visits. Please think before you impose this. This seems to be designed to treat us like an inner city rental area and to drive out families.
(o156) Local resident, (Oxford, Bodley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It is not the right proposal for the area and will push cars into other areas not under a CPZ restriction and cause massive congestion on the roads. A better proposal would be to actually tarmac the roads properly as they're in an appalling state of repair. This is another Andrew Gant vendetta against East Oxford and Littlemore to punish car owners Time of operation – **Too restrictive** No one would be able to park anywhere. If you had two cars and the road is full of other cars, where would you park yours? It's a nonsense. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	For the same reasons as above. We do not need restrictions around these areas, and a relay of the roads is a much better use of the councils money. Any other comments?
(o157) Local resident, (Oxford, Cardinal close)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** My carers will not be able to park near my flat. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No issues now and costs for residents and carers. Any other comments? Not needed and costs
(o158) Local resident, (Oxford, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	The reasoning doesn't seem to have been thought through properly - for example in the consultation documents no reasoning is given as to why the proposed CPZ is more restrictive than then neighbouring FP CPZ. This is strange given that one of the main justifications is to counter overspill from adjacent CPZs. Adding a CPZ imposes significant adidtional costs both monetary and in time taken on residents. I'm familiar with other Oxford CPZs when assisting my elderly mother, and the administration of the CPZ permits is terrible, which means a lot of extra effort to deal with it. As the reasons stated in the consultation document are extremely vague, there is little indication that the benefits will at all match the additional costs. Time of operation – **Too restrictive** It's not at all clear why this is more restrictive than the adjacent FP CPZ which is Mon-Fri which seems much more reasonable. New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **Partially support** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Partially support** New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Partially support** While most of the new DYL areas on corners make sense, it's not at all clear why a large section of Long Lane is being proposed. Any other comments? The new CPZ would be much more acceptable if the administration of the Oxford CPZ permit schemes was better organised. Currently it's a complete mess which adds a significant burden to residents.
(o159) Local resident, (Oxford, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	I would prefer not to have a cpz but if we have to have one I don't agree with the time limitations which are too restrictive Time of operation – **Too restrictive** I would prefer them to operate only Monday to Friday Why not have an hour in the morning say 10-11am and an hour in the afternoon say 2-3pm when parking is restricted which would then catch commuters who park in these roads. New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **No objection** New DYLs in Eastern Avenue – **No objection** New DYLs in Kelburne Road – **No objection** New DYLs in Herschel Crescent – **No objection** New DYLs in Long Lane – **No objection** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **No objection** They seem quite minor alterations to do with junctions Any other comments?
(o160) Local resident, (Oxford, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Reason: We have never had issues wrt to parking in this area. There is typically enough places for everyone. Restricting parking in this area does not seem to follow based on an existing problem, which is why we are confused that an action is taken. Suggestion: If you follow through with the restricted parking, we would hope that the following may be considered: Given the number of large houses in this area, might it be possible for residents to purchase up to three (3) permanent parking permits, instead of two (2).

	Time of operation – **Too restrictive** I object any proposed hours, but if hours are being introduced, I believe it is too restrictive to also cover the weekend. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** NA Any other comments? NA
(o161) Local resident, (Oxford, Cowley Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** wasting tax payers money on attacking and further taxing motorists instead of providing local services like a dentist and doctors surgery that are totally absent in Littlemore. Time of operation – **Too restrictive** none, I don't see why I should have to pay to park next to my home. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object**

	New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Sick of Oxfordshire County Council wasting my tax money on vanity projects that divide communities by restricting movement. I can't wait until the next local elections when the current lot will be kicked out! Any other comments? You are crippling the economy of the city. Do something useful with our money like providing local services, affordable housing and repairing the damage on roads caused by the excessive number of buses using the main arterial roads.
(o162) Local resident, (Oxford, Eastern avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I don't think it's needed. Time of operation – **Too restrictive** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I live at eastern avenue and don't believe it is needed Any other comments?

(o163) Local resident, (Oxford, Fairlie road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The various road closures around us is meaning our journeys r longer and we have to sit in more traffic on the only road we have to use therefore costing us more in petrol and now u want us to have to pay to park outside our own house. This is just not fair on residence. Time of operation – **Too restrictive** 24 hour parking outside our own house with no restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No need for any restrictions Any other comments?
(o164) Local resident, (Oxford, Fairlie Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There are currently very few issues with parking in Littlemore North. My mum lives on Westbury Crescent, where parking is generally good (although this may change if the unnecessary planters are installed). I live in Fairlie Road, where again there is plenty of parking with no issues. Implementation of this will cause significant work for people living within the area, in terms of obtaining permits and visitor permits. it will also cause significant enforcement costs. Given that most of the area has not parking issues whatsoever, this seems like a completely unnecessary change. Time of operation – **Too restrictive** The small issues that this is supposedly stopping (eg. teachers parking on Rahere Road, and garage workers on Westbury Crescent) are exclusively weekday problems. It seems too restrictive to apply these on weekends. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Partially support** The only significant parking problem in this area is on Rahere road. Any other comments? This is currently unnecessary, please do not implement it.
(o165) Local resident, (Oxford, Herschel crecent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The introduction of a CPZ will require us to purchase parking permits, adding an unnecessary financial strain, especially during these challenging economic times.

	There is also a lack of evidence supporting the Need for a CPZ. There is no clear data showing persistent parking problems in Herschel Crescent, or a strong majority of residents in favor, I believe the introduction of a CPZ is unwarranted. In fact, many residents I have spoken to are strongly opposed to the idea. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I have listed the reasons, as above. First financial burden to local residents, second, no data supporting the need of CPZ in the area at the moment Any other comments?
(o166) Local resident, (Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is a cash grab by the council. I live in Hershel crescent where we do not have problems with parking so this is simply an attempt to make money off me by charging me to park outside my own house. Time of operation – **Too restrictive** From never to never. This is form designed to make me give you a positive answer for something I object to - there should be an opt out for this question

	New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** n/a Any other comments? We do not need a CPZ in Herschel crescent
(o167) Local resident, (Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I don't see any reason to put residents parking in all over the area when there should only be restrictions at certain junctions and corners. It seems like yet another charge to residents, and we will likely have traffic wardens around trying to make money. If a station is ever put in this area,I can see a reason to have residents parking, but it seems excessive to me. There should be more double yellow lines at junctions and on corners to stop some unreasonable people parking and blocking buses, which I have seen on Herschel Crescent many times, but now that the buses don't run down here, it doesn't matter so much. Time of operation – **Too restrictive** If you are going ahead with it, then weekdays would be sufficient surely. New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **No objection** New DYLs in Eastern Avenue – **No objection** New DYLs in Kelburne Road – **No objection** New DYLs in Herschel Crescent – **No objection**

	New DYLs in Long Lane – **Support** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **No objection** At somejunctions its very difficult to see because big vans and cars are sometimes blocking it, and often the bus finds it difficult to get around. Any other comments? additional DYL needed, particulalrly on the corner near the path to the park on Herschel Crescent, as some people do not seem to care how they park and blockthe road or people's cars in on driveways.
(o168) Local resident, (Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Although I see your point and I agree on reducing cars parked on the street, I do not think it is fair for people already paying service charge, paying for a further parking permit. Time of operation – **Not sure** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I do not have an opinion for those roads I do not know

	Any other comments?
(o169) Local resident, (Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I object to the controlled parking zone, as there is no valid reason for it to be put into place. A reason has not even been provided on the proposal to justify it. As a resident of the zone, I have not witnessed any issues with parking in the area. Furthermore, local residents should have a right to park on the roads surrounding their property without having to pay to do so. This seems like an attempt to make money at the expense of local residents. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** There is absolutely no valid reason or need for this. Any other comments? It makes no sense and is unnecessary. I do not support it.
(o170) Local resident, (OXFORD, HERSCHEL CRESCENT)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	I have lived here for over 5 years and neither I, my wife or any of the other local residence we know have ever had an issue with parking on our street. We have never had any problem with people leaving there cars on our street or any other streets nearby for the day and going to work. We have absolutely no need for a controlled parking zone AT ALL. Time of operation – **Too restrictive** If you really care about just stopping people from driving into Oxford and leaving their cars on residential streets you should impose a 10am-12pm 2 hour curfew to stop this. A full day, 7 day a week zone impacts only the residence and is a thinly veiled New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As previously stated, our streets have no issues with no residents using them to park. The only thing your cpz's will achieve is taking money off residence for them to park outside their own homes. Any other comments? It is not needed, excessive and expensive.
(o171) Local resident, (Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Expensive and unnecessary proposal in this area. Time of operation – **Too restrictive** No CPZ in the first place

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Totally unnecessary Any other comments?
(o172) Local resident, (Oxford, Herschel crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** It really isn't needed especially on Herschel Crescent. During the day there are no cars around here, even on football days. You will make people dig up their drives (which most people around here have nice garden with flowers which is good for the environment because it is helping the bees and butterflies.) It will make the area look ugly with signs all over lamp posts. You are just trying to make more money out of people. Time of operation – **Too restrictive** We don't need it around it New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object**

	New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Why do we need double yellow lines!! Any other comments? What a waste of money 💰
(o173) Local resident, (Oxford, Herschel crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Why? It's just a money grab for this stupid council because these bus gates must not be making them enough money to waste of their stupid ideas. Why should be pay to park in our own neighbourhood? Time of operation – **Too restrictive** We should have the hours because we shouldn't have these stupid cpz. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Well I live on Herschel crescent and why make it harder to park. I pay fucking road tax and council tax now adding more stupid taxes and fees. These are just money grabs Any other comments? It's fucking stupid

(o174) Local resident, (Oxford, Herschel crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There are no issues with parking in this area as it is. We have a growing population and people need to be able to park their cars. We should not have to pay to park where we always have. We pay tax for everything, it is ridiculous and unnecessary to add more expense to residents, not to mention the state of the economy and the cost of living on top of this. Put your funding into things that actually need to be done to support our communities and stop making people's lives more difficult. Time of operation – **Too restrictive** Free parking. No restrictions. It is unnecessary and unfair to tell people they can no longer park where they always have done. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Stop asking the same question. My previous explanation stands. Any other comments? It's shite.

(o175) Local resident, (Oxford, Herschel Crescent Littlemore)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is the latest in a long line of bad ideas the only reason you do anything is to raise revenue the roads that I pay road tax to use are now blocked and make my journeys much longer you take traffic from one road and impose it on others. There is no desire for this in this area Time of operation – **Too restrictive** It is not needed so no time is needed this is a weighted question New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I am guessing you have a hat for the most disruptive idea you can come up with who in gods name was wearing it this time Any other comments? Remove all of the LTN's and stop polluting the planet, everyone is drive further distances, surely you know people drive up to these and then drop off and then drive back you gain nothing from this at all apart from long traffic jams round the open streets this is clear madness
(o176) Local resident, (Oxford, Hillsborough Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	I cannot see a need for a controlled parking zone, there is no issue with commuters parking their cars and neighbours and their visitors are respectful of each other. It only comes at a cost and adds more financial pressure on households in these already challenging times. Time of operation – **Too restrictive** I object to the proposal and do not support any restriction New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** object Any other comments? no need
(o177) Local resident, (Oxford, Hillsborough Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** this is a ruse to extract money out of residents. There is no need for it and it does not benefit us. Time of operation – **Too restrictive** I object New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion**

	New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I object to the proposal Any other comments? I object to this proposal
(o178) Local resident, (Oxford, Hillsborough Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** we don't need this Time of operation – **Too restrictive** we object to this proposal New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** there is no need for this restriction and, btw, it is not explained what DYLs are Any other comments?

	none
(o179) Local resident, (Oxford, Hillsborough Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** it costs my parents money and is not helping Time of operation – **Too restrictive** no need for it New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** what does it mean? but anyway, I do not support the idea of CPZ Any other comments? none
(o180) Local resident, (Oxford, Hillsborough Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** costs my family money and is useless

	Time of operation – **Too restrictive** no restrictions at all New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** what does that mean? There is also a typo in the last column. And I object to the proposal Any other comments? object to the CPZ
(o181) Local resident, (Oxford, Hillsborough Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** not needed Time of operation – **No opinion** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion**

	New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** object to CPZ Any other comments? object to CPZ
(o182) Local resident, (Oxford, Hillsborough Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I was in favour of the CPZ in 2021, but the introduction of the LTN (which I strongly support) has solved the parking problems that existed then. The proposed CPZ aims to solve a problem that no longer exists. Should the LTN go, then the CPZ would be needed at once. Time of operation – **No opinion** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** None of these proposals will have any effect on me. Any other comments? Just to repeat, needed in the past but not needed now.

(o183) Local resident, (Oxford, Hillsborough Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I have lived here since 1980 and pay road tax, council tax, why should I pay to park outside my property. Time of operation – **Too restrictive** I wouldn't prefer any parking restrictions, do not agree with parking restrictions. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Object to all parking restrictions. Any other comments? Why should we pay to park outside our own homes, we already pay road tax and council tax.
(o184) Local resident, (OXFORD, kelburne rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I strongly oppose the introduction of a controlled parking zone, as it could negatively impact local businesses. Restricting parking or charging for it will deter customers, particularly those who rely on easy access to nearby shops. Small businesses already face numerous challenges, and this measure could further reduce footfall, harming the local economy

	Time of operation – **Too restrictive** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I strongly oppose the introduction of a controlled parking zone, as it could negatively impact local businesses. Restricting parking or charging for it will deter customers, particularly those who rely on easy access to nearby shops. Small businesses already face numerous challenges, and this measure could further reduce footfall, harming the local economy Any other comments?
(o185) Local resident, (Oxford, Kelburne road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Please don't add restrictions in our area Time of operation – **Too restrictive** I don't want any restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object**

	New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Don't add any Any other comments?
(o186) Local resident, (Oxford, Kelburne Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I see no need for the parking restrictions as never have a problem parking and see few vehicles parked on my road during the day. I just see it as something that will cost residents and brings no benefit to people living in the area. What is the beneficial purpose of the restrictions? Time of operation – **Too restrictive** I don't support any restrictions but If they have to come in why can't they just be during the working week Monday - Friday and not the weekend? New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I live on Kelburne Road and see no need for parking restrictions. Any other comments?

(o187) Local resident, (Oxford, Kelburne Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I object to the proposed controlled parking zone because it places an unnecessary financial burden on local residents. The introduction of parking permits and additional charges disproportionately affects those who may already be struggling with the cost of living. Rather than resolving parking issues, it risks creating economic hardships for people living in the area Time of operation – **Too restrictive** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** N/A to me Any other comments?
(o188) Local resident, (Oxford, Kelburne Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There is no clear evidence that a controlled parking zone is necessary in this area. The current parking situation does not warrant such drastic measures, and there has been little demonstration of widespread parking problems. Implementing a CPZ feels like an overreach and an inconvenience for residents who currently have no trouble parking near their homes. Time of operation – **Too restrictive** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Kelburne road: There is no clear evidence that a controlled parking zone is necessary in this area. The current parking situation does not warrant such drastic measures, and there has been little demonstration of widespread parking problems. Implementing a CPZ feels like an overreach and an inconvenience for residents who currently have no trouble parking near their homes. Any other comments?
(o189) Local resident, (OXFORD, kelburne road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I object to the proposed CPZ due to the lack of thorough consultation with the community. Many residents feel their views have not been adequately heard or considered. Decisions that affect the daily lives of residents should be made through a transparent process with genuine public engagement, which has not been the case here.

	Time of operation – **Too restrictive** I object to the proposed CPZ due to the lack of thorough consultation with the community. Many residents feel their views have not been adequately heard or considered. Decisions that affect the daily lives of residents should be made through a transparent New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I object to the proposed CPZ due to the lack of thorough consultation with the community. Many residents feel their views have not been adequately heard or considered. Decisions that affect the daily lives of residents should be made through a transparent process with genuine public engagement, which has not been the case here Any other comments?
(o190) Local resident, (Oxford, Littlemore road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** With the CPZ,we will be restricted from free use of the PUBLIC road and that is breaking our human rights to move freely.This is happening second time and the first one was with the LTN. Ours budget will be shortened with the payment for the project that is not good for anyone.Our social life will be affected(no one will be happy to visit us in such restricted places.I am asking politely DO NOT DO the CPZ please and REMOVE the LTN PLEASE,we will be very happy to live in this area like before,freely and happily with open spaces for movement of people and all special cars (ambulance,police,firefighters…)means we will be protected from crime,we will have health help on time…without any barriers.Please hear the voice of us we need freedom to move to live THANKS

	Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** DO NOT DO the CPZ please Any other comments?
(o191) Local resident, (Oxford, Littlemore road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The worst possible scenario for life in this area after the LTN. No more free movement for us our friends and families plus extra cost for all residents in this area NO for CPZ Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object**

	New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No for CPZ NO extra cost Fix the roads and let us use them properly please Any other comments?
(o192) Local resident, (Oxford, Littlemore Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live on Littlemore Road and there is no shortage of parking spaces. Most non-resident parking seems to be visitors to the Co-Op, who will continue due to the 2 hour allowance. Including Littlemore Road in the scheme will create inconvenience and costs for residents, their visitors, and tradespeople working at their houses. It will not contribute to the stated aims of the scheme, which are to "manage transport & development, and to protect residential streets": all it will do is charge us a bit of money and create a lot of admin overhead. I object to the inclusion in the parking scheme of streets, including Littlemore Road south of Bartholomew Road, where there is no shortage of parking and where the parking restrictions will not affect non-residents (except those visiting residents) due to the 2-hour allowance. If there are residential streets suffering from commuter parking or similar, then by all means apply residents-only parking restricts to them, but it makes no sense to enforce residents-only parking regardless of the situation on the individual streets. Time of operation – **Too restrictive** The less the better, but in particular there can't be any problem with commuter parking at the weekends, so allow those. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion**

	New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I am not familiar with the parking situation in any of those streets. Any other comments? This scheme has the appearance that it may be an attempt to raise money from Oxford City residents, with the parking situation a mere excuse. Can the County Council provide guarantees that the chargers made to residents (including for the second book of visitor permits) solely cover the administrative costs of issuing the permits, will not exceed those costs in future, and are not in effect a Council Tax surcharge levied by the County on the City?
(o193) Local resident, (Oxford, Littlemore Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I do not think that the changes will improve parking and the road environment for the local residents and people that visit the area. It will mean extra expense for the local residents to park outside their home if they have no drive and because of the current structure of the local population. They will have a struggle to pay as lots of the local residents are tenants in rental properties or HMOs with no access to a driveway. This will mean more homes losing any green space in the front of their homes to provide a driveway in order to avoid these charges which is bad for the local wildlife , further reducing our green corridors and also available parking space on the street due to more driveways. Putting in parking restrictions just moves the problem somewhere else instead of solving the issue of encouraging people to use public transport etc. Putting in double yellow lines in large swathes of road in the area makes it difficult for residents to park outside their homes and just moves them elsewhere which is not outside their home which means they are more likely to experiences burglary or antisocial behaviour as they cannot monitor their car It is just another way to get more money out of the residents rather than through local council tax. Littlemore north area feels like a very neglected area of Oxford in comparison with North and West Oxford . The current LTNs have reduced the amount of traffic passing down Littlemore road but it has not addressed the issues of drivers driving above 20mph which in view of the fact it is a main thoroughfare for several schools in the area is a major concerns for pedestrians. There are no zebra crossings or similar in this area. Drivers do not take any note of

	the 20mph signs which are too small to be seen easily. The local taxis are able to pass the LTNS bus gates but they drive well above the speed limits. The think the current parking situation needs to be reviewed as a whole rather than just in bits as the changes have long terms consequences not just for Littlemore North but also the areas around it Time of operation – **Too restrictive** I feel the parking restrictions should not be implemented in this area as current parking is satisfactory and does not need changing New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Please see previous reasons submitted which explains why I do not agree which the parking proposals for the area. I see it as a money making opportunity for the council rather than helping with any parking improvement for local residents. Any other comments? I am in support of more local minibuses connecting local residents with local amenities instead of current large buses to help encourage residents to use public transport rather than driving . I would prefer traffic calming initiatives to help reduce speeds of cars in these areas. Any future plans need to take into account other restrictions and plans in place in surrounding areas.
(o194) Local resident, (Oxford, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	That is completely surprising to me. I have lived on Long Lane for several years and I never heard anyone complaining about the parking situation. Most of the houses have driveways so I don't understand why this consultation even reached that stage. The vast majority of these roads comprise houses so there are no big businesses affecting the parking situation. Who are the people that even asked for this to be implemented and why would I have to pay for parking permit to park in front of my house? I am totally against this proposal. This scheme will try to solve a problem that doesn't even exist and will just waste our money. Time of operation – **Too restrictive** No times of operation at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** All of them are minor streets most of which I drive through often. I haven't noticed any reason at all that DYL would be required. There are DYLs almost on every turn which are sufficient. There are far more important problems on our roads such as the daily blockage at the junction of Newman Rd and Oxford Rd. Any other comments? This scheme may be useful to busier areas with many daily visitors with cars. These proposed roads consist of just houses so it is completely unnecessary, creating a more complicated and hostile environment for residents of the area with cars.

(o195) Local resident, (Oxford, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Not required. Enforce exisiting parking laws with respect to parking on pavements and near junctions, but no further steps necessary. I also find the ordering of the choices in Q3 counterintuitive. Time of operation – **Too restrictive** The road I live in is clear at these times, the premise of this question is flawed. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** These draconan measures are unecessary, and certainly should not be prioritised over dealing with scooters and electric bicycles endangering people on the shared pathway between Long Lane and Barnes Road Any other comments?
(o196) Local resident, (Oxford, May fair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We are already paying a high amount of council tax and therefore, don't want to get charged again for car parking. Time of operation – **Just right**

	New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** No comments Any other comments? No
(o197) Local resident, (Oxford, Mayfair road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Besides the council making money of this parking zones I don't see any reason why you should restrict the city of Oxford any further. It is already impossible to drive a car in this city Time of operation – **Too restrictive** See previous response New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object**

	New DYLs in Van-Diemans Lane – **Object** See previous response Any other comments? We are paying taxes that include using the streets of Oxford and all this restriction like LTN's and parking restrictions are denying us the right to enjoy the freedom of driving a car.
(o198) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am objecting to the proposals as I own a house on one of the affected roads. There is no issues with parking within our neighbourhood. Therefore I do not see the reason why this is proposed. It appears that the only reason to implement the CPZ is to raise funds for the County Council via residents money, who are not affected by the principle objective of CPZ! There is no parking issues within the named roads. Residents should not be paying for parking they car. Also, even some visitors permits will be free, residents will still need to pay for further permits. Therefore this appears to be Council funds raising objective via residents means. I did not see any valid published evidence to introduce this scheme in our area. Time of operation – **Too restrictive** None! New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Explained my position in the previous box

	Any other comments? All comments in the first box.
(o199) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I live in Mayfair Road. There are absolutely no parking problems (or ever have been) in our road, or the roads leading to it, so I can see absolutely no reason why you should make this a CPZ. We are always able to park outside our house, as are our neighbours. This seems to be purely a money making scheme by the council. It will make life more expensive and more difficult for many of the residents in the area. Time of operation – **Too restrictive** I do not agree with any form of CPZ so have no preferred hours of operation New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No objection** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No objection** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I have no opinion in most of the areas as I do not travel through them. The 2 areas I have no objection to will improve visibility at the junction of the 2 roads, and would be useful regardless of the outcome of the proposed CPZs Any other comments? I have done a quick survey in Mayfair Road to find out residents views on the proposed CPZ introduction. I managed to speak to 29 households. Of those 1 thought the proposal was a good idea, 2 had no view and 26 were against the

	proposed CPZs. All of these felt it was a money making scheme by the council, and said they had no issues at all parking in this area.
(o200) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is plenty of street parking available where I live in Mayfair Road and so there is no need to restrict or prioritize parking with a CPZ. Time of operation – **Too restrictive** There are no times I prefer as I don't agree with having any times of operation. I do not want a CPZ. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Car parking on the corners of Churchill road and Kelburne Road impairs a clear view at the junction of the roads and is therefore an accident hazard. Any other comments?
(o201) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	It is unnecessary to implement the CPZ in the area. As residents we do not experience issues with parking on our roads. Having to pay for resident and visitor permits vs being free, feels simply a revenue raising for County Council. The community is already struggling financially, this is unfound way to add to peoples expenses. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Explained in previous box Any other comments?
(o202) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The continuing need of the Council to inflict their decisions on this deprived neighbourhood is putting these families into excessive and unnecessary hardship. All decisions for LTNs and Bus Gates even where there are no buses on Crowell Hill and now CPZ seems to be victimising this area preventing access to medical leisure and cultural facilitities enjoyed by the rest of Oxfordshire Time of operation – **Too restrictive** I do not prefer ANY times New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object**

	New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** These punitive measures are making it difficult to recruit staff in the local schools and are forcing local shops out of business as public transport is too expensive and does not meet the needs of residents who do not have access to local pharmacies doctors or dentists in these areas Any other comments? This is a purely money making scheme by the local authority against residents living in the most deprived area of Oxford which offers the least facilities to the residents.
(o203) Local resident, (OXFORD, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no problem parking in Mayfair Road, CPZ will only force more owners to turn their front gardens into drives thus degrading the green spaces in the road. Vehicle fires are not uncommon even with electric vehicles and cars parked up to building could be a hazzard? Time of operation – **Too restrictive** There is no need for restrictions in the morning, it would best just to cut in afternoon/evening. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion**

	New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I have not studied these issues Any other comments? Have trade vehicles and carers been considered? Carers may need to return daily, contractors may have no access to permits if the house is not occupied.
(o204) Local resident, (OXFORD, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is not a problem in my road, but I concede if the surrounding road have CPZ then we would end up with lots of bogus vehicles and would then have a problem. Time of operation – **Too restrictive** There is no need for morning restrictions New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I have no opinion Any other comments?

	There needs to be coonsideration for carers and trade vehicles who have no access/or too frequent to permits
(o205) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no requirement for a CPZ here in Mayfair road. Also, we only have a shared driveway and if we wanted to park off road, it would mean creating yet another unsightly and environmentally unfriendly parking space in our front garden. Along with having to pay for a dropped drive it is money that we (a pensioner and a not far off pensioner) can ill afford. Time of operation – **Just right** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I see no need for DYLs in Church Hill and Kelburne. I feel I can't comment on the others. Any other comments? Until parking outside one's own home becomes an issue, I see no reason for the scheme. as for people who park their cars and bus into town, that would be solved by better public transport and making Park and Rides free and safe.

(o206) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no need for a CPZ here. I object to having to pay to park my car outside my own home and I object to having to pay for friends and family to visit us. Turning our front garden, currently full of shrubs, flowers and grass into another unsightly car park would be expensive, environmentally unfriendly and plain depressing. Time of operation – **Just right** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I see no need for DYLs in Church Hill and Kelburne. Cannot comment on the others. Any other comments? It's an unnecessary cost to residents. There are perhaps some people who park locally and bus into town, this is not a great problem in my area, but in Oxford in general, if public transport was improved and Park and Rides made free and safe to use, it would be a better solution than councils taking even more money from their resdents.
(o207) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	It's a clear attempt to get more money out of residents. There are no parking problems in and around Mayfair Road as far as I can tell. Time of operation – **Too restrictive** I don't agree with the CPZ - so it is too restrictive. There shouldn't be restrictions. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** These DYLs won't apply to me, so no opinion recorded. Any other comments?
(o208) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Don't really have parking issues with people parking and going of for hours in our the biggest issue is unsafe parking on corners making them blind this contravens the highway code vehicles should park at the correct distance from a corner for safety. Time of operation – **Too restrictive** Restrictions Monday to Friday is adequate if retriction are to be implemented New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object**

	New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** As previously noted the biggest issue is illegal parking on corners raises safety concerns also pathetic traffic calming on new road pointless cause more congestion restricting movement of traffic Any other comments? I assume it has been put forward like LTNs by some one who doesn't live in the area
(o209) Local resident, (Oxford, Mortimer)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Where I live there is not and never has been a problem with parking another stupid idea. The council has already caused gridlock in Oxford this would make it worse Time of operation – **Too restrictive** At no time at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** They are not needed. What is needed is to reopen some roads to alleviate the gridlock

	Any other comments? It is not needed and a cash grab forcing people who are struggling already to struggling more. A pathetic disgusting policy
(o210) Local resident, (Oxford, Newman road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am a tenant in a HMO property in the impacted area, the two pass per household limit is not sufficient for the number of tenants. On street parking is not an issue on our street, the awful junction at the top of Newman road and other road issues should be invested in before this scheme. Time of operation – **Too restrictive** 08:30 - 16:30 New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I cycle, drive and walk these roads often and do not see the issue on street parking. I will also be impacted by the 2 pass per household limit - what about HMO tenants?? Any other comments? Spend the money on fixing what is already broken.

(o211) Local resident, (Oxford, Newman road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The street is fine the way it is, we have already had issues with the LTNs causing congestion on our road and do not need additional charges to park outside our house Time of operation – **Too restrictive** There should be no permits nor should there be restrictions on timings New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As mentioned before we shouldn't be made to pay to park outside our house, our road is very congested now that the LTNs have been put in place we don't want additional issues. Any other comments? Very bad idea and 95% of the residents on Newman Road are against the proposal.
(o212) Member of public, (Oxford, Newman road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This ridiculous idea of rhe maniac called gant reduces our freedom of movement. Uneducated councillor gang plays with Oxford like it was monopoly. Disgusting ideas. Build more parking spaces. Stop participating in a corrupted

	activities initiated by the Oxtord University. We need more houses for Oxford residents. We need more parking spaces! Time of operation – **Too restrictive** They are too restrictive !!!!! Leave the residents alone. Stop reinventing the wheel gant !!!! New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Maniac gant has ruined Oxford and is reducing our freedoms. This idiotic restrictions are faint the laws and freedom of movement. This maniac has non wright to decided of our livelihood. Any other comments? Ridiculous idea. Stop this nonsense. Let people live in peace. Get rid of maniac gant, he is absolutely useless. Stop reducing our freedom of movement. !!!!
(o213) Local resident, (Oxford, Rahere Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is not a sufficient issue with parking in the Littlemore North area to warrant this action. It is not clear what problem you are trying to fix and this action will create other issues such as forcing more people to lose their front gardens to create drive ways which has an effect on drainage and does not encourage biodiversity, impacting the environment primarily. I live on a road that gets busier in school term due to being close to a school, but is otherwise not a problem for parking. Increasing HMOs will inevitably impact parking more if these increase and should be monitored.

	Time of operation – **Too restrictive** Don't have any restrictions, no CPZ needed here New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **No objection** DYLs on corners are acceptable, but there is little enforcement in this area. On Rahere Road the newly painted DYLs are very regularly parked on and very few tickets issued. The latter were also unnecessarily long and objected to at the time. Any other comments? It is really not clear what the problem is and why this is being proposed
(o214) Local resident, (Oxford, Sheldon Way)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I can see that for certain areas (e.g. Newman Road), it would make sense to restrict parking, as this frequently becomes an traffic issue. However, I do not support the implementation of rules on parking for the rest of Littlemore. I don't believe that there is a serious issue for most streets, and if there is a good case for a CPZ, there has been a failure to lay out the reasons and rationale for it in the preamble to this consultation. Charging people money they can't spare to park their cars outside their own houses is deeply unfair in a place where rents and living costs are already sky-high and take up a disproportionate percentage of income; the proposed £80 per year would make living here even more untenable for those who already struggle to live in this area, even if it doesn't sound like much. Why can the permits not be free for residents, if a CPZ were implemented?

	I would welcome limited controls on parking in certain pinch point zones to facilitate traffic flow, but disagree with a CPZ across the whole proposed area. Time of operation – **Too restrictive** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I don't see a serious issue with driving around the streets where I have objected to new DYLs, and would prioritise people to be able to park near their housing over people being able to drive around faster. More DYLs would also mean fewer obstacles for the inconsiderate people who race around the neighbourhood so they would be able to drive even faster down small roads with inherently limited visibility. Any other comments?
(o215) Local resident, (oxford, van diemans lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We are objecting as it states each car will be £80 annually for a permit, not the first permit free as in other areas. I am in favour of trying to restrict traffic build up here which is a massive issue but charging us £160 for 2 cars per household in the middle of a cost of living crisis is irresponsible. Keep the permit system but make at the very least the first car per resident free. how am I meant to afford another cost when wages are not going up. it also states that a resident can get 2 permits, next door to us are rented properties that may become HMOs who could then get even more permits.

	Time of operation – **Not restrictive enough** we get people who work at the local school out of these hours that use the road like a car park. we have numerous tradespeople that operate outside of these hours too. New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **Partially support** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Partially support** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Partially support** New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Object** because we cant afford another 160 per year to park our cars, keep the permit system make resident permits free. you will make your money back from competent traffic wardens issuing tickets. templars square has hundreds of illegally parked cars daily already you should be handling Any other comments? you need to think about how people afford anything new in a cost of living crisis and not living in your own bubble where you can afford everything you need
(o216) Local resident, (Oxford, Van diemans lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** No many cars on those roads, apart from School time, no need for it Time of operation – **Too restrictive** No need for control parking New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object**

	New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No need Any other comments?
(o217) Local resident, (Oxford, Westbury)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Controlled parking zone is not required. No issue with excessive parking on roads. Parking does not require more controls than double yellow lines. Time of operation – **Too restrictive** too restrictive. 0 hours, no days of the week. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Do not live on these roads, so feel there is no need to add further double yellow lines.

	Any other comments? I object to the controlled parking zone.
(o218) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** If a one way system with planters and yellow lines is also implemented on one of the proposed roads, it will have a knock on effect to the amount of available parking spaces. Time of operation – **No opinion** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** No opinion Any other comments? Expensive to park outside your own property if wanting to keep a front garden rather than extending a driveway for two cars!
(o219) Local resident, (Oxford, westbury crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There are no parking issues on the area. This is simply a scheme to make people pay to park outside their houses. There is no need for a CPZ in the area. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** there is no need to amend the current areas of DYLs in the area, and this is linked to the proposed CPZ, which I object to. Any other comments? This scheme was overwhelmingly rejected in 2021 by local residents, and the council should not be re-proposing the scheme as this is simply a waste of taxpayers money asking the same questions again in the hope that the answer will change.
(o220) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There are currently no parking issues to my knowledge in the littlemore north area. I never have an issue finding parking, and there is always plenty of space on the vast majority of the roads listed. Time of operation – **Too restrictive** Weekdays only. New DYLs in Bodley Road – **Object**

	New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** There are currently no problems with parking in this area. Any other comments? I am wheelchair bound and have regular carers who come to my house. They never have any issues with parking. Implementing this will make it more difficult for them and my other visitors. This move may lead to me being more isolated, with fewer people being able to come and easily visit me.
(o221) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is not necessary in the proposed area. Time of operation – **Too restrictive** New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **No objection** New DYLs in Eastern Avenue – **No objection** New DYLs in Kelburne Road – **No objection** New DYLs in Herschel Crescent – **No objection** New DYLs in Long Lane – **No objection** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection**

	New DYLs in Van-Diemans Lane – **No objection** Sometimes DYL are needed to improve an area. This is separate from CPZs Any other comments? I do not agree with the introduction of CPZs in the proposed area. There are no parking issues.
(o222) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Westbury does not have a parking proble. Residents should not be obliged to pay for a parking permit just to pay for enforcing something not wanted. It is environmentally bad. Residents remove their front gardens and replace with a hard surface to create off street parking, This has a heat sink effect, causing more pollution and heating all over Oxford. Council needs to encourage more front gardens and green space, not less ,for the protection of the environment and social interactionenvironment and social interaction. It discourages people from visting friends. Time of operation – **Too restrictive** If it were 10-4 it would just as equally stop all day commuter parking Saturday and Sundays should have no parking restrictions at all. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Unnecessary council control and cost to residents. The permits should be covered by council tax if implemented.

	Visually polluting, Ongoing cost to police. If parking at park and ride were free, commuters would not need or want to park on residential stree. and ride Any other comments? The whole idea is costly and driven by theideology of a few councillors over the wishes of the residents.
(o223) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I do not think it is needed as we do not have any issues with parking that the CPZ will solve and will simply cost the residents more Time of operation – **No opinion** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** these do not affect me directly so do not feel I can comment Any other comments? I think it is an unnecessary cost that is not wanted by the majority of residents

(o224) Local resident, (Oxford, Wykeham Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am not happy with having to pay for parking in Wykeham crescent Time of operation – **Not sure** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Roads affecting me directly I am objecting to, on others I do not have any opinion. Any other comments? I will not like to pay for the parking permit on Wykeham Crescent, since we live there.
(o225) Local resident, (OXFORD, Wykeham Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no strong reason for parking restrictions in the Littlemore North area. I object for having to pay for a service that is not needed by the residents in this community. Time of operation – **Too restrictive** any hours are too restrictive

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** They are not needed in this community Any other comments? The scheme appears primarily to be another way of the council taking money from the citizens of Oxford. It is just not right. Many people need cars. I for example have a vulnerable elderly mother who lives an hour away driving that would take three buses and four hours to get to in an emergency
(o226) Local resident, (Oxford, Wykeham Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I don't see why as a resident, I should have to pay to park outside my own home. Time of operation – **Too restrictive** I don't think I should have to pay to park in front of my own home. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object**

	New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I disagree on having to pay to park outside my own home. Any other comments?
(o227) Local resident, (Oxford, Wykeham Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I don't see any issues with current parking which is not near enough to business that employees park here, and the shops aren't good enough to warrant long stay parking. Introducing permits only means people who need cars have to pay extra, it doesn't take cars off the road. If you need a vehicle to get to work/appointments/groceries we won't have a choice but to pay £80 per household. Seems a money making exercise and listening to environmentalists rather than the hard working people just trying to get by. Time of operation – **Too restrictive** All of it, as you make it difficult for people to visit & park without having to use a precious visitor permit New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** You're looking for a solution a problem that doesn't exist Any other comments?

	Will you publish the results of these surveys or just carry on regardless?
(o228) Local resident, (Oxford, Addison drive)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I think it's ridiculous residents should have to pay to park outside their own houses Time of operation – **Too restrictive** 6am-10pm New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I don't want to be restricted in the area I live in Any other comments? I don't not want to pay to.park outside my own house or for my visitors to have to
(o229) Local resident, (Oxford, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Our street is not busy enough to constitute CPZ we don’t need CPZ.

	Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** We don't need CPZ these area's are not overly busy specially with the introduction of LTN. Any other comments?
(o230) Local resident, (Oxford, Church hill road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** You shouldn't be charging residents for parking permits. I strongly disagree with this. I live on church hill road. It's broadly fine as it is! You propose double yellow lines. What on earth for! Ridiculous! It'll make it worse. Just leave it as it is! I highly suspect you'll do this anyway as I'm sure it's a viable way to make money for the council, which I understand. However, you've gone far enough! Traffic calming so far is perfect! Please stop now! Time of operation – **Too restrictive** It's all too restrictive! New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion**

	New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** You're going too far with this! Any other comments? Please for the love of God, stop messing!
(o231) Local resident, (Oxford, Cowley road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Littlemore is becoming a prison. There is an excessive amount of traffic restrictions and this is the final nail in the coffin. As no other restrictions imposed was completed despite residents opposing, don't let this be another one, life is hard enough as it is. Time of operation – **Too restrictive** I would prefer no restrictions as there is no need. Restrictions around schools, at school times. Other than that I highly oppose this. But as with all the other restrictions around Oxfordshire I sm sure my opinion will not be listened to! New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	Because this is not an open prison… yet, stop with all the road restrictions it is absolutely awful to travel around Oxfordshire. Can't visit family as it takes forever to get anywhere and now further restrictions again, just stop making peoples lives miserable! Any other comments? It's too much! Enough already
(o232) Local resident, (Oxford, Cowley Road Littlemore.)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am objecting for several reasons. 1 I do not want my car on the road as I have experienced lots of damage to previous cars. 2. I object to paying when I am already paying road tax. 3. I can't really afford to pay for permits for myself and friends and family. 4. We have been divided enough with the LTNS. Time of operation – **Too restrictive** I do not want there to be restrictions full stop. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I am totally against these proposals. Local people are already feeling cut off and isolated from other areas due to LTNS. Other properties in my road have driveways. I feel paying road tax and council tax is surely enough to ask from the residents of Littlemore. Any other comments?

	I really object to this people including myself are struggling to pay for the essential things in life. Having people visit and visiting others should not be restricted. People need human contact not be worried where they can drive or park.
(o233) Local resident, (Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Not necessary it's a money making scheme Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Not necessary Any other comments?
(o234) Local resident, (Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no need for a controlled parking zone Time of operation – **Too restrictive** None

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No need Any other comments? Waste of time and money
(o235) Local resident, (Oxford, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am objecting due to the fact I do not wish for a 2 hour, no return outside of my property. Since moving in, I have had to battle with my next door neighbour who has 3 cars and only himself who drives in the property. He is permanently over hanging my drive which has caused me a lot of stress with my own parking and manoeuvring on and off my own drive way. I am currently in the process of a dropped curb and therefore do not want anybody being able to block my drive way. I also don't believe our guests to the property should be limited, nor am I happy at having to pay to park on my own driveway, in a house which I own?! Ridiculous suggestion! Time of operation – **Not restrictive enough** Those times suggested are throughout the day when many residents are at work. I don't think this time of the day is a problem around here (Herschel crescent) it is the weekends which cause the problem!

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I don't think it is fair on the residents. It is a ridiculous idea and no consideration is being put into the residents and how they feel, exact same as the LTN's!! If the LTN's weren't around, I would consider supporting the proposal, but instead it is just being made difficult to live around here. Any other comments? If it does go ahead, how are you going to police those who have more than 2 cars. My next door neighbour lives with his partner and she doesn't drive, yet they have 3 cars at the property- how is this going to be controlled? I am keen to know how this will work as for us, he already makes our parking situation a whole lot worse!
(o236) Local resident, (Oxford, Hillsborough road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Why should I pay to park outside my own property, when I already pay road tax on my vehicle. Time of operation – **Too restrictive** N/A I object to the parking restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object**

	New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** It's a rouse to get more money for the council to continue to ruin the streets of Oxford for the local people, who live and work here. And has done all of their lives. Any other comments?
(o237) Local resident, (Oxford, Hillsborough Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Living in Hillsborough Road we never have any parking issues, so this is a bureaucratic solution to an issue that doesn't exist. It's administratively cumbersome, difficult to police and enforce, and represents an extra taxation on families. It's also a blunt non-progressive form of taxation in that the burden is equal upon the richest, poorest add most vulnerable members of the community. Some roads may have parking issues and favour the CPZ, but not in Hillsborough Road. Surely not every road has to have the same policy applied to it?. Time of operation – **Too restrictive** Surely, if you must introduce this scheme it need only apply during the normal working week, M-F 8am-6pm? New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **No opinion**

	New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Most of these streets do not affect us and we never drive in them. Kelburne Road rarely has traffic issues and does not need them. Newman Road might benefit as it has heavy traffic, much of it through traffic Any other comments? Please decide not to go ahead with this scheme.
(o238) Local resident, (Oxford, Kelburne Rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I have just been diagnosed with cancer and I require family members to take me to and from hospital appointments. The parking restrictions would make it incredibly difficult for my family members to come and go from my street. Time of operation – **Too restrictive** I do not support parking restrictions. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I object to all parking restrictions as it would make it very difficult for family members to take me to hospital appointments. Any other comments?

(o239) Local resident, (Oxford, Kelburne Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Nobody asked the county council to impose this tax on Littlemore residents. Time of operation – **Too restrictive** Scrap this proposal immediately New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Because nobody wants to pay to park outside of their home. Any other comments? Dear county council, stop restricting the usage of cars in Oxford. This is going way too far.
(o240) Local resident, (Oxford, Lenthall road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We are a resident street and why should we pay to park outside our homes when we pay road tax no one uses this road as a parking run Time of operation – **Too restrictive**

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** It's always about money let us live Any other comments?
(o241) Local resident, (Oxford, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I don't really want to pay £80 for somewhere where I can easily find parking for free Time of operation – **Too restrictive** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion**

	As stated previously Any other comments?
(o242) Local resident, (Oxford, Mayfair)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We pay road tax and council tax This is just another money making scheme We have no problem with parking problems in Mayfair road Time of operation – **Too restrictive** Monday to Friday 8am to 6pm New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I object to these restrictions as I feel that they are unanecessary and another cost for people who can ill afford it Any other comments? Ridiculous
(o243) Local resident, (Oxford, Mayfair road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	There is no need, adds extra costs to residents for visitors. The LTNs have increased traffic on Westbury crescent already there is no need for further restrictions Time of operation – **Too restrictive** If it goes forward minimal hours.... Only weekdays and limited time New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Already stated no need, adds expense and hassle for residents Any other comments?
(o244) Local resident, (Oxford, Mayfair road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I'm objecting as there is absolutely no need to have permits on these quiet areas. The area is only occupied by residential vehicles. So it seems ridiculous to introduce more pointless systems. Make traffic flow by using alternate one way systems. Put road lumps to keep speed down. But in this area you closed down shops so there is less traffic needing parking anyway. This is just a money making scheme. It's not needed Time of operation – **Too restrictive** We don't these restrictions in a private area where there are no surplus vehicles needing parking. It's just residential New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object**

	New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Kelburne road has got to be one the quietest roads. Orchard way only has about 4 cars parked at any 1 time. This is ridiculous Any other comments? Leave the area alone go strangle another area with more congested traffic problems. We don't need permits
(o245) Rather not say, (Oxford, Newman)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** No parking problems Time of operation – **Too restrictive** No parking problems New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	No parking problems it just a money making scheme Any other comments? Please fix all the potholes
(o246) Local resident, (Oxford, Newman Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I am objecting to this proposal as I don't see the reason with current parking within this estate Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No reason to introduce EPZ Any other comments?
(o247) Local resident, (Oxford, Sheldon Way)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	Adding a CPZ to my neighbourhood would make no positive impact or change and would only add an extra cost to pay when the cost of living is already so high Time of operation – **Too restrictive** 9am-6pm Monday to Friday, and that would still be very restrictive New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I live in the area and don't want mine and others freedom for travel restricted even more than it already is, it's becoming harder and harder to stay in Oxford for this reason Any other comments? Why is this being considered? All that's written is to "address numerous local issues", but none are explained, I can't think of one positive implementing this could have in the area I live in
(o248) Local resident, (Oxford, The Grate)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This will Increase cost of living pressure Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object**

	New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No benefit Any other comments?
(o249) Local resident, (Oxford, Van Diemans)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** This is a money making scheme rejection of 2021 was a overwhelmingly No. We did not give approval to progress to formal consultation We do not have the problems you infer. Having the 2 hour non resident parking does not resolve the school parking Also it makes the LTNs irrelevant Time of operation – **Too restrictive** What ever they are they do not work shift workers New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object**

	New DYLs in Van-Diemans Lane – **Object** This a money excercise 2021 overwhelmingly rejected this We do not have the problems you infer Any other comments? You are using stealth tactics to blanket oxford with these schemes
(o250) Local resident, (Oxford, West bury crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** The county council must stop scamming its residents to make easy cash flows. You've managed to put in the LTNs without listening to your residents who objected to this at the consultation for this but rest assured we the residents of this side Oxford will not allow your Anti car policy to restrict us here. Also please inform Andrew ARROGANT that he will voted out in due course. Time of operation – **Too restrictive** Stop this madness New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Because we will not succumb to this anti car rhetoric, we will fight back. Any other comments?

	Liberate Oxford from the Anti Car clowns.
(o251) Local resident, (Oxford, Wykeham crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** There is no issue parking in this area. I am always able to find street parking. I use a car to commute out of Oxford for work to an area it is not possible to take public transport. I live in a second story flat without off street parking available. This feels like another tax being levied, specifically on those who cannot afford a property large enough to enable off street parking. I don't see why I have to pay for the privilege of parking outside my own home! Tax households with more than one car, tax the wealthy! This is disproportionately targeting people who already can't afford houses with drives in Oxford! Time of operation – **Too restrictive** Obviously, no restriction! New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** What's a DYL? If you are going to use acronyms in your questions please explain them! Any other comments? There is no issue parking in this area. I am always able to find street parking. I use a car to commute out of Oxford for work to an area it is not possible to take public transport. I live in a second story flat without off street parking available. This feels like another tax being levied, specifically on those who cannot afford a property large enough to enable off street parking. I don't see why I have to pay for the privilege of parking outside my own home! Tax

	households with more than one car, tax the wealthy! This is disproportionately targeting people who already can't afford houses with drives in Oxford!
(o252) Local resident, (Oxford, Wykeham Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** I believe this is merely an additional financial burden on residents who are already struggling with the rising cost of living due to inflation. The council has already imposed the Low Traffic Neighbourhood (LTN) scheme upon us, and now they are introducing Controlled Parking Zones (CPZ) as well. I strongly oppose these measures, as they seem to disregard the challenges we are currently facing. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I believe this is merely an additional financial burden on residents who are already struggling with the rising cost of living due to inflation. The council has already imposed the Low Traffic Neighbourhood (LTN) scheme upon us, and now they are introducing Controlled Parking Zones (CPZ) as well. I strongly oppose these measures, as they seem to disregard the challenges we are currently facing. Any other comments? Don’t impose the decisions on the residents

(o253) Local resident, (Oxford, Wykeham Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We live on a private estate, I had assumed that this meant the council wouldn't be able to impose any restrictions on our road, I resent having to pay further fees on top of our mortgage and maintenance fee for the estate, as well as council tax, especially in the current economic climate. I haven't noticed any issues with parking on our estate, nor in the surrounding area. We have a multi story carpark at the bottom of the hill that isn't utilised to its full capacity. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Do not live on those roads so cannot comment. I have no idea if there's any existing issues on those roads relating to parking Any other comments? I can understand there's a need to control parking in some areas of East Oxford but it seems that the council are using it as an opportunity to take even more money from its residents.
(o254) Local resident, (Oxford - which is a city! Not town or village, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Object**

	If you are set on imposing the cpz then it should be for residents only 24/7. Not allowing others to park for up to 2 hours and no return within 2 hours. Residents have difficulty parking throughout the day not just at peak hours. I personally come home from work in the middle of the night and regularly struggle to park in Church Hill Road because non permit holders from Church Cowley Road are parking in the road I live in. So how does your proposals benefit me? If you expect residents to pay to have the privilege to park in the road they live in then then they should have the privilege to park 24/7 without having to subsidise non-residents or non-permit holders parking on their street. Or pro-rata the annual charge for permits. Why are motorcycles allowed to park in designated parking places without a permit? Residents will be paying for these places but unable to park if a motorcycle is taking up a whole parking space. If they take up space, they pay. How are you going to fund extra patrols to police people parking over 2 hours, within operational hours etc? I can see it's not policed effectively in Church Cowley Road Time of operation – **Not restrictive enough** 24 hours a day or don't implement at all New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** People looking for somewhere to park decide to park over dropped kerbs blocking driveways Any other comments? It's a money making scheme and just a vendetta against households that have cars. Many a struggling with cost of living increases, petrol prices etc and have cars to be able to work (not just for fun) and now you're proposing to hit them with an additional cost
(o255) Local resident, (Oxford, littlemore, Cowley road, Littlemore)	Live in proposed CPZ? – **Yes**

	Overall opinion – **Object** I don't think it is even slightly necessary where I am (99 Cowley road, Littlemore, OX4 3TH). The existing on road parking does not cause any problems. I also have a shared drive with a council property - which does not have parking. The shared drive has been an ongoing cause of issues. This is likely to get worse with no on road parking. I am strongly opposed to the proposal. I cycle and walk around the city generally - but I think the council is going too far in its 'anti car' policies. Time of operation – **Too restrictive** As short as possible - or not at all. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I think restrictions should only be in place where parking is causing a problem. It is not causing a problem on most of these road. Any other comments?
(o256) Local resident, (Rose hill, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We have no problem with parking and this would be very annoying due to only 2 permits per household allowed Time of operation – **No opinion**

	New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** No DYLs needed. Leave it as it is. Any other comments? Please do not implement on eastern avenue
(o257) Local resident, (Rose Hill, Eastern avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Not necessary and would cause more trouble than there is currently. Time of operation – **Too restrictive** 8am - 4:30 as we get back from work before 6:30 and this would cause issues for us. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object**

	New DYLs in Van-Diemans Lane – **Object** We are a house with several cars this would cause a massive inconvenience if anyone were to visit or come to the area. This would not benefit the residents at all. Any other comments?
(o258) Local resident, (Rosehill, Rose hill area)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** We live there more than 20 years no problem of traffic and we live there as a family. It will create lot of hazards and problems for those who have more than one car and large family. So please leave it as it is. We do not need parking zone at little more area or rose hill area. Time of operation – **Too restrictive** No need to out restrict it's not a city Center. It's a community area and we are against restriction New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Already describe it before Any other comments?

	At the end would like to say it is not city town where u need to put parking restrictions it is a residential area and people are happy to live here with out restrictions. We r already struggling cost of living and now ur trying to put more parking charges.
(o259) Local resident, (Use the correct legislation., Use the correct legislation.)	Live in proposed CPZ? – **Yes** Overall opinion – **Object** Why should I pay for a parking permit and only have friends visit at certain times? It has not been requested by a majority, shows a complete lack of understanding of the traffic and why it's there, have adversely affected residents on the main arteries but you aren't interested, and don't enforce current restrictions. Time of operation – **Too restrictive** Leave weekends free as in other permit areas. Better still, don't have restrictions. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** You're just making life difficult for residents and shows a complete lack of imagination of dealing with a very few concerns. Any other comments? Stop trying to make even more money from residents to boost your coffers. You lack understanding, imagination and just don't listen.

(o260) Local resident, (Littlemore, St Nicholas Rd)	Live in proposed CPZ? – Minchery Farm Overall opinion – **Partially support** I regularly walk from Minchery Farm to Templars Square along Littlemore Road. Vehicles parked on pavements are everywhere. While the pavements are generally wide enough to mean this isn't a problem for pedestrians, there are some points where vehicles cause significant convenience for pedestrains and wheelchair users who can only cross the road in particular locations (i.e., because they need to use the kerb cuts). The junction of Littlemore Rd and Mayfair Rd is particularly bad for this, it's quite common to see cars completely blocking the kerb cuts here. More generally, additional double yellow lines are all well and good but the existing restrictions are completely unenforced, so I wonder if there's much point in adding additional restrictions that won't be enforced either. Time of operation – **No opinion** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **Partially support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I often use the Long Lane cycle path and vehicles parked at the end of long lane do not usually cause an obstruction when entering or leaving the cycle path. You'd have to be mad to try to park where the DYLs are proposed on Newman Road anyway so no harm in putting them down. Any other comments?

(o261) Local resident, (Littlemore, Armstrong road)	Live in proposed CPZ? – **No** Overall opinion – **Partially support** Seems good if residents are currently struggling to park, seems a little expensive per year but should be around what other zones have. Pot holes are a big concern and money should be put towards better roads. My main concern with any of these roads is Newman road, the imposed LTN has put strain on that road and is hard to navigate down it with so many parked cars. Time of operation – **No opinion** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Roads as part of a bus route should be managed better, and Newman road as it is used often to get around the LTN on cowley road Any other comments? Visitors should be allowed to park for more than a day at a time (I don't like that restriction elsewhere). What if a house has no driveway, will they still only be allowed 2 permits?
(o262) Local resident, (Rose hill, Norman brown close)	Live in proposed CPZ? – **No** Overall opinion – **Partially support**

	I think people should get a pass if they are on the council tax bill. That will at least mean people can park their cars near where they live. There are alot of cars and vans blocking pavements in littlemore so I understand something must be done but only one permit per household isn't enough for most households. Also I think it's quite a lot of money on top of council tax to pay for a permit per year. Not everyone can afford £80 Time of operation – **Not sure** New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **Partially support** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Partially support** New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Partially support** Some of the roads are worse than others and actually particularly bad in the daytime Any other comments?
(o263) Local resident, (Cowley, Wykeham crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** Recently there was an increased number of cars around my apartment building, which sometimes makes it difficult to find parking. I suspect some of the cars are not from the local residents. I support parking permits arrangement, because it would give residents of surrounding buildings priority over parking. I DO NOT support the proposal that residents should pay for parking permits. I believe each resident should be entitled to one free parking spot and a limited number of guest passes. I think there are a lot of middle class families and elderly people living in this neighbourhood and paying for parking passes will present burden to their budget. I do not support

	Time of operation – **Just right** New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **Partially support** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Partially support** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Partially support** New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Partially support** / Any other comments?
(o264) Local resident, (littelmore, NEWMAN ROAD)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** support as there are lots of cars from non residents always parked on street and often blocking drives. Especially taxi's which seem to congregate around a particular house, and people who leave their cars there all day while catching busses into town. The LTN network as resulted in more traffic down certain streets and now we have to pay to park on these same streets!! How will this also be enforced as we never see any figure of authority around here? will there be cameras, foot patrols? if so where is the funding from this coming from ? However, this proposal seems to punish residents too..... what about houses with multiple cars/residents? visitors permits will not cover these for the whole year and what benefits will we get if having to £80 a year to park outside our houses? Will these be protected more form buses etc clipping wing mirrors? it just seems a way of silently taxing people and a cash cow for the council...

	I'm all in favour for these to stop non residents clogging up the streets but for residents i wouldn't be happy with having to pay for the permits. I dare say council tax will also increase soon too with now improvements in any services.... Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** see text before Any other comments? payment for residents needs to be rethought
(o265) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** While the reasons stated seem reasonable and probably are a cause for concern. The proposed changes seem also driven by a financial incentive for the council to charge residents and Visitors to park on their street. While I and My wife live in a house with a drive we can fit two cars on and can afford the visitors permits as we are financially well off. I fear that these proposals will affect the disadvantaged in the area disproportionately and this could be a burden on the less well off as this leads to further gentrification of the area. Time of operation – **Too restrictive** Why Sunday? This feels not standard for most places. Why 6:30? this seems late if most people will aim to be back from picking children up from school before then. The only Hypothesis I have is this is to disincentives Park and riders, however If the

	New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Partially support** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Herschel Crescent, Bodley Road, Addison Drive, Orchard Way all could do with more than the proposal - specifically opposite sides of roads on a T junction, as while the rules of the road specify you should not park there people do. Also the courner on Herschel crescent has no proposed plans but should have. same with the West end of Addison drive. The DYL are the best part of the proposal but do not go far enough. Any other comments? As stated before this truly seems to affect the disadvantaged in the area most. One key aspect of this is that there are Multiple HMO where its not a family that could share the cars these are indaviduals who did not choose their house mates, some are Parents and Children in HMO's. But if they are lucky enough to have a car there could be a case where some in the house have to pay for permits when they are already struggling to afford to live in oxford which is disappointing considering Little more is less expensive than a many other parts of Oxford. The other key aspect of this is the true people its trying to stop may just carry on unless there are sufficient patrols checking if there are parking violations. One final point is the Busses around oxford are terrible. They all work on a clock face in to town and there are very few options for crossing or going round oxford. This may be improved for Littlemore with the potential new Rail Line. Fianly for people to not rely on cars there needs to be good public transport to a range of destinations not just to the centre of Oxford. Hwever for this to further not disadvantage the less well off these need to be afordable. Please consider those who may be most impacted by these changes but not have the means to compensate or adapt.

(o266) Local resident, (Littlemore, Newman Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** Would like to see much better enforcement of existing parking restrictions, as most problems I experience are as a result of parking that is already illegal (e.g. parking at junctions, parking across dropped kerbs, obstructing the pavement, parking on double yellow lines or on pedestrian crossings.) Time of operation – **Just right** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** I hope new DYLs and parking restrictions will discourage people buying more cars to add to traffic in the area. I hope the parking restrictions will stop people parking in the area to travel on into Oxford by bus. Any other comments? I hope the scheme will lead to less traffic and less dangerous driving in the area to make cycling more practical.
(o267) Local resident, (North Littlemore, Herschel Cres)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** I support the introduction of restrictions on Newman Road as the road is currently dangerous. I do not see the need for restrictions in any other part of North Littlemore.

	Time of operation – **Too restrictive** 8.30-6.30 would be useful for Newman Road. 9am to 5pm would be sufficient elsewhere, though I still reject the premise that the other restriction is necessary. New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No objection** New DYLs in Long Lane – **No objection** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **No objection** Newman Road is dangerous and needs adjustment. Any other comments? It is not clear to me why this agenda is being pushed forward at this time. Council highway funds could be better used elsewhere, for example improving the junction exit at Newman Road since it became the only exit from the area following the introduction of LTNs.
(o268) Local resident, (Oxford, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** I do find parking on the street can be limited at times. However we do sometimes have visitors and it is not ideal to have to pay for visitor permits for the road when we have a driveway and therefore don't need permits for ourselves Time of operation – **Too restrictive** Weekends should be free from restrictions as the parking tends to be people going to work in the city so this is not an issue on the weekend New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Partially support**

	New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I live on church hill Road. I have no opinion of the other road restrictions Any other comments? You need to make it clear in the communications the proposed date of the restrictions
(o269) Local resident, (Oxford, Church Hill road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** This is a great idea. I am a resident of Church Hill road and do not have a drive. I struggle to find parking on my road now as non residents now park here since thebparking restrictions were introduced on Church Cowley rd. However, PLEASE DO NOT CHARGE ME FOR A PARKING PERMIT, I CANNOT AFFORD IT, but i need a car for work and my volunteer work. I would much rather that you don't introduce the restrictions and I can continue to park for free. Or introduce permits but please don't charge me. I can barely afford to keep up with the current cost of living. I live in the smallest property on the street and as a result don't have a driveway. Please don't penalise me for that. Time of operation – **Not sure** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion**

	New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Please see my previous comments. I would fully support if the resident parking permit was free. I cannot afford £80. If they come at a cost I object. Any other comments?
(o270) Local resident, (Oxford, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** I have recently contacted Christian Mauz with some questions and he could not answer all of them. He has said that he needs to find out the reasoning from his colleague as to why the DYLs extend further on the opposite side to my house which is No 2 Eastern Avenue, and why there are none on my side. It does not seem to be a well thought out decision and we will be left at a disadvantage. The reason I am concerned about this is that not having them on our side will continue to obstruct our view when pulling out from our drive if cars continue to be allowed to park there. This has been a constant problem for us for a long time because cars park there all the time and it seems unfair to have DYLs on one side of the road and not the other. We will be left at a disadvantage and I am sure that this has not been thought through fairly so that all the residents benefit. I am waiting to hear back from Mr Mauz who will hopefully be able to explain the logic behind this decision. Time of operation – **Not restrictive enough** I want DYL on my side equal to the opposite side as we will be left at a disadvantage and cars already block our view when exiting from our drive. The double yellow line choice is unfair. New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support**

	New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** I object to having double yellow lines solely on one side of the road. If you have them on one side of the road then you should have them on the opposite side too to make it fairer for the people living in the first couple of house either side. Its unfair to give one side the advantage of not having their view blocked by parked cars which is what will continue to happen if we dont get them on our side of the road. Any other comments? I am extremely unhappy to see that DYLs are only to be installed on one side of Eastern Avenue. We will be left at a very big disadvantage because cars will still be allowed to park on our side and continue to block our view on exiting our drive. I do not understand the logic behind this decision and want to know who decided this was the best way to have them.
(o271) Local resident, (Oxford, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** Visitor permits should be free. But there are issues with parking and we struggle to access our driveway at times. Time of operation – **Too restrictive** Weekend restrictions should not start before 10am. Weekday restrictions should extend to 7pm. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **Partially support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion**

	New DYLs in Van-Diemans Lane – **No opinion** I think that the proposed DYLs in Long Lane are in the wrong place. Any other comments?
(o272) Local resident, (Oxford, Mayfair Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** £80 per vehicle for the residents is too much. I support the rest of the scheme but there need to be more free permits for vulnerable people, or they need to be pro-rated for household income or something because we are in a cost of living crisis, and a flat rate at that level is not right. Time of operation – **Just right** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** There are too many cars on the road, and too many are road/pavement parking; it's making roads clogged and unsafe for all users. Any other comments? You will not get people to abandon the convenience and comfort of a personal vehicle without nearing the level of convenience and comfort in the alternatives. Right now the Iffley busses are sporadic and infrequent compared to

	Cowley ones. The 5a for Temple Cowley residents was a good addition, but overall local public transport still needs a lot of improvement to be comparatively attractive.
(o273) Local resident, (Oxford, Van Diemans Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** It proposed the scheme be for every day of the week and not in line with the adjoining zone, which is Monday to Saturday. It appears there is a lack of consistency, and as a result, residents in Littlemore North are not being treated fairly. One reason given for introducing the CPZ is to reduce the number of vehicles parking in the area during busy periods and deal with any overflow from the existing Controlled area. If that is the case, then why have a scheme that covers a longer period of time? Time of operation – **Too restrictive** As the number of vehicles parked in the area increases during school time and not at weekends in my view the following would be more appropriate. Monday -Friday 8 am - 6 pm New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** The main concern is how people park their cars in the area. On corners, which creates blind spots for drivers entering into the roads off of Van Diemans lane Any other comments? The scheme should only cover the period that creates the parking issues. Monday to Friday school time.

	The number of visitor permits is inadequate. A maximum of 50 permits are allowed, one per weekend over a twelve-month period. Family members visiting parents and general visitors are therefore restricted and cannot park near the properties. This could impact families and isolate older people from their close family. Social cohesion is an important part of our society and should be protected.
(o274) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** There is not a parking problem in our neighbourhood so I am not entirely supportive of a CPZ but if adjacent neighbourhoods do have parking issues and are accepting of a CPZ we will be forced to accept one in order not to import parking problems from else ware Time of operation – **Just right** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Most of these roads are residential areas as is Newman Road but unfortunately it is the conduit that serves all the other roads and could do with being free of obstructions. Any other comments? I do not see the need for CPZs in the Littlemore North area. If there are problems with parking, I think these are a symptom of transportation problems in Oxford - the lack of frequent bus services.

(o275) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** My feedback is in connection with the one-way street plans in Westbury Crescent. I support this because it was me who recommended it during the 2021 local consultations. However, as a resident of Westbury Crescent South I have some recommendations I ask you to consider: 1. You need to have double yellow lines on both sides of the road from Rose Hill to the junction of the 2 sides of Westbury Crescent 2. The double yellow lines at the start of the North Side should continue round to in front of houses 29 & 32. People park on these bends and you can't see any waiting cars in front of you, it is quite frankly dangerous 3. The double yellow lines at the start of the South Side should continue round to in front of houses 35 & 58. People park on these bends and you can't see any waiting cars in front of you, it is quite frankly dangerous. 4. Do we think it is really safe to have cyclists being able to travel in both directions of the south and north sides? I would suggest not. This will definitely cause issues when cars are driving the correct way through the planters on both sides and cyclists are coming against the flow of traffic. Let's use common sense here and have cyclist (of which I am one) follow the one-way system. Time of operation – **Just right** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** My comments are a matter of safety for local residents. Since the LTN's came in the impact on my side of Westbury Crescent has been horrendous, there are times I have spent 5 minutes trying to drive off of my own drive and the speed at which cars come onto the road, at both ends is terrifying.

	Any other comments? No more comments
(o276) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** I don't see the need for a CPZ in Westbury, I see very few examples of "commuter parking". Time of operation – **Too restrictive** Why all week when other zones in the area are week days only? New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** What is a DYL?? As I don't know what a DYL is I can't support what I don't understand. Any other comments? I have strong objections to the proposed changes to Westbury Crescent. I see no need (I would say that as I'm a on the north side). I do believe that reports of excess traffic on the south side are exagerated. I can reluctantly accept the one way system. The planters are neithe here nor there, they don't thak up much room and could add a bit of colour. I strongly object to the double yellow lines opposite the planters. These are totally unnecessary and defeats the objective of the planters and the CPZ. Firstly the CPZ, 8 10 metre restrictions removes 16 (min) parking spaces, we do not get 16 "commuter parkers" so there's a nett loss in availability. Secondly the planters are intended to slow traffic (not sure how when they're narrower than a parked car) but by keeping a empty space next to them a clear road is available for speeders.

	As a final point, I feel that it's underhand to conflate CPZ's with changes to Westbury. These should be seen as seperate issues.
(o277) Local resident, (Oxford, Kelburne road)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** I am happy with the idea in principle however do not feel that it necessary to have a restriction on the weekends. I also think the restriction would work just as well for part of the weekday, say between 8am and 2pm. You have not mentioned what the cost of the visitors permits will be. Time of operation – **Too restrictive** I think the restriction would work just as well for part of the weekdays, say between 8am and 2pm. Excluding weekends. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Same reasons as mentioned previously, as a resident on Kelburne road. Any other comments? Already mentioned

(o278) Local resident, (Oxford/ Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Partially support** The area requires a full rejuvenation and repair and we believe that adding controlled zones will encourage the council to undergo said repairs. It is difficult to maintain an area that does not have regulations in place to preserve it, so this is good for the longevity of whatever improvement occurs. In saying this, the proposed permit cost to residents is quite high as some do not have access to off-street parking and this can be problematic for elderly people in particular who might have carers and other agencies that help them. I believe the remedy to this is a substantial discount, if not a free permit for 1 vehicle per household and any additional permits to be at council- -proposed cost. Time of operation – **Too restrictive** Free on Sundays and for times to be from 9.00am to 6.30pm. New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** N/A a resident of Herschel crescent and I have noted reasons why in previous page Any other comments? The people in Herschel Crescent still need the 5a bus reinstated albeit a smaller vehicle. Some residents rely on the bus and are unable to make it to the alternative stops due to age and disability.
(o279) Local resident, (Cowley, The Grates)	Live in proposed CPZ? – Church Cowley Overall opinion – **Support**

	I walk around the area alot and find some areas where cars are parked very badly. Time of operation – **Just right** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **No opinion** Could make these streets safer for pedestrians. Any other comments?
(o280) Local resident, (Littlemore, Alice Smith)	Live in proposed CPZ? – Littlemore south - i.e. south from the bypass Overall opinion – **Support** too many cars everywhere Time of operation – **Not restrictive enough** At 6.30 it can be chaos as usual New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support**

	New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** more space for people walking, cars always park on pavements. The newly released space could be used as bike racks or for some vegetation - it would make streets look nicer Any other comments? bring it to Littlemore south from the bypass as well so that people from the Littlemore north and Cowley do not dump their cars here. ASAP
(o281) Local resident, (Littlemore Oxford, Marlborough Close)	Live in proposed CPZ? – Littlemore Overall opinion – **Support** Sadly, people no longer have common sense when it comes to car ownership. There are families with more than 2 cars and when their street parking obviously it oppresses small families with single car ownership. Time of operation – **Not restrictive enough** It should be 24 hours operational New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** As stated before

	Any other comments? It should expand and implemented in wider areas. Recently, all the cars which cannot park in Armstrong Road parking along Sandford Lane which completely changed the character of the area. Similarly, little more generally becomes a parking lot whenever there is football or Sundays church service. These visitors have no respect or consideration for local residents and it needs to stop
(o282) Member of public, (Oxford, Florence Park Road)	Live in proposed CPZ? – Florence Park CPZ Overall opinion – **Support** CPZs reduce car dependency by reasonably constraining parking capacity in residential areas. This CPZ will reduce commuter parking pressure (that will only grow once the Iffley CPZ has been implemented). Time of operation – **Just right** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** The DYLs that come with the CPZ will help keep junctions clear of parked cars, improving pedestrian safety when crossing. Any other comments?

(o283) Local resident, (Littlemore, Brocklesby Road)	Live in proposed CPZ? – **No** Overall opinion – **Support** Whenever we try to drive through these areas, there are always cars parked on the roads. Most areas have cars parked on both sides. It makes it hard to be able to drive easily without having to try to keep in when there is another vehicle coming the other way, especially if it is a panel van or small delivery lorry such as Tesco, Sainsburys, or the dustbin lorry. When a driver has their door open, we have to stop completely and wait until they shut the door. Trying to be able to find a space next to a path to let out a disabled person is a struggle. There have been times when we have had to park in front of someone's drive or a general dropped kerb. In some parts, I know people have to stop in the road, and struggle to get out buggies, wheelchairs as there is no where to pull in. I know some people who live in those roads, and they have issues being able to park near their homes. Time of operation – **Not sure** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** In order for there to be double yellow lines, there needs to be enforcement. There are no Police or Traffic Wardens any more. I do feel parts would benefit from double yellow lines, but not entire roads. Any other comments? I have discussed with many people the issues with parking. Many actions can be taken and many laws can be made to help with this issue.

	Multiple vehicles in the same residence is an issue. Most homes now have more than one car, or have a car and a van. This is a huge issue. A limit needs to be introduced to allow no more than two vehicles for each residence. Two vehicles is fine if people have a drive, but not for everyone who does not have one. Many people have had dropped kerbs put illegally all across their front garden, for incredibly small gardens and for large ones. Some people with a small garden use it as a drive, even when their car sticks out at the front. This reduces the ability for people to park near their homes. Highway Officers should mandatory go road by road and check planning permission for dropped kerbs. If it has not been given, the raised kerb should be put back. Most drives are long enough for two vehicles. No drive entrance should be wider than one vehicle. Any drive entrance that is wider than one vehicle, should be reduced and returned to being a front garden. The dropped kerb in front of the returned to garden area, should be put back to a raised kerb. There needs to be laws and strict enforcement introduced requiring a legal minimum size for a drive and a maximum entrance way for a drive. Planning permission should be a legal requirement for having a drive put in and for extending one. People found breaking any of the laws for dropped kerbs, size requirements for drives and size for a drive entrance, should be prosecuted. People no longer want to change, swap their vehicles according to which driver needs to leave first the next day. People always used to do this and they should continue to do it. Instead, they extend the width of their drive. Why should someone without a drive lose a car parking space, as people can no longer be asked to take the time to swap vehicles? It is wrong. If the above was implemented, and made law, it would help to relieve so many parking issues. Parking in residential streets should be for residents and their visitors only. People should not be allowed to park in a residential road, and then go to work, study or shopping. If there is space on roads near businesses, shops, etc., introduce parking meters. Allow thirty minutes free, anything over should be paid for. Where I live, people park their cars to go to work or shopping, when the place they go to has a car park. So many people come home and find the area in front of their home used by these workers and shoppers. They then have to struggle to get children with special needs out of the car and safely indoors, or to get elderly people who regularly fall as they cannot walk far, safely indoors. It is wrong.
(o284) As part of a group/organisation, (Oxford, Stratfield)	Live in proposed CPZ? – **No** Overall opinion – **Support** Necessary to enable car-free housing developments and for the Workplace Parking Levy to work, and will provide funding for better enforcement to stop dangerous parking (on corners, etc).

	Time of operation – **Just right** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** There should be DYL in other locations, for example at the junctions of Mayfair Rd with Fairlie Rd and with Hillsborough Rd. Indeed all the junctions should have DYLs on their corners. (The Highway Code may prohibit parking there already, but without DYL that seems to be unenforceable.) Any other comments?
(o285) Local resident, (Church Cowley, Westbury Cr)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I support the council in reducing the number of private cars driving in to Oxford and parking for free on residential streets. They cause congestion and extra traffic on residential roads. I would rather they are encouraged to P&R instead. They sometimes park inconsiderately around our drive making it hard for us to reverse in or to see what traffic is coming when we are trying to get out of the drive. Often there are cycles coming or motor cycles or those very fast and annoying delivery bikes who could be at risk if we can't see. Time of operation – **Just right** New DYLs in Bodley Road – **No objection**

	New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **No objection** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **No objection** New DYLs in Long Lane – **No objection** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **No objection** Please could some of the road area being marked to be DYL be allocated to bike parking in streets where Bike parking might be useful for people visiting businesses or parks etc. Any other comments?
(o286) Local resident, (Cowley, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** There are too many parked cars, often from outside the area or some properties have several cars Time of operation – **Just right** New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **Partially support** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Partially support** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Partially support** New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Partially support**

	. Any other comments? I live on the North side Church Hill Road which is separated by LTN planters. The only access to this short section of is from Church Cowley Road which is part of the Florence Park CPZ. It would make much more sense for this part of Church Hill Road to be part of the FP CPZ
(o287) Local resident, (Cowley, Oxford, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** People in this area rely too much on car use even when they could walk, cycle or take public transport. As Oxford is expanding and the population is increasing, car use and congestion is increasing which impacts health negatively. To change people's behaviour car use needs to be inconvenient or expensive and controlled parking is an effective instrument for this. Time of operation – **Too restrictive** Monday to Friday would be sufficient, to allow the mostly elderly church and cemetery visitors to park on the road at weekends, New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Same arguments as given before. Any other comments?

	To support the overall aims of this scheme it is imperative that secure cycle paths are being built in the area. The lack of secure cycle paths, e.g. to get children safely to school is shocking. If Oxford wants to attract professional families to work in the science parks in this area, it needs to offer residential areas that have acceptable living standards, including safe routes to take children to school and for elderly people to walk to the shops/bus stops etc. The lack of cycle path provision is ore than substandard in comparison with similar cities in Europe.
(o288) Local resident, (I had thought I lived i Cowley but apparently I am living in LIttlemore North according to the County Counci, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Any proposal that could possibly reduce the number of cars on the roads I would support. So many people park on the street when they have a perfectly good driveway and/or garage to park in. There are too many cars in Oxford and maybe if residents have to pay to park on the street, it may discourage them from having so many cars per household. Time of operation – **Just right** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I have no idea what a DYL is so cannot support or object Any other comments?
(o289) Local resident, (Little more/rose hill,	Live in proposed CPZ? – **Yes**

Oxford, Wykeham Crescent)	Overall opinion – **Support** I think the proposed traffic measures in westbury crescent sound a good idea to reduce traffic, and to enhance the area with more green space and planters. I partially support the CPZ but I think it is complicated by parts of this area which are private estates of flats with no driveways (unlike most of the other houses in the area). I live in Wykeham crescent which is a larger area of flats with many residents, but I know there are other such estates of flats in the area. If the CPZ is applied I think it should also be applied in the public road parts of Wykeham Crescent as otherwise traffic and parking will become unmanageable on our road. But I think the interaction with parking in these areas deserves greater consideration as it may reduce parking opportunities for residents and create outside use of the estate's private car parking areas. I do not think the scheme should incur high additional costs for the residents of the littlemore court estate, in enforcing these private car parks as only being for the estate residents, and I think the council should provide funding for signs and markings to show the designations of these areas and deter outside use. Time of operation – **Just right** New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **No objection** New DYLs in Eastern Avenue – **No objection** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **No objection** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **No objection** Restrictions near private estates may have knock-on effects Any other comments?
(o290) Local resident, (Littlemore, Addison drive)	Live in proposed CPZ? – **Yes** Overall opinion – **Support**

	I support controlling on street parking because as a pedestrian and cyclist it's an inconvenience and potential hazard having to dodge cars park on the roadside or sidewalk, and it makes the neighbourhood look like a sprawling carpark. Any reduction in on-street parking helps pedestrians and makes the road easier and safer to navigate even for car traffic. Time of operation – **Not restrictive enough** 24/7 New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Happy for more parking restrictions in the neighbourhood Any other comments?
(o291) Local resident, (Littlemore, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** We SUPPORT the controlled parking zone for EASTERN AVENUE because we rarely are able to park outside our own home because of other households owning 3 or 4 vehicles. Also cars are parked at the top of the road near the main road and it is very dangerous coming in and out of the street. Yellow lines are needed for top half of the road to prevent this from happening. Time of operation – **Not restrictive enough** We are still going to get people from out of the area and from Eastern Avenue coming home from work with all of their vehicles parking anywhere and everywhere.

	New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Please see earlier comments why we support these proposals in Eastern Avenue. Any other comments?
(o292) Local resident, (Littlemore, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I am supporting the cause because the parking on our road (Eastern Avenue) has vastly increased in recent years. As there are no parking restrictions, parking are leaving there vehicles for hours/days on our road whilst they have headed off entirely to another area. It has caused a lot of concern on the road as we are getting people who have nothing to do with Eastern avenue coming here and often creating chaos on the road. However, although I am pro CPZ I do believe that the double yellow lines being proposed for Eastern avenue should be both sides of the road and not just one side of the road before the permit parking begins (the road space at the start of the road leading to 1&2 Eastern avenue). When pulling out of our drive, our view is massively obstructed by the vehicles parked there making it extremely difficult to pull out the drive especially as it is getting darker as we draw towards winter, it is very difficult to see people when pulling out due the view being restricted/blocked because of vehicles parked in that space. We have witnessed many incidents/near misses not only by ourselves but our surrounding neighbours. It would definitely save a life/injury if double yellow lines were to be implemented both sides. Time of operation – **Not restrictive enough** Should be permit parking at all times - We have nothing in and around our area for people to want to park their vehicles here so it makes more sense to have it in operation at all times as opposed to it being timed.

	New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** I am in huge support of these proposed plans. The double yellow line for eastern avenue should be increased and expanded on BOTH sides of the road not just one side. We have huge difficulty pulling out because of vehicles parked there and view of the road from the beginning being blocked by multiple vehicles. Adding double yellow lines to both sides will greatly increase the safety of the public by ensuring increased vision pulling out our drives avoiding any unnecessary accidents. Please take this into account when making a final verdict. Greatly appreciate your time reading this. Any other comments? Fantastic scheme, this area has been missing this for years. Great to finally see it being implemented.
(o293) Local resident, (Littlemore, Eastern Avenue)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** There are many cars parked on our street and I believe that many of the car owners don't live here. This makes it more difficult for the residents to find a parking spot. Time of operation – **Too restrictive** I think that it would be more sensible to have Monday to Saturday parking restrictions. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion**

	New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I hope that new parking restrictions will make it easier for the local residents. Any other comments?
(o294) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Too many vehicles of various description due the increase in HMO's that have been officially approved and the unapproved HMO's being used. Also the high number of vehicles per household has increase, while residents have used previous garage or off road parking areas to build extensions etc and use roadside to park instead. Time of operation – **Not restrictive enough** 24 hour New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support**

	Refer to previous comment made Any other comments? Get on with it
(o295) Local resident, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** As a family we live on Long Lane, which would be within the proposed PPA. Despite have a car I fully support the introduction of the PPA. I feel it would make it safer for our children to learn to cycle as it would aim to reduce the number of cars in the residential areas. It would make junctions safer and easier to navigate for all pedestrians and road users. My only question is how would it be monitored that it was being adhered to? There is currently regularly cars parked on double yellow lines in the area. Will more restrictions will more parking attendants be available to ensure it is being respected? Thank you. Time of operation – **Just right** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Cars are taking up a disproportionate amount of the road space. Residential roads should safe for all and tilted in favour of more vulnerable road users and pedestrians.

	Any other comments? My only question is how would it be monitored that it was being adhered to? There is currently regularly cars parked on double yellow lines in the area. With more restrictions will more parking attendants be available to ensure it is being respected?
(o296) Member of public, (Littlemore, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** As a teacher at a local Littlemore school, I believe that for the health and also the safety of the children of this area we need to encourage more children to cycle and walk to school and in and around north Littlemore. Currently the amount of parked cars makes this difficult or off putting to families to even try. I long for all children to have the opportunity for travel independence. This can only come with the possibility of safer cycling and walking opportunities. I believe the proposed schemes would increase the possibility of this happening. Time of operation – **Just right** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** As above Any other comments? How will it be enforced?

(o297) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Too many cars parked on pavement and corners causing obstructions and difficulty walking on pavements. Overall dangerous parking Time of operation – **Just right** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Cars park in these areas who do not live in the area. Corner parking is dangerous Any other comments?
(o298) Local resident, (Littlemore, Herschel Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Support**

	Too many cars due to multi car households and households who convert garages or build extensions on driveways which then require on street parking for vehicles. Add to that the high number of HMO (registered and unregistered) that have multiple vehicles parking on the roads day and night. Time of operation – **Not restrictive enough** 24 hour restriction, this would allow easy access for Buses, Fire, Ambulance and Police vehicles when needed. New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Make the roads easier for emergency vehicles to travers as well as local transport buses and taxis as there are currently too many cars due to multi car households and households who convert garages or build extensions on driveways which then require on street parking for vehicles. Add to that the high number of HMO (registered and unregistered) that have multiple vehicles parking on the roads day and night. Any other comments? Make the decision and get on with it. Too many discussions and need action
(o299) Local resident, (Littlemore North, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** There has been an increase in the volume of on-street parked cars over the last few years in the Littlemore North area, particularly on Westbury Crescent, Church Hill Road and Wykeham Crescent. If the associated proposals for Westbury Crescent are approved, this will see a reduction in the on-street parking available. Whilst most houses in the area have driveways/off-street parking, I feel that residents should be given priority to the on-street parking available

	(for their visitors), and I think this proposal will achieve this. There are enough caveats in the proposals (availability of resident and visitor permits, 2hr parking for non-residents, daytime operating times) that this should cover many of the "but what if...?" concerns. Time of operation – **Just right** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** If you want thorough and representative responses to this question, you should have spelled out what DYL stands for! I have responded on the assumption it means double yellow lines, but this is not a commonly used (or used at all!) acronym in British English. I do not know what the amendments are (perhaps they are called something else in the documentation?) but assume that the amendments for Church Hill Road are those included in the proposed Westbury Crescent one-way system and associated parking restrictions). These proposals are for double yellow lines at the Westbury Crescent/Church Hill Road junctions, which is very sensible and simply codifies what I believe are the current rules in relation to not being permitted to park within 10m of a junction. Any other comments?
(o300) Local resident, (Lottlemore, Newman rd)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Need to discourage car ownership Time of operation – **Just right**

	New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Too many cars Any other comments?
(o301) Local resident, (Oxford, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Fed up with car trading businesses & commuters taking up all the spaces iny street and surrounding areas. Time of operation – **Not restrictive enough** Without a CPZ here at present, neighbouring existing zones see a movement of parking backwards and forwards out of the CPZ in between it's hours of operation. Sellers vehicle stock and flatbed recovery vehicles are moved in and out of the CPZ to avoid pay New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support**

	New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Roads round here have become street storage for various cars and vans not owned by residents, and often associated with buying selling and doing up cars. Sightlines out of driveways and on junctions are compromised by parking, particularly on what are supposed to be cycle designated Quietway routes. Also DYLs should make it more pleasant for pedestrians as currently lots of 2 wheels on pavement poor parking. Any other comments? There needs to be enforcement, including DYLs. Some residents park daily on current DYLs, because enforcement is so non-existent, despite repeated reporting.
(o302) Local resident, (Oxford, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** It is important to restrict parking in Oxford to reduce traffic coming into the city. Time of operation – **Just right** New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **No objection** New DYLs in Kelburne Road – **No objection** New DYLs in Herschel Crescent – **No objection** New DYLs in Long Lane – **No objection** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **No objection** There is too much parking close to junctions. Double yellow lines should also be extended on Church Cowley Road as it is unsafe for cyclists to turn into Church Hill Road from the west

	Any other comments?
(o303) Local resident, (Oxford, Church Hill Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Because we are on the edge of a CPZ we suffer from cars being parked all along our street and both sides of the road. Time of operation – **Too restrictive** Sunday could have unrestricted parking. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** As far as Church Hill Road is concerned, I'm not sure where the DYLs would go. Any other comments?
(o304) Local resident, (OXFORD, EASTERN AVENUE)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** LIVING IN EASTERN AVENUE, TOO MANY CARS PARKING ON THE CORNER OF THE ROAD - JUNCTION-DANGEROUS. TOO MANY CARS FROM OTHER AREAS OF THE CITY USING THE STREET AS PUBLIC CAR

	PARK-+ DOUBLE PARKING -OR 4 WHEELS ON THE PAVEMENT OBSTRUCTING PEDESTRIANS & DISABLED PERSON. HAZARD FOR EMERGENCY SERVICES. Time of operation – **Not restrictive enough** AS ABOVE. TOO MANY CARS FROM OUTSIDE THE AREA / EASTERN AVENUE PARKING ILLEGALLY AS PREVIOUSLY STATED. New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** I SUPPORT THESE CHANGES AS PREVIOUSLY STATED. MY CONCERN IS THE LACK OF POLICING AND ENFORCEMENT = OFFENDERS MADE TO PAY THE PRICE AND ACT ACCORDINGLY OF THIS PROPOSED REGULATION. Any other comments? ENFORCEMENT IS IMPERATIVE OR WILL NOT BE EFFECTIVE.
(o305) Local resident, (Oxford, Kelburne road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Many residents abuse the few parking spaces we have.No 59 Kelburne have only 2 spaces in their drive but own 4 cars.No 53 Kelburne have 2 cars but refuse to park in their own drive and chase those who park in front of their house on public ground claiming exclusive use of this public space.No 72 refuses to park in his drive and park at right angle

	to the road (this is a cul de sac) likewise those at No 59, totally denying pedestrians, including elderlies and ladies with a pram, the right to use the pavement.I fully support the introduction of a controlled parking zone. Parking on the pavement has become a fashion, even where the road is wide enough to park lawfully. The presence of parking atendants patrolling the area will hopefully address this issue Time of operation – **Not restrictive enough** 24 hours every day of the week. New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Parking on public domain is grossly abused by far too many motorists. The presence of parking attendants on our streets can only improve this situation. Any other comments? It is long overdue to clamp down on those who park on pavements.
(o306) Local resident, (Oxford, Kelburne Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I am in favour of the restrictions but have some concerns regarding the implementation. We live at the end of Kelburne Road where the turning circle is and there are always cars parked on the road area of the turning circle. We will be in favour of double yellow lines covering the curbs of the turning circle. And also each road corner in the area as quite often cars are parked on corners obstructing few of oncoming traffic. My main concern of the scheme is that it won't be enforced as there are always cars parked on double yellow lines. Not only in our area but all over. If the scheme gets

	enforced and people will actually get penalised for wrongly parking their vehicle I think it will be a good scheme and become successful. One query I have is: Will this scheme stop commercial vehicles (large vans and low loaders) parking in the area? Time of operation – **Not sure** New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **No objection** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **No objection** New DYLs in Long Lane – **No objection** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **No objection** There are too many cars parked (wrongly) in the area. The only problem might be that people are going to change even more front gardens into car parks not taking any surface water drainage into account. Any other comments? none
(o307) Local resident, (Oxford, Long Lane)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** Agree with proposals and want my opinion counted Time of operation – **Not sure** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support**

	New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Support all proposals. Seem like a good idea! Any other comments? All good. Still not sure how safe Newman Road is for cyclists to use as it approaches Iffley Road, but this seems a positive step
(o308) Local Cllr (i.e. Town/Parish/District), (Oxford, Newman Road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I live in Newman Road. Previously I had a neutral stance regarding the proposal, as we've never had issue finding a parking space in this street. The reasons why I'm now in support of this are: 1. concerns about LN becoming an overflow parking area from other CPZs around it 2. A recent increase in dangerous driving events on the road 3. The frequent occurrence of vehicles stopping for some time in areas that, according to your proposal, will be marked with double yellow lines Time of operation – **Too restrictive** I would have Mon-Fri, 8am-6,30pm, and more laxed hours over the weekend, however I'm not entirely sure. I've seen this in other parts of Oxford though. New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support**

	New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** I have observed an increase in vehicles roughly parked in this area (ie on the pavement, in proximity of ramps or turns, creating blind spots etc), generally caused by contractors/business vans and HMOs Any other comments?
(o309) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** It will make our streets less congested with cars and provide space for visitors to park. If we don't have a CPZ then other vehicles prevented from parking in adjacent CPZs would park in our streets. Time of operation – **Just right** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I don't have an opinion on any of these. Any other comments?

(o310) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I support the scheme although I don't like it. The only reason we need this is that we are rapidly becoming the free park and ride venue for people going in to town by bus. This will get worse when all the roads around us are CPZs. Time of operation – **Not sure** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** I do not know what the issues are in these roads. Any road near a bus stop on Rose Hlll/Iffley Road will have commuter parking unless there are some restrictions. Any other comments? Since when has Westbury Crescent been in Littlemore North? Our postal address is Rose Hill. Our problems are unlike a lot of the roads in this survey due to proximity to the bus service into town. Iffley Road and Cowley Road are the only main arteries into town without a Park and Ride. People from outlying villages therefore use roads next to Rose Hill/Iffley Road as free Park and Ride car parks. This disadvantages the residents in those roads.
(o311) Local resident, (Oxford, Westbury Crescent)	Live in proposed CPZ? – **Yes**

	Overall opinion – **Support** To prevent local streets becoming a long term car parking option for commuters and shoppers. By using alternative public transports this would also relieve congestion on the A and B roads. Time of operation – **Just right** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Discouraging parking will reduce traffic. Any other comments?
(o312) Local resident, (Oxford, Littlemore road)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I live in littlemore road.we have random cars parked outside our house all the time.there is one now that hasn't moved for 4 weeks and previously have had a car left for many months Time of operation – **Just right** New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **Partially support**

	New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Partially support** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Partially support** New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Partially support** I don't live on any of these roads so hard to say Any other comments? Littlemore road needs parking restrictions to stop people from other areas where there may be restrictions parking.to park here for free
(o313) Local resident, (Oxford., Westbury Crescent)	Live in proposed CPZ? – **Yes** Overall opinion – **Support** I think something needs to be done to control the ever increasing traffic in this area. People need to be encouraged to leave their cars at home for short journeys, use public transport or cycle or walk. Time of operation – **Just right** New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support**

	We need to try to stop drivers who don't live in these roads from using these residential streets as car parks to go into the city centre. Any other comments? We have to act to curtail the increasing use of cars and encourage drivers away from residential areas.
(o314) Local resident, (Cowley, Bailey ROad)	Live in proposed CPZ? – **Other** Bailey Road Overall opinion – **Object** I have an allotment plot on Van Diemans Lane, often we have to transport heavy and bulky goods to our plot. A CPZ would mean we run the risk of getting fined. Often jobs at the allotment take more than 2 hours. There are no rules/laws that say allotments should be for local residents only. Whilst I do live locally (0.6 miles) away, this would have a major impact of my use of the allotment. I am sure other plot holders will have the same view. If there is any special measure that the allotment can have, this would be welcome. Time of operation – **Too restrictive** I cannot see any reason why there is a need for a CPZ in much of the zone. Especially on a weekend. New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **Object** The VDL CPZ would affect my use of our allotment. Any other comments?

(o315) Local resident, (Cowley, Amory close)	Live in proposed CPZ? – **Other** CS Overall opinion – **Object** People working at the local school will have no where to park or be eligible for permits. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Objecting all, unnecessary Any other comments?
(o316) Member of public, (Cowley, Church Cowley)	Live in proposed CPZ? – **Other** Cowley Overall opinion – **Object** Ridiculous money making scam Time of operation – **Too restrictive**

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No need to impose these extra costs on locals. Absolutely shocking again from the money hungry council Any other comments?
(o317) Local resident, (Cowley, Crescent rd)	Live in proposed CPZ? – **Other** Crescent rd Overall opinion – **Object** This is a money making exercise by OCC. I have multiple close family members in Littlemore and things are difficult enough with the LTNs. My mum is in Van Diemans Lane and there is a residents car park. If OCC introduce CPZ this cwr park will be overwhelmed. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object**

	New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** They're not needed Any other comments? OCC has a reputation for failing to listen to residents. It feels inevitable that the measures will be forced through, regardless of what people want
(o318) Local resident, (Cowley Oxford, Church Cowley Road)	Live in proposed CPZ? – **Other** Church Cowley Road Overall opinion – **Object** We currently have no free parking for ourselves or visitors during working hours because we do not have a drive way outside our house. There is a single yellow line on the road outside Church Cowley Road. Hard-working people who drive are being penalised. And community is being discouraged I strongly object to this and note I don't see the reasons you are proposing this. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	Generally makes life more difficult for us personally and damages the local economy. For people without driveways who live on main roads, this is not a fair propopsal. Any other comments?
(o319) Local resident, (Cowley St James, Church Cowley Road)	Live in proposed CPZ? – **Other** Church Cowley Road Overall opinion – **Object** We will have no free parking for ourselves or visitors during working hours because we do not have a drive way outside our house (and there is a single yellow line on the road outside) Time of operation – **Too restrictive** Opposed to the Controlled Parking Zone New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** They will make it harder for us to go about our daily lives Any other comments? Generally makes life more difficult for us personally and damages the local economy
(o320) Local resident, (Headington, Quarry high street)	Live in proposed CPZ? – **Other** OX3 Overall opinion – **Object**

	I'm worried about being able to get around the city. There's now more and more travel restrictions in place which is pushing more and more traffic onto the ring road which is already congested. There is not enough adequate public transport in place to support all of these traffic initiatives. I'm also concerned about the impact this is having on emergency service access and local businesses. Time of operation – **Too restrictive** I would prefer there to be no restrictions. If they absolutely had to be introduced I'd do school hours New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As above Any other comments? As per previous comment
(o321) Member of public, (Littlemore, David Nicholls Close)	Live in proposed CPZ? – **Other** Littlemore Overall opinion – **Object** Excessive regulation. Time of operation – **Too restrictive** Leading question. I would prefer no additional restrictions whatsoever New DYLs in Bodley Road – **Object**

	New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Every time you do something like this it just makes it worse. Give us better bus services if you want people using cars for fewer journeys. And this area seems to already be disproportionately targeted, despite it being a lower income area. Target the people with multiple SUVs, not the people with one Toyota Yaris used for essential journeys. Any other comments? I know this will have no impact. You'll ignore the overwhelming feedback of the residents. Perusing with this tactic also emboldens the mad conspiracy theory independent parties making ground in the area. Read the room...!
(o322) Local resident, (Littlemore, Giles Road)	Live in proposed CPZ? – **Other** Giles Road Overall opinion – **Object** This does not help the residents. Parking is still chaotic and we have to pay for the privilege???? Parking zones don't control parking, they just make more money for the powers that be. Time of operation – **Too restrictive** PEOPLE LIVE HERE 24/7. NO TIMES!!! New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object**

	New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Surely if you want cars parked off of the road, adequate free parking should be in place to accommodate all residents Any other comments? All of these restrictions, proposed and in place, are demoralising the the community which in turn can, and will contribute to mental health issues for the residents. Is the proposed money from permits going to support the residents wellbeing?
(o323) Local resident, (Littlemore, Lavender drive)	Live in proposed CPZ? – **Other** Newman place Overall opinion – **Object** This area has no issue with parking what so ever. Where i live on the new estate we have no issue with parking and peabody have introduced parking restrictions and it has caused nothing but a problem for local residents. If there is no issue why make one? Apart from it being a money making exercise? Time of operation – **Too restrictive** There should be no restrictions. This isn't central London. I would understand if they done this around surrounding areas of the city centre. We are way past all of that. We are outside of the ring road. It's not like we have people parking here and getti New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	There is no issue. Why do you want to create an issue? Any other comments? Waste of time and tax payer money
(o324) Local resident, (Littlemore, Littlemore)	Live in proposed CPZ? – **Other** Littlemore Overall opinion – **Object** The Controlled Parking Zone is an unnecessary waste of money that will be an unwelcome addition to the neighborhood. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Unneeded, waste of money Any other comments? Should not be implemented
(o325) Local resident, (Littlemore, St Nicholas. Rd)	Live in proposed CPZ? – **Other** MF Overall opinion – **Object**

	Why Littlemore again and again . Seems like some sort of vendetta on us. No actaul need if you opened up the roads you LTN'ed. Never need before LTNs utterly pointless. Major roads are now clogged to hell and pollution is at its highest in these areas. Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Utterly ludicrous not needed Any other comments? Not worth the paper it's written on
(o326) Local resident, (Littlemore, Littlemore Ox)	Live in proposed CPZ? – **Other** Ht Overall opinion – **Object** Why should I have to pay to park outside my house? It's just another tax and outrageous. I have lots of visitors and there would be nowhere for them to park. Time of operation – **Too restrictive** None. You have no right to do this New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object**

	New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** This proposal is an outrageous infringement on our freedoms. But let's be honest, you say you want feedback but you ignore it because you don't care about resident's opinions. Any other comments? I do not give my consent
(o327) Local resident, (Littlemore, Minchery ox)	Live in proposed CPZ? – **Other** Littlemore Overall opinion – **Object** Absolutely disgusting council completely trying to own everyone's freedom Time of operation – **No opinion** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object**

	Controling Any other comments? Absolutely just for council funding
(o328) Local resident, (Littlemore, Newman Place)	Live in proposed CPZ? – **Other** Littlemore village Overall opinion – **Object** We feel there is no consideration of people's freedom, liberty to drive and.park in areas that are not close to town. Oxford is expensive city and these restrictions are the least of problems to be imposed on us. There are a lot of hospitals around and you keep making these restrictions. Not everyone can cycle and people have other disabilities which do not warrant a disability badge. We are expected to retire at 67, so older peopke still going to work.. We are fed up of having to travel one and half hours for a 15 minutes journey because of closing roads. One way is better than no way. I would like to visit my family around Oxford without problems of parking. We are paying council tax and now people being asked to pay for parking at your home? Newman pkace were asked to have just one car and plenty of parking is available and were forced to park at Sandford Village Rd, because the Council put it as a condition. How is that helpful for the resodent?. With families living together, you have 2 or more cars., how are we expected to get 2 or 3 buses to work? Can you take a drive between 3.30pm and 6pm around Oxford and experience what we experience so you can empathise. Time of operation – **Too restrictive** Why restrict people . We need our freedom, basic human rights. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object**

	New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** We would prefer to have a face to face discussion on these matters and we voice.pur concerns. Any other comments? See comments made before.
(o329) Local resident, (Littlemore, No ,sorry that means it's not anonymous ! Stop lying nothing your business)	Live in proposed CPZ? – **Other** Littlemore village Overall opinion – **Object** You take enough off of residents as it is controlling everyone's lives with absolutely no experience whatsoever Certainly not subject matter experts Time of operation – **Too restrictive** People finish work and usually home by 1600 - 1630 stop stressing people out because you are unable to balance your budgets New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Waste of time you will have already got plans Any other comments?

(o330) Local resident, (Littlemore, Oxford, Thomson Terrace)	Live in proposed CPZ? – **Other** Littlemore, thomas terrace Overall opinion – **Object** It's not needed, stop penalising people in the poorer parts of Oxford Time of operation – **Too restrictive** None at all New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Not needed Any other comments?
(o331) Local resident, (Oxford, Cornwallis Road)	Live in proposed CPZ? – **Other** Florence park Overall opinion – **Object** There are too many CPZs in a small area. It doesn't seem necessary in this area Time of operation – **Too restrictive** I think Monday to Friday 8am until 5pm is more than adequate, as it works well in Florence park and stops people driving into the area and parking for work New DYLs in Bodley Road – **Object**

	New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** They are not necessary. They are needed on church cowley road, as cars can't fit past due to all the traffic and pressures of LTNs Any other comments? It maybe beneficial to combine neighbouring CPZs, as there are too many in a very small area and it is confusing and difficult for residents
(o332) Local resident, (Oxford, Fairlie rd)	Live in proposed CPZ? – **Other** OX43SW, Fairlie rd Overall opinion – **Object** I strongly object to the proposed plan for introducing the Controlled Parking Zone (CPZ) in the Littlemore North area. If this scheme is implemented, a significant number of vehicles will likely start parking on our street, shifting the parking pressure from the restricted areas. Additionally, it seems that the current parking situation in the neighborhood does not warrant such controls, as there are no apparent issues that require intervention. Introducing a CPZ where it isn't needed will only create unnecessary complications for local residents. Time of operation – **Too restrictive** I sincerely hope that we will not have to agree to the proposal, as the overall plan for introducing Controlled Parking Zones (CPZ) will not be approved. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object**

	New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I am submitting my response to express my objection to the proposals. I believe that introducing the Controlled Parking Zone (CPZ) will shift parking issues to our street, as vehicles from restricted areas will begin parking here. Additionally, the current parking situation in the neighborhood seems well-managed, and there is no need for further control at this time. Implementing these measures will create unnecessary complications for residents without addressing any real parking issues. Any other comments?
(o333) Local resident, (Oxford, Pulker close)	Live in proposed CPZ? – **Other** Cowley centre west Overall opinion – **Object** There isn't an issue in parking spaces and Wykenham Crescent is on a private estate Time of operation – **Too restrictive** Ones introduced previously don't include Sundays, seems unfair this one does New DYLs in Bodley Road – **No objection** New DYLs in Church Hill Road – **No objection** New DYLs in Eastern Avenue – **No objection** New DYLs in Kelburne Road – **No objection** New DYLs in Herschel Crescent – **No objection** New DYLs in Long Lane – **No objection** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **No objection** New DYLs in Rahere Road – **No objection** New DYLs in Van-Diemans Lane – **No objection**

	Don't have any thoughts on dyla Any other comments?
(o334) Member of public, (Oxford, Temple Street)	Live in proposed CPZ? – **Other** EO Overall opinion – **Object** I disagree with imposing expensive parking restrictions in all areas of the city Time of operation – **Too restrictive** No restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** This imposes an added expense on poorer households Any other comments?
(o335) Local resident, (Oxford, iffley Road)	Live in proposed CPZ? – **Other** Off Iffley Road Overall opinion – **Object** Please stop continous expansion of CPZ in East Oxford, 600 parking spaces were lost in East Oxford with implementation of Cycle Quickways.

	Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Please stop continous expansion of CPZ in East Oxford, 600 parking spaces were lost in East Oxford with implementation of Cycle Quickways. Any other comments? Please stop continous expansion of CPZ in East Oxford, 600 parking spaces were lost in East Oxford with implementation of Cycle Quickways.
(o336) Local resident, (Oxford, Westbury crescent)	Live in proposed CPZ? – **Other** Westbury crescent Overall opinion – **Object** Too much money being wasted on trying to control our every move. STOP WASTING OUR MONEY Time of operation – **Too restrictive** No restrictions needed New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object**

	New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** You are making blanket changes which are not required. You cannot erase car use by simply painting DYLs on residential roads. And the cost is not worth it. STOP WASTING OUR MONEY Any other comments? STOP WASTING OUR MONEY
(o337) Local resident, (Oxford, Littlemore, Vicarage Close)	Live in proposed CPZ? – **Other** Littlemore South Overall opinion – **Object** No need in this area Time of operation – **Too restrictive** No need for CPZ in this area New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No need for DYL Any other comments?

(o338) Member of public, (Blackbird Leys, Bartholomew)	Live in proposed CPZ? – **No** Overall opinion – **Object** I will be unable to get to my place of work at a school as I will be unable to park and if I get the bus, I will be out of pocket by £80 a month. This will inevitably mean I will sought alternative employment elsewhere meaning the school could have recruitment challenges which will impact the students. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Partially support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Due to additional costs to get to work Any other comments? Provide the school with additional permits
(o339) Member of public, (Cowley, Bartholomew Rd)	Live in proposed CPZ? – **No** Overall opinion – **Object**

	Many staff members (teachers, TAs etc) who work at the local school Church Cowley St James use these roads to park on for work as there is extremely limited onsite parking at this primary school. Have they been considered/will enough parking permits be provided to the school to ensure all staff who rely on driving into work are able to continue to commute? Many staff members live a substantial distance from the school and therefore cycling, walking or public transport is not an option. If staff are not able to get to the school in all likelihood there will be a big turn around of staff leading to the school declining in quality and effecting our local community greatly. This needs to be considered with high priority. Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** They will have a negative impact on the community. Any other comments? The wider implication of these changes need to be considered. If changes go ahead, please ensure staff at Church Cowley st James are also all provided with permits to ensure they can still get to work
(o340) Member of public, (Cutteslowe, Wolsey)	Live in proposed CPZ? – **No** Overall opinion – **Object** I visit friends in Littlemore regularly. They don't want the hassle of buying a permit and having to give me a visitor permit when I come round. None of them want a cpz. In Marston you can park for 2 hours with no permit and visit a friend but it stops people parking there all day. Why do you have to make it so difficult for people in Littlemore and

	people who visit them. It's fine as it is. Most of us say it's a way of the council getting more money. Will be voting for Independents next time theres an election. Time of operation – **Too restrictive** I don't want the cpz but if you had to have one it could be like Marston where you can park anywhere for two hours - visit friends, go to the businesses or church. That works well. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** My friend lives in Van Diemans Lane and it's already hard to park there. They don't want these double yellow lines. Any other comments? Leave us alone council
(o341) Member of public, (Greater leys, Green hill)	Live in proposed CPZ? – **No** Overall opinion – **Object** I object Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object**

	New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Because the people that don't live in Oxfordshire don't want us to drive let alone park anymore we have the right to travel anywhere at anytime Any other comments? It's all about money and how they don't want us to drive anymore people need to wake up
(o342) Local resident, (Greater Leys, Not answering)	Live in proposed CPZ? – **No** Overall opinion – **Object** Won't sort the traffic problem on some of these roads. Will create further charges for those who can't afford it and will stop visitors coming. Improve the bus provision in this area with regular services not every 30 minutes. Proposing Cowley Road Littlemore to be one way and Oxford Road to be the other one way road Time of operation – **Just right** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion**

	None already commented Any other comments?
(o343) County Cllr, (Headington Quarry, New Cross Road)	Live in proposed CPZ? – **No** Overall opinion – **Object** There is not enough evident support for the CPZ for North Littlemore. Our CPZ survey for Littlemore showed that 74% are strongly against have a Controlled Parking Zone. Most residents report that there is no parking displacement issue, and it is not necessary or needed for the community. Cost-of-living situation is a major factor - it is an unwanted expense. These are the reasons we asked for the consultation not to proceed. We support Littlemore residents' view in not having a CPZ. Given this strength of opinion of residents I ask that local views to be respected/represented in the decision-making process and for proposed CPZ not to go ahead in North Littlemore. Time of operation – **Too restrictive** none New DYLs in Bodley Road – **Support** New DYLs in Church Hill Road – **Support** New DYLs in Eastern Avenue – **Support** New DYLs in Kelburne Road – **Support** New DYLs in Herschel Crescent – **Support** New DYLs in Long Lane – **Support** New DYLs in Newman Road – **Support** New DYLs in Orchard Way – **Support** New DYLs in Rahere Road – **Support** New DYLs in Van-Diemans Lane – **Support** Residents have raised concerns on obstructive parking at the junctions in the list of areas mentioned. I support this intervention to improve pedestrian safety Any other comments? Please listen to the majority of residents when making your decision on the CPZ and DYLs

(o344) Member of public, (Horspath, Gidley Way)	Live in proposed CPZ? – **No** Overall opinion – **Object** Oxfords roads are a mess since all the parking and zone restrictions have been put in place. The idiot council workers who make these decisions should be fired or voted out. People take their cars because they have to, not because its fun to sit in traffic. Time of operation – **Too restrictive** Dont do it idiots New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Why dont you do put more restrictions AND bollards etc in North Oxford where the wealthy people live...oh wait, its because you are worried they will sue you stupid heads off! Any other comments?
(o345) Local resident, (Littlemore, Bampton Close)	Live in proposed CPZ? – **No** Overall opinion – **Object** Unnecessary waste of public money with no gain whatsoever. A way of making money by way of a stealth tax Time of operation – **Too restrictive** Absolutely against this proposal, so why ask this stupid question.

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As previously stated not in favour of this plan. Any other comments? As with previous consultations by OCC you will do whatever you want no matter what the outcome of your questionnaire
(o346) Local resident, (Littlemore, Mandelbrote Drive)	Live in proposed CPZ? – **No** Overall opinion – **Object** I don't see any issues with the current parking conditions. Littlemore is not a wealthy area of Oxford so it feels like this is penalising and taxing less well off in the community. Time of operation – **Too restrictive** I don't support the implementation of the scheme. A lot of people do shift work. This may be punishing less well off of the community New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object**

	New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I don't think there are issues with current setup. Taxing a poorer part of the community is not beneficial. Any other comments? No further comments
(o347) Local Cllr (i.e. Town/Parish/District), (Littlemore, Mandelbrote Drive)	Live in proposed CPZ? – **No** Overall opinion – **Object** I am the Chair of Littlemore Parish Council. After speaking to residents in the proposed CPZ area they tell me it is neither needed nor wanted. They do not have an issue with "commuter parking" and even if they did, it is not an appropriate measure to "tax" residents for parking in their own street. Commuters only park during business hours on weekdays, yet this proposal is for enforcement 7 days a week. Time of operation – **Too restrictive** It should not operate at all. It is not needed. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As above, residents tell me parking restrictions are not needed nor wanted. It is seen purely as a way to tax residents for parking in their own street.

	Any other comments?
(o348) Local resident, (Littlemore, No)	Live in proposed CPZ? – **No** Overall opinion – **Object** I disagree with the council subjecting residents to yet another charge when times are financially difficult for lots of people Time of operation – **Too restrictive** None..don't do it New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I object to all the proposals as I disagree with all of it Any other comments? Just leave Oxford residents alone..LTN's, traffic filters, CPZ's..it's just wrong. You're making us hate living in the city we love.
(o349) Local resident, (Littlemore, St. Nicholas Road)	Live in proposed CPZ? – **No** Overall opinion – **Object**

	Residents have unanimously voted to reject the CPZ and have controlled parking in this area. Time of operation – **Too restrictive** This means that tradespeople will be restricted in attending to the needs of the residents as well as friends and neighbours visiting to do errands and visiting their friends and relatives. there are many reasons why visitors are an important and vital p New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Newman road is very dangerous as this is one of only 3 roads out of Littlemore and needs special attention as it is a dangerous junction. Any other comments? Crowell road should NOT be a bus gate there is no reason for this especially as it has NO buses going through it and this stops a lot of local traffic which would not then have to use the dangerous Newman road junction.
(o350) Local resident, (Littlemore, Vicarage Close)	Live in proposed CPZ? – **No** Overall opinion – **Object** This will have a knock on effect to the traffic and other areas of Littlemore and cause problems elsewhere. This is not the right solution. Time of operation – **Too restrictive**

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I have expressed them already Any other comments? Don't do this! Please!
(o351) Local resident, (Littlemore, Alice Smith Square)	Live in proposed CPZ? – **No** Overall opinion – **Object** Not all households have access to off road parking neither do the council or house builders provide this. Many households need access to multiple cars due to work and caring responsibilities, including hmo's Time of operation – **Too restrictive** Unclear why this is required. Not all households have access to off road parking neither do the council or house builders provide this. Many households need access to multiple cars due to work and caring responsibilities, including hmo's New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object**

	New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Unclear why this is required. Not all households have access to off road parking neither do the council or house builders provide this. Many households need access to multiple cars due to work and caring responsibilities, including hmo's Any other comments?
(o352) Local resident, (Littlemore, David Nicholls Close)	Live in proposed CPZ? – **No** Overall opinion – **Object** I object to public roads having restrictions for the use by specific groups Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I object to public roads being restricted to specific groups Any other comments? There would be no need for this if LTNs were removed

(o353) Local resident, (Littlemore, Denny Gardens)	Live in proposed CPZ? – **No** Overall opinion – **Object** This is very unfair for residents. You should be able to park outside your own home. Residents parking is sufficient I believe . Time of operation – **Too restrictive** There should be no restrictions, it's not busy roads with shops, is residential. New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** These are residential rds , why do there need to be restrictions, and where are they going to put them next. It's like living with the Stasi. Any other comments? Why is this being proposed , what's the point of it , other to inconvenience more people.
(o354) Local resident, (Littlemore, Dudgeon Drive)	Live in proposed CPZ? – **No** Overall opinion – **Object** Several objections: 1) why is it necessary?! It is so far out of town. It just seems like a council scheme to weasel more money out of local residents.

	2) this will just have a knock on effect for neighbouring communities who will just be overloaded with cars now parking on their streets. I live on Dudgeon Drive in Littlemore where our street parking already cannot cope with the cars for the houses here. To then have to cope with the overflow of those who can't park in North Littlemore/Iffley areas would be unmanageable. 3) it is downright rude of the council to then charge residents £80 p.a. to park outside their own house!! I find it appalling that the council are charging people in this way. 4) if you want lrs people parking in outskirts areas you need to make Park&Ride more affordable. Time of operation – **Too restrictive** None. Just don't do it!! New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** See previous points. Again, it will just displace the traffic into Neighbouring streets who will suffer as a result. Any other comments? Quote frankly just can't think why the council are doing this to areas so close to outside the ringroad. Areas like Rose Hill are already Ares of poverty so to then inflict permit charges for residents to park their own cars is just despicable.
(o355) Local resident, (Littlemore, Grange road)	Live in proposed CPZ? – **No** Overall opinion – **Object**

	We do not need this, it is yet another money making scheme aimed at motorists. I live in Littlemore and know that if this motion passes my part of Littlemore will be next Time of operation – **Too restrictive** I would prefer no hours of operation and no CPZ! New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** We do not need this, it is just another tax on the motorist Any other comments? This is just part of the ongoing war on motorists and a money making scheme for the council. It is completely unnecessary, have you not thought the rise in cars in Oxford could be due to how many houses you are cramming in? We pay an extortionate amount of council tax without you looking for other ways to extract money from us. Littlemore already rejected an attempt to put us in a CPZ, I do not understand why you are saying "North Littlemore" I'm all my 53 years of living here I've never heard that term.
(o356) Local resident, (Littlemore, Lakefield)	Live in proposed CPZ? – **No** Overall opinion – **Object** Pushes parking into non CPZ Time of operation – **Too restrictive** 8 am to 3.30 pm New DYLs in Bodley Road – **No opinion**

	New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Pushes parking into non CPZ as in Sandford Any other comments? Poorly thought out with no consideration of the local community
(o357) Local resident, (Littlemore, Oxfoed, St Nicholas Road)	Live in proposed CPZ? – **No** Overall opinion – **Object** Please give residents in Littlemore some kind of break as an act of compassion for our collective sanity with these never ending traffic measures. The LTNs have caused enough division and have highlighted the deprivation here. Let's be clear, we have not benefitted or gentrified at all here in Littlemore. Introducing permits will just push non-permit vehicles further out to park for free (those in HMOs only here for a few months/a year are unlikely to arrange permits I suspect) which will mean potentially disastrous consequences for routes that are now the only ways in/out of Littlemore - routes that are already under pressure from additional to/fro traffic that have no alternative way of getting in or out of the area. There are already lots of examples locally of drivers dumping cars on whichever side of the bollards suits their road commute, and walking to their homes on the other side, things that wouldn't be an issue if the bollards weren't there at all. Wake up to the misery that you are causing to a large section of the population of East Oxford. Time of operation – **Too restrictive** Let's be clear about the fact that Q5 is a biased question assuming a pro-CPZ attitude from the responder. My actual response would be somehting along the lines of "I don't want this at all" but the best fit answer you are offering me *assumes* that I agr

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Where will the displaced cars go? We have a good example already of how parking restrictions are failing Littlemore residents with the DYLs in the new development on Armstrong Road. The displaced traffic was parking on Sandford Road, Heyford Hill Lane and causing worse obstructions as it was clustered around the bridge over the Reading Road. So where do you think the Newman Rd residents cars will magically disappear to? They'll be all over Champion Way, into Giles Rd, blocking the 5A route past the chip shop/shops. CPZ and DYL will just push more cars/parking into other areas. Any other comments? It is a misery living in Oxford now. No one trusts the Oxford City Council or the MPs because the consultations are flawed/biased and done in a way that deliberately ignores what the majority want.
(o358) Rather not say, (Near London, Sherwood rosd)	Live in proposed CPZ? – **No** Overall opinion – **Object** Our family live here and we did from when we were born. Not only our family we also know neighbours who are worried about this coming in as it will been family get together be less at their houses because of how many permits they be using like our family Two live in Oxfordshire and one near London so they need to drive because of where they live and also because they have a young family too . It just means with this our parents like neighbours we know be having us over less or for less them two hours at a time . We also find the area not busy any times we come . Ltn are a nightmare as it is . Just seem your asking for more money for parking and permits when it not needed Time of operation – **Too restrictive**

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **No opinion** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **No objection** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Area not got any car parking issues it just make some people we know worried more that they have less visitors or visitors not for long because of it being 7 days a week and because of how many permits you get before paying. We understand if there was an issue or problems but there not . All we see is it more money make for Oxfordshire county council. Any other comments? Not needed
(o359) Member of public, (Newcastle Emlyn, Adpar)	Live in proposed CPZ? – **No** Overall opinion – **Object** I travel 4hrs to visit family in the area. My family are struggling financially and the additional cost of parking permits will impact their life significantly. Will this be policed ? At what cost will this policing be ? I imagine a significant amount of the charges for permit will be spent on dealing with those that don't abide by the new rules . Costs and admin time which is out of proportion. Time of operation – **Too restrictive** I would prefer zero restrictions New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object**

	New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** As previously stated. This is not a properly costed proposal and is entirely unnecessary Any other comments? Please stop interfering and disrupting people's lives. Life is difficult enough
(o360) Local resident, (ox4, ox4)	Live in proposed CPZ? – **No** Overall opinion – **Object** object because it is simply not needed. Quiet area,no through roads Time of operation – **Too restrictive** not needed New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** You are just making life more difficult for no real reason

	Any other comments?
(o361) Local resident, (Oxford, Broadfields)	Live in proposed CPZ? – **No** Overall opinion – **Object** I believe there is no reason for the CPZ in that area. With LTNs in place the only people who suffer will be residents of Littlemore yet again. There is no rat runs so why is a CPZ area needed. Time of operation – **Too restrictive** Do not have any restrictions at all. Do not apply a CPZ to this area New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** It's just making life more difficult and expensive for the people of Littlemore. Any other comments? Diabolical picking on working class people again.
(o362) Local resident, (oxford, kelburne road)	Live in proposed CPZ? – **No** Overall opinion – **Object**

	I am concerned that the controlled parking zone will severely limit parking options for visitors. Whether it's friends, family, or service providers, the restrictions will create unnecessary barriers and inconvenience. While the intention may be to manage parking congestion, it unfairly penalizes those who need occasional or short-term access to the area Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I am concerned that the controlled parking zone will severely limit parking options for visitors. Whether it's friends, family, or service providers, the restrictions will create unnecessary barriers and inconvenience. While the intention may be to manage parking congestion, it unfairly penalizes those who need occasional or short-term access to the area Any other comments?
(o363) Rather not say, (Oxford, Alice smith square)	Live in proposed CPZ? – **No** Overall opinion – **Object** No problem with parking it’s jus a money making scheme Time of operation – **Too restrictive** There is no problem with parking New DYLs in Bodley Road – **Object**

	New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** It's just a money making scheme Any other comments?
(o364) Local resident, (Oxford, Ashmole place)	Live in proposed CPZ? – **No** Overall opinion – **Object** As a disabled car user I think it's appalling it's already hard enough to park around there. If I need to use the post office. I've already been stuck to my house due to the traffic the LTNs have caused you don't think of people who are sick who may need to park up for health reasons. You have left us no where to go we can't even get to the hospital in a timely manner. Time of operation – **Too restrictive** As said before you are not thinking of people with poor health you cannot put a time on when they need to use the roads. Roads are made for cars!! New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object**

	New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Too many roads have been blocked of or not accessible causing anxiety stop ruining our city!! People are committing suicide because you have made life so difficult. Please fix our city stop causing us so much stress and killing our residents! Any other comments? Please remove the LTNS if you want to make the streets safer let the traffic flow better. You have caused so much traffic, road rage. Blocked sick people in their homes I can't even make my appointments!! Please save our city stop destroying it
(o365) Local resident, (Oxford, Herschel Crescent)	Live in proposed CPZ? – **No** Overall opinion – **Object** No need for that. It's great as it is. Thanks. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** No freedom of movement and personal decision as a resident. Any other comments?

	Just don't do it. You will make residential very angry about it and we may organise a protest about it.
(o366) Local resident, (Oxford, Lime road)	Live in proposed CPZ? – **No** Overall opinion – **Object** Reducing parking in Oxford negatively affects the majority of residents and businesses Time of operation – **Too restrictive** New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Again this is bad for the people of Oxford Any other comments?
(o367) Local resident, (Oxford, Oxford rd)	Live in proposed CPZ? – **No** Overall opinion – **Object** Not required Time of operation – **Too restrictive** None

	New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** Not required Any other comments?
(o368) Local resident, (Oxford - OX4, Church Cowley Road)	Live in proposed CPZ? – **No** Overall opinion – **Object** Whilst supporting traffic management and parking initiatives where there is clear need, I can not support this proposed scheme as it has direct and negative impact on me, without providing any amelioration or recognition of the impact it will have. I have both a specific and a general concern on the proposals, as currently presented: Specifically, as a resident of Church Cowley Road (east side, north end), my house has a single-yellow line on the road outside, which - quite reasonably - prevents us parking there during the controlled hours. Necessarily, we park our cars around the corner on Church Hill Road, but the proposal does not recognise that situation and we are not included in the addresses that will be able to access the residential permit. Moreover, we have lost access to the parking on Rymers Lane, as that is now a CPZ that we no longer have access to. The proposed Littlemore CPZ will make it impossible for us to park anywhere at all, and therefore we have to strongly oppose the plans as currently drafted. The formal order also lists the extension of double-yellow lines on Church Hill Road, but does not explain where they will be nor why they are necessary. More generally, the proposed CPZ makes no explanation of need or necessity for the installation of a new regulated parking area. There's no explanation or justification in the formal notice, and the 'Explanation of Need' document does

	nothing to explain why this change is necessary. In our experience, there is no great parking problem in this area, and the parking situation is largely managed informally to good effect. A redrafted proposal, that recognised the necessity of explanation and justification for the CPZ, and included provision for all those residents impacted, might be satisfactory, but you have not provided that here, and therefore we would strongly oppose and would campaign against the order as currently drafted. Time of operation – **Just right** New DYLs in Bodley Road – **No opinion** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **No opinion** New DYLs in Kelburne Road – **No opinion** New DYLs in Herschel Crescent – **No opinion** New DYLs in Long Lane – **No opinion** New DYLs in Newman Road – **No opinion** New DYLs in Orchard Way – **No opinion** New DYLs in Rahere Road – **No opinion** New DYLs in Van-Diemans Lane – **No opinion** Please see my response to Q4. The need for change is not made The impact on some directly-affected local residents has not been taken into account nor reflected in the proposals Any other comments? Traffic management in the City is clearly difficult and too often controversial. This poorly considered and unexplained proposal puts me in the position of having to object when I usually support the LTNs and other traffic management schemes.
(o369) Member of public, (Radley, Thrup lane)	Live in proposed CPZ? – **No** Overall opinion – **Object**

	This will negatively effect people living in the area who need on street parking for guests.Who are occ to decide how long peoples friends are allowed to visit for?but by placing timed bays you will be forced to leave after a short while! and why just to squeeze vehicles out of Oxford with no thought to elderly or disabled people who may be reliant on visitors for company and services. Time of operation – **Too restrictive** None New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** For the reasons stated I have friends in the area and need to use a vehicle to get there due to rural location why should I only be allowed an hour or ? What about the elderly and people who need cleaners and caters or healthcare services or even longer visits from friends to protect their mental wellbeing there is only anti vehicle sentiment here and no thought of the people these restrictions affect. Any other comments? Why do you need to do this to what end , because you've restricted parking so much elsewhere that people are parking and walking or getting a bus but this is only as a result of occ pushing restrictions out further and further trying to force a car free city on people who simply don't want it.
(o370) Member of public, (Rose hill, Ashurst way)	Live in proposed CPZ? – **No** Overall opinion – **Object**

	I'm objecting because it will make it hard for me to visit my family and make it harder for me to visit my elderly grandad who I help look after. 2 hours parking would not always be enough! It's making everyone even more secluded and isolated than what you've already made by blocking pretty much every road off already! Time of operation – **Too restrictive** No times and days, leave it as it is and don't put any restrictions in. Especially when you put these in and don't actually live in or around the places you're making so hard to be in and get around! New DYLs in Bodley Road – **Object** New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** I am objecting because it's not fair on people who live there and would like there family and friends visiting for more than 2 hours. People pay enough money to own amd run cars without paying more money for them to be able to park outside a relatives/friends house! Any other comments? Do it in the areas you live in rather than trying to make it hard on everyone else!
(o371) Member of public, (Visit Cowley, Church Cowley Road)	Live in proposed CPZ? – **No** Overall opinion – **Object** I will not be able to visit my relative if I cannot park near there home Time of operation – **Too restrictive** Never New DYLs in Bodley Road – **Object**

	New DYLs in Church Hill Road – **Object** New DYLs in Eastern Avenue – **Object** New DYLs in Kelburne Road – **Object** New DYLs in Herschel Crescent – **Object** New DYLs in Long Lane – **Object** New DYLs in Newman Road – **Object** New DYLs in Orchard Way – **Object** New DYLs in Rahere Road – **Object** New DYLs in Van-Diemans Lane – **Object** There has been no consideration to the inconvenience to residents or visitors Any other comments? Again so inconsideration to those who actually need to get to these places
(o372) Local resident, (Littlemore, Oxford Road)	Live in proposed CPZ? – **Yes** Overall opinion – **No objection** I have no real issues with this. Although it may affect those living in HMO. With some places having up to six residents who all could potentially drive. Time of operation – **Not restrictive enough** Should be from 7 am to 9pm. As people from outside park for work or when Oxford United play at home. New DYLs in Bodley Road – **Partially support** New DYLs in Church Hill Road – **Partially support** New DYLs in Eastern Avenue – **Partially support** New DYLs in Kelburne Road – **Partially support** New DYLs in Herschel Crescent – **Partially support** New DYLs in Long Lane – **Partially support** New DYLs in Newman Road – **Partially support** New DYLs in Orchard Way – **Partially support**

	New DYLs in Rahere Road – **Partially support** New DYLs in Van-Diemans Lane – **Partially support** I think this will help to keep most roads clear of unnecessary parking. Any other comments?

Divisions affected: *Barton, Sandhills & Risinghurst, Churchill & Lye Valley, Cowley, Headington & Quarry, Iffley Fields & St Mary's, Marston & Northway*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

OXFORD: VARIOUS CPZs – PROPOSED RESIDENT & VISITOR PARKING PERMIT ELIGIBILITY AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following proposals in respect of eligibility for parking permits within various Controlled Parking Zones (CPZs) in Oxford:

a) Exclude from eligibility for resident's parking permits and residents' visitors' parking permits the following properties:

- **i. Cowley Centre East – No.244 Barns Road,**
- **ii. East Oxford – No.100a Bullingdon Road,**
- **iii. Headington North – No.9 Blackthorn Close**
- **iv. Headington Quarry – No.1a York Avenue,**
- **v. Lye Valley – a) No. 85 The Slade, and b) 5 Glebelands,**
- **vi. Marston North – No.14 Salford Road,**
- **vii. Northway – a) No.2 Sutton Road.**

b) Exclude from eligibility for resident's parking permits only (visitors' permits allowed) the following properties:

- **i. Headington Central - Lime Walk - Nos.91 & 91A, No.93 (Flats 1 & 2), No.95, and No.97 (Flats 1-3).**
- **ii. Headington Quarry – Nos. 132a,132b and 132c Old Road,**
- **iii. North Summertown – No.30 Davenant Road,**
- **iv. Summertown – No.312A Woodstock Road.**

c) Defer a decision on the eligibility for resident's parking permits and residents' visitors' parking permits for the following property:

- **i. Northway – 6 Gouldland Gardens.**

Executive Summary

1. 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, or following internal review of current eligibility when requested

2. Planning permissions are granted for residential units on the basis that applications for Residents Parking Permits will be subject to the relevant Traffic Regulation Order for that area, which may limit eligibility for residents to obtain residents and/or visitors parking permits.

Financial Implications

3. Where appropriate, funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Order) on the proposals has been provided by the various developers of the properties in question.

Legal Implications

4. In some cases, these proposals have been put forward because of associated conditions within the planning permissions granted by Oxford City Council as a result of the development of properties within the city for residential purposes.

5. When appropriate, developers have separately entered into a 'Unilateral Undertaking' with the County Council to undertake the promotion, consultation and, if appropriate, the making of a traffic regulation order to exclude the specific sites from eligibility for parking permits as appropriate. The 'Unilateral Undertaking' is a simplified version of a planning agreement, and is entered into by the landowner and any other party with a legal interest in the development site.

6. The resulting consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

7. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.

8. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised current blue badge.

9. Proposals brought forward for changing permit eligibility link to the City Council's planning policies which require developments to be car free where criteria stipulates that there is good transport links and access to local facilities.

Sustainability Implications

10. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes, whilst ensuring that developments do not generate a level of on-street vehicular parking which would be prejudicial to highway safety or cause parking congestion in the immediate locality.

Formal Consultation

11. Formal consultations were carried out between 26 September & 25 October 2024. A Notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, local Oxford City Councillors, and the relevant local County Councillors.

12. Letters were also sent directly to approx. 800 properties in the areas surrounding the various proposed amendments.

13. Six responses were received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total

exclude No.85 The Slade	1	1	0	4	6
exclude No.5 Glebelands	2	2	0	2	6
exclude No.2 Sutton Road	1	1	0	4	6
exclude No.6 Gouldland Gardens	1	1	0	4	6
exclude No.244 Barns Road	1	1	0	4	6
exclude No.30 Davenant Road	2	1	0	3	6
exclude No.1a York Avenue	1	1	0	4	6
exclude No.14 Salford Road	1	1	0	4	6
exclude No.312a Woodstock Road	2	1	0	3	6
exclude Nos.132a,132b and 132c Old Road	1	1	0	4	6
exclude No.100a Bullingdon Road	1	1	0	4	6
exclude Nos.91 and 91A, No.93 (Flats 1 and 2), No.95, and No.97 (Flats 1-3) Lime Walk	2	1	0	3	6

14. Additionally, a further eight emails were also received comprising of: an Oxford City Cllr offering their support, a local resident objecting to Gouldland Gardens due to the ownership status, a local resident objecting to Davenant Road feeling it unfair, a local resident objecting to Lime Walk feeling it contradicting the proposed 'car-free' status, a local resident supporting Lime Walk due to it satisfying the planning conditions, one local resident raising concerns about CPZ & parking policy in general, and two non-objections (from Thames Valley Police & Oxford Bus Company).

15. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information related to the respondent will be redacted as appropriate.

Officer Response to Objections/Concerns

16. In response to general concerns about having constraints placed on residents' ability to park where they live, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes.

17. The proposals will help ensure that the potential increase in residents at properties as a result of local development do not result in increased demand

for on-street parking in the local area, adversely affecting existing residents & their visitors ability to park.

Cowley Central East:

18. At No.244 Barns Road, planning approval has been granted by Oxford City Council for the demolition of an existing three storey office building (Use Class E) and erection of four storey building to provide 20 flats (23/02799/VAR), a condition was placed on the development that required the exclusion of the site from eligibility for residents' parking permits and residents' visitors' parking permits.

19. The condition was placed to secure the car free nature of the development, and to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the immediate locality.

20. Additionally, the development is located within a highly sustainable location, with shops and local amenities within short walking distance. The site is also well-served by public transport, with bus stops providing regular services to and from the city centre, and to Headington District Centre within 200 metres.

21. Bicycle parking would be also be provided within the ground floor of the building, providing secure and easily accessed internally and externally storage for a total of 40 bicycles.

East Oxford:

22. At No.100a Bullingdon Road, planning approval has been granted by Oxford City Council for the creation of basement to provide 1x1 bedroom flat (08/00565/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits.

23. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the immediate area.

Headington Central:

24. At Nos.91 & 91A, No.93 (Flats 1 & 2), No.95, and No.97 (Flats 1-3) Lime Walk, planning approval has been granted by Oxford City Council for the demolition of an existing dwellinghouse (Use Class C3) and garage, and the subsequent erection of a two storey building to create 5 x 1 bed flats and 3 x 2 bed flats (Use Class C3). (21/00675/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits only, allowing for the retention of residents' visitors' parking permits.

25. The condition was placed to secure the car free nature of the development, and to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the immediate locality.

26. The development is located within a sustainable location, with shops and local amenities within short walking distance. The site is also well-served by public transport, with bus stops providing regular services to and from the city centre, as well as serving Headington and Summertown district centres within 350 metres.

27. The development involves the removal of an existing vehicle access, thus improving highway safety. Additionally, the development also includes a covered & enclosed cycle store with stands that would accommodate 16 cycles, which would provide both secure & convenient access.

Headington North:

28. At No.9 Blackthorn Close, planning approval has been granted for the demolition of an existing double garage, and erection of 1 x 3-bed dwellinghouse (Use Class C3) (20/02549/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.

29. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

30. The new property would have permitted development rights removed for creation of new vehicle accesses & hard standings, and the reinstatement of the dropped kerb to the front of the new dwelling to a full height kerb has also been required.

31. The development is located within a sustainable location, with shops and local amenities within 800 metres walking distance. The site is also well-served by public transport, with bus stops providing regular services to and from the city centre, as well as serving longer distance routes to London and the airports within 400 metres.

Headington Quarry:

32. At No.1a York Avenue, planning approval was granted for the demolition of garage, and the erection of a two storey building to create 1 x 2 bed dwelling (Use Class C3) (22/02951/FUL), a condition was placed as to exclude the new property from eligibility for resident's parking permits and residents' visitors' parking permits.

33. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

34. The development is located within a sustainable location, with shops and local amenities within 800 metres walking distance. The site is also well-served by public transport services, with bus stops providing regular services within 400 metres

35. At Nos.132a,132b & 132c Old Road, planning approval was granted for the erection of 3 x 4-bed houses (Use class C3) (13/01588/FUL), a condition was placed as to exclude the new properties from eligibility for resident's parking permits, allowing for the retention of residents' visitors' parking permits.

36. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

37. Parking for one vehicle at each of the new dwellings has been provided, whilst space for cycle storage has also been provided.

Lye Valley:

38. At No.85 The Slade, planning approval has been granted for the change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Sui Generis) (23/01676/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.

39. The condition was placed to secure the car free nature of the development, and to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

40. The property benefits from an area of hardstanding to the front which is used for off-street parking for one vehicle, and the development does not include any amendments to the parking arrangements, with the provision of one parking space considered to be adequate.

41. The property is within a highly sustainable location, within walking distance to frequent bus services, and shops & local amenities. A cycle store sited to the rear of the property would also provide storage space for up to 10 bicycles.

42. At No.5 Glebelands, planning approval has been granted for the change of use from dwellinghouse (Use Class C3) to a larger house in multiple occupation (Sui Generis) (23/02147/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.

43. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

44. The property benefits from an area of hardstanding to the front which is used for off-street parking for one vehicle, and the development does not include any amendments to the parking arrangements, with the provision of one parking space considered to be adequate.

45. The development is located within a sustainable location, with shops and local amenities within 800 metres distance. The site is also well-served by public transport services, with bus stops providing regular services within 400 metres. A cycle store sited to the front of the property would also provide storage space for up to nine bicycles, which would meet the requirements of one space per occupant. The location of the store would be convenient, and provide unobstructed/level access to the street.

Marston North:

46. At No.14 Salford Road, planning approval has been granted for the change of use of a House of Multiple Occupation (Use Class C4) to a Large House in Multiple Occupation (24/00800/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.

47. The condition was placed to ensure that the development does not generate an increase in parking demand, restrict existing residents' access to on-street parking, and to ensure that the low-car nature of the development is met.

48. The property is within a sustainable location, within walking distance to frequent bus services, and shops & local amenities. A cycle store sited on the property would also provide storage space for up to five bicycles.

North Summertown:

49. At No.30 Davenant Road, planning approval has been granted for the demolition of an existing dwellinghouse and garage, and erection of 2 x 4 bed dwellinghouses (Use Class C3) (23/02966/VAR), a condition was placed as to exclude the site from eligibility for resident's parking permits, allowing for the retention of residents' visitors' parking permits.

50. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area. With visitor parking permits expected to be used infrequently, and as such would not pose the same impact on on-street parking demand as residents permits.

51. The site is provided with one off-street parking space each (a reduction in parking spaces compared to the existing arrangement), and is located within 400m of frequent public transport services on Banbury Road and Woodstock Road.

Northway:

52. At No.2 Sutton Road, planning approval has been granted for the change of use from dwellinghouse (Use Class C3) to a larger house in multiple occupation (Sui Generis) (24/00052/FUL), a condition as placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.

53. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

54. Whilst the property does not provide any off-street parking, it is located within a sustainable location, with shops and local amenities within 800 metres distance. The site is also well-served by public transport services, with bus stops providing regular services within 400 metres. A cycle store sited on the property would also provide adequate storage.

55. At No.6 Gouldland Gardens, planning approval has been granted for the for the erection of a single storey rear extension, and change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Sui Generis) (24/00402/FUL), a condition as placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.

56. The condition was placed to secure the car free nature of the development, and to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress.

57. The property benefits from an area of hardstanding to the front which is used for off-street parking for one vehicle, and the development does not include any amendments to the parking arrangements, with the provision of one parking space considered to be adequate.

58. The property is within walking distance to a range of local amenities, and a cycle store sited on the property would also provide storage space for up to 13 bicycles, which would be served by convenient access to and from the adjacent street.

59. Following discussions with the owners & the interested developers of the property, it has since emerged that various conveyancing issues need to be finalised before any amendment should take place. Officers are therefore suggesting a decision on the permit eligibility of the property be deferred until such a time that external discussions have resulted in a definitive way forwards.

Summertown:

60. At No.312A Woodstock Road, planning approval has been granted for the demolition of an existing bungalow, and erection of 1 x 4-bed and 1 x 2-bed dwelling houses (Use Class C3) (21/01329/FUL), a condition was placed as to

exclude the site from eligibility for resident's parking permits, with a variation allowing for the retention of residents' visitors' parking permits.

61. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

62. The development is located within a sustainable location, with shops and local amenities within 800 metres distance. The site is also well-served by public transport services, with bus stops providing regular services within 400 metres. Additionally, the site (two properties) benefits from one off-road parking space, which will also be made available to one of the properties.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation responses
Contact Officers:	James Whiting (Team Leader - TRO and Schemes)

December 2024

ANNEX 1

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**No objection**
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – We note the posted TRO changes as detailed below, and recognise that these are pursuant to committed development proposals. We have no objection to the draft TRO. Indeed, to the extent that occupation of these homes depends on this Instrument being amended as proposed we welcome the proposal and trust that it will be adopted without undue delay, to ensure that much-needed affordable housing supply is not prejudiced.
(3) Oxford City Cllr, (Cowley wards)	**Support**
(4) Local resident, (Oxford, Gouldland Gardens)	Gouldland Gardens – **Object** The sale of the property HAS NOT TAKEN PLACE AND MAY NEVER DO SO!!
(5) Local resident, (Oxford, Davenant Road)	Davenant Road – **Object** I live in Davenant Road and I honestly cannot see why no 30 shouldn't also be eligible for parking permits in the same way everyone else on the street is. This seems punitive and unnecessary given the copious numbers of street parking available, not to mention an unnecessary admin burden.
(6) Local resident, (Oxford, Lime Walk)	Lime Walk – **Object** This seems to be in contradiction to the decision document that initially granted planning permission, which said 'to secure the car free nature of the development.' If it were only 2 flats or so, I wouldn't be concerned about visitor

	permits, given that residents permits are infrequently used. However, given that there are 8 new flats, this proposal is concerning. Parking is already difficult on Lime Walk at times, and this proposed amendment seems to contradict the planning permission. As I understand from my neighbour, who has lived on Lime Walk for a long time, residents did not object to the development on the condition that it would be car free. This seems to water down this agreement substantially. I'd be grateful if you could update me on how we have now reached this point. Please could I register my objection to the change?
(7) Local resident, (Oxford, Lime Walk)	Lime Walk – **Support** This is in keeping with the condition laid out when the building application was approved, in order to minimise extra parking requirement in the street. There is already considerable pressure for parking in this street.
(8) Local resident, (Oxford, Bulan Road)	**Concerns** – It would appear that your proposed amendments to CPZ's parking policy are a welcomed action, however, myself and other members have numerous observations and concerns that we would like to bring to your attention:- 1. Permits are viewed as cash cows, hence seen as issued easily! 2. Enforcement of permit / CPZ control, is poor, to say the lease,i.e. issuing and warden patrols. 3. Removal of the visible screen sticker has made it difficult to verify vehicles wrongly parked. 4. The out-of-control ease at which houses can be turned into HMOs or that "Granny flats" can be built easily without planning permission is obvious and indeed alarming, the load imposed on the creaking 1930s environmental infrastructure has only got worse and will continue to do so! 5. The available funding for updating infrastructure, I'm sure, will not be forthcoming! 6. The reduction of vehicle parking will of course help, as each HMO has the potential of adding 3 to 6 vehicles per HMO!

	7. The additional impact of allowing HMOs to creep in, which unfortunately enables “more people into same housing” will significantly increase bottlenecks elsewhere: a. Water and sewage systems b. Electrical and gas c. Health and education. d. Policing and council services 8. Concern is also raised by poor enforcement of street parking rules! a. Recently (march 24), the house at 82 Bulan Road was converted to 7-bedroom HMO and up to 10 people and accepted as a car-free development, except 1. If you check records, I’m sure resident permits are issued on this property or significant parking finds !
(9) Local resident, (Oxford, Glebelands)	Glebelands – **Support** we live at on glebelands and since the council have given planning permission for no 5 to be converted from a 3 bedroom semi to a 9 bedroom HMO with no and no consideration for on site parking to this property and the one next door 1 Inot furze, since this has been approved we no can not get our vehicle in or out access in or out of our driveway this being 2 cars and 1 van, as the tenants now park within 10 metres of the junction to Inot furze and glebelands which is in contravene to the high way code for this exact reason. ,I previously parked my vehicles in my drive before all this madness as I do not have a permit and do not want to cause any congestion on these already over crowded part of the road with more HMO,s being built only within the next door but one and opposite that. do the council ever give any conservation for safety, WE SUPPORT ITS ENTIRITY TO NOT ISSUE PERMITS TO NO.5 GLEBELANDS, NOT THAT THIS WILL MAKE ANY DIFFERENCE BECAUSE THE TENENTS PARK OUTSIDE ANYWAY . I now cycle to work to try and help the congestion and being choked up in oxford, I notice some makeshift bike sheds that none of the residents use are installed at 5 glebelands just to get the planning support from the council, as with no1 iinott furze.

(10) Local resident, (Oxford, Town Furze)	Glebelands – **Object** We were informed by councillors that HMO's would not be allowed cars! Now there are many HMO's on this estate and more in the pipeline. 5 Glebelands is semi -detached with 1 Inott Furze which is also an HMO. They have 9 bedrooms each which gives the potential of at least 18 cars. The cars are parked all round the property and adjoining roads. I can only comment on this one as I don't know the circumstances of the others
(11) Local resident, (Oxford, York Avenue)	**Object** (to all proposals) – Not fair
(12) Local resident, (Oxford, Lime Walk)	Lime Walk – **Support** There is insufficient parking space in Lime Walk as it is, the granting of permits would only add to this problem
(13) Local resident, (Oxford, Florence Park Road)	**Support** (all proposals) – Support car reduction through planning permission. Parking enforcement is key, especially for new flats like 244 Barns Road.
(14) Local resident, (Oxford, Davenant Road)	Woodstock Road – **Support** Davenant Road – **Support** The developers can provide parking spaces off-road and other houses have not been allowed on street parking

Divisions affected: *Cowley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

OXFORD: WESTBURY CRESCENT – PROPOSED HIGHWAY IMPROVEMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following highway improvements on Westbury Crescent in Oxford, as advertised:

a) **One-way traffic restriction (exemptions for people cycling) with eastbound traffic using the northern leg, and westbound traffic using the southern leg.**

b) **Traffic calming features in the form of physical planters placed on the highway at various points to narrow the road slightly, with the exception of proposed planters outside 36 and 31 Westbury Crescent which are recommended not to be taken forward.**

c) **'No Waiting at Any Time' (double yellow lines) parking restrictions at various locations to support the traffic calming features with the exception of proposed 'No Waiting at Any Time' (double yellow lines) parking restrictions in the vicinity of 36 and 31 Westbury Crescent which (subject to 'b') would not be required to be taken forward**

Executive Summary

2. This report presents responses to the statutory consultation on the proposals to introduce a new traffic improvement scheme for Westbury Crescent in Oxford. An informal consultation on proposals was undertaken in Summer 2024, the outcomes of which informed the subsequent formal consultation on proposals in September/ October 2024.

3. There was a notable (109) number of responses to the formal consultation which provided a mixed opinion on proposals. Supportive comments for the scheme typically highlighted benefits for improved balance in vehicle flows in

the area, benefits of reduced speeding and opportunities for local planting. Key themes raised by those objecting or raising concerns on the scheme included concerns about impact of additional journey times, safety concerns relating to proposed planters, queries about the benefit of the measures and observations about traffic measures across the wider area. In considering consultation feedback officers are recommending approval of measures with some localised amendments.

Context

4. Local concerns have been raised in Westbury Crescent about a disproportionate balance of vehicle flow on Westbury Crescent (Oxford). The implementation of a Low Traffic Neighbourhood to Cowley in 2021 is considered to have exacerbated this issue. Subsequent traffic surveys have confirmed that a significantly higher volume of vehicle traffic uses the southern half of the crescent compared to the northern half of the crescent. Concerns with vehicle speeding have also been raised and wider safety concerns were also locally raised.

5. An informal consultation was undertaken in June 2024 to gather feedback on potential measures to address these concerns. The outcome of this consultation was used to inform a subsequent formal consultation which ran between September and October 2024.

Financial Implications

6. The value of the scheme is £225,000 and the scheme has allocated funding of £225,000. Funding is drawn which from the councils £4m vision zero programme and specifically a £1m workstream within the Vision Zero funding for the Low Traffic Neighbourhood (LTN) programme. £775k of the £1m workstream has been previously allocated to measures relating to the LTN programme leaving a residual £225k budget for the Westbury Crescent project. The total spend to-date for design, consultation including commitments is £31,519. Delivery of the project could be expected to have an increased additional maintenance implication and cost. The project budget includes a £10k allowance for future maintenance of the scheme. This is expected to cover initial maintenance to help establish the proposed planters as well as annual maintenance costs for the lifetime of the planters. It is noted that through the consultation there is interest from the local community in helping to plant and maintain the proposed planted areas of the scheme. There are no further anticipated financial implications of the scheme for the council.

   Comments checked by: Rob Finlayson, Strategic Finance Business Partner (Environment & Highways; Economy & Place) – Rob.Finlayson@oxfordshire.gov.uk

Staffing

7. Design and implementation of the scheme will be met by existing staff resource with time recharged to the project budget.

Legal Implications

8. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority. Legal advice required for the project will be met from existing council resources.

9. The consultation that has been undertaken, which will aid development of the scheme designs, complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and related regulations.

10. The relevant statutory procedures for introducing a TRO have been followed.

Comments checked by: Jennifer Crouch, Head of Law (Environmental), Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

11. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

12. The proposals seek to provide a better distribution of vehicle traffic, provide an enhanced environment for active travel modes as well as helping to improve road safety in the immediate area.

Formal Consultation

13. A formal consultation was carried out between 26 September and 25 October 2024. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, Littlemore Parish Council, the local City Cllr's, and the local County Councillors representing the Cowley, and the Rose Hill & Littlemore divisions.

14. Letters were sent directly to approx. 595 properties in the immediate vicinity, and public notices were also placed on site.

15. 100 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
One-way restriction	52	17	26	5	100

Traffic calming & parking restrictions	59	15	21	5	100

16. Additionally, a further nine emails were received, with Thames Valley Police & Oxford Bus company submitting non-objections, the local County Councillors for both Cowley the Rose Hill & Littlemore division offering their support, three local residents raising concerns, and a further resident not objecting.
17. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer Response to Objections/Concerns

18. Thames Valley Police submitted a non-objection whilst Oxford Bus Company also had no objection to the scheme.

19. Both the local County Councillor for Cowley, and the County Councillor for the neighbouring ward of Rose Hill and Littlemore, as well as pedestrian/ cycle groups (Cyclox and Oxfordshire Liveable Streets) were supportive of the proposal. In indicating their suppose for the scheme, some asked that consideration be given to the introduction of cycle bypasses at the proposed planters (see further comment below).

20. Of those who objected or raised concerns with the proposal there were a combination of general comments as well as specific details;

General Comments

Measures are not necessary and will increase traffic/ journey times

21. Proposals was generated following local resident and councillor feedback about an unequal balance of vehicle flows on Westbury Crescent and concerns with traffic speed and safety. Subsequent traffic surveys confirmed that there is a large imbalance in the proportion of vehicles using 'Westbury Crescent South' compared to 'Westbury Crescent North'. Officers consider that the proposals will help rebalance and address this issue.

22. Whilst it is true that there may be some slight journey time increases for vehicles using Westbury Crescent, these increases are considered negligible and are offset against hoped improvement to the environment and provision for pedestrians and people cycling in the area as a result of the scheme.

Concern that planters will be a safety hazard

23. It is acknowledged that the introduction of one-way vehicle working can create unintended consequences of increased vehicle speed. This is proposed to be mitigated through the use of planters along Westbury Crescent. A number of respondents cited concerns that the allowance of bi-directional cycling along Westbury Crescent could create pinch-point hazards for people cycling and suggested that cycle bypasses should be added.

24. It is recognised that guidance from cycle note LTN 1/20 encourages the use of cycle bypasses in such a circumstance. This however needs to be carefully

considered. A cycle bypass could become unusable unless regularly maintained and given the vertical aspect of the planters, sufficient width for a cycle bypass would be needed to make it usable. Subsequent assessment of widths including vehicle swept paths suggests that it would not be possible to provide with width for a cycle bypass to desired standards and also retain the planters.

25. Whilst the concern is acknowledged there is precedent of contraflow cycling on narrow one-way streets where there are build outs. These schemes have performed well with no significant safety issues to-date. Subject to approval, and implementation the scheme would be subject to an independent Road Safety Audit (RSA). Subject to any actions arising from this RSA, the scheme will be monitored to confirm that it is operating safely. Proposals will also be subject to detailed design which will ensure road markings advising of contraflow cycling are consistent with best practice guidance of LTN 1/20. Identification of the planters as a preferred measure to assist with traffic calming followed an informal consultation on proposals in June 2024.

26. A number of responses also raised concerns about the dimensions of planters affecting visibility for residents parking on driveways. All proposed locations for planters have been subject to a swept path analysis, along with on-site observations to ensure that access is not restricted. Further checks will be undertaken on site when positioning the planters. Whilst we do not believe it to be the case, should there be any residual issues after delivery, planters can be relatively easily repositioned where required.

That a proposed green space on entry to Westbury Crescent is not required and could be unsightly

27. A physical build out at the entry to Westbury Crescent is proposed to assist self -enforcement of the proposed one way working. This facility could provide an opportunity to provide wider greening and other public amenities (noting that these are unlikely to be funded through this immediate project). Concerns about such an area being under maintained and underutilised are acknowledged, however the council is supportive of local residents being involved in the design and development of what this space could look like. Consultation feedback and informal/ formal local discussions suggest there could be some localised interest in this approach amongst residents.

Disagree with proposals for ‘No Waiting at Any Time’ (double yellow lines) parking restrictions

28. At a number of locations in proximity to proposed physical features, no waiting restrictions are proposed. These are considered necessary in order to ensure the safe working of proposals. Informed by parking surveys of the area in total it is anticipated that existing on-street capacity across Westbury Crescent and Church Hill Road is for 128 parking spaces which would be reduced to approximately 73 parking spaces with this scheme. Existing on-street parking demand is a mixed picture with parking demand ranging from 47% average occupancy (Thursdays) to 70% average occupancy (Wednesdays). There are currently no parking restrictions in the area.

29. Although at certain times existing demand for on-street parking would exceed the proposed number of on-street spaces, it is observed that many properties in the area have off-street parking facilities. It is expected that there is a level of commuter parking within the area.

Specific issues

Concerns with the location of planters on entry to Westbury Crescent North (From Rose Hill)

30. Concern has been raised about the location of proposed planters on entry to Westbury Crescent (north) from Rose Hill and that the nature of some resident vehicle movements would be compromised. It is suggested that removal of these proposed planters – proposed outside 36 and 31 Westbury Crescent, alongside proposed waiting restrictions in this immediate area would not compromise the overall scheme. Following on site discussions, officers and the design team agree that the scheme would not be compromised by the removal of these proposed planters and recommend that they are not taken forward for delivery.

Concerns with the location of planters on south side of Westbury Crescent

31. Concern was also raised that the siting of specific planters on the south side of Westbury Crescent could affect accessibility for residents with particular access requirements. Officers have carefully considered responses and consider that vehicle swept path analysis confirms that there should be no material difference for access compared to the existing situation. As mentioned earlier, should there be any unintended consequences at a later date, the design of the planters means that amendments/ relocation of planters can be undertaken fairly easily if required. It is considered removal of planters on the south side of Westbury Crescent would risk adversely affecting vehicle speeds.

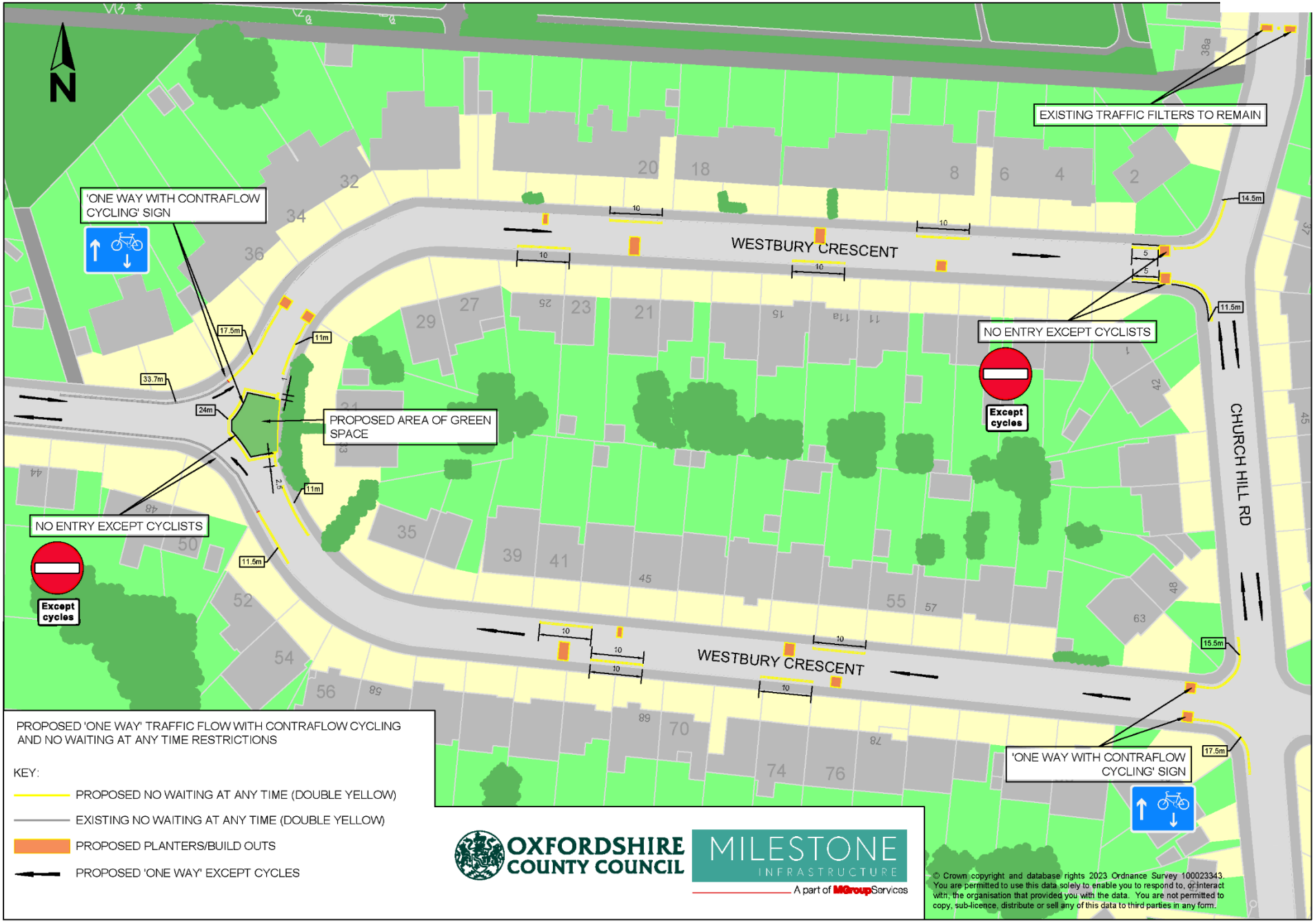
Other

32. A number of suggestions were made through the consultation regarding alternative highway proposals for the area. These were considered outside the scope of this project but will be carefully considered for other committed county council projects in the area.

33. A number of responses also made general comments about traffic filter points in the area including suggested alterations to traffic filter points on Church Hill Road. Consideration of this is outside the scope of the project with decisions previously taken at a previous County Cabinet meeting in July 2022.

Paul Fermer
Director of Environment and Highways **December 2024**

Annexes	Annexes 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Robert Freshwater (Infrastructure Development Lead - Place Making)


N
'ONE WAY WITH CONTRAFLOW CYCLING' SIGN
EXISTING TRAFFIC FILTERS TO REMAIN
WESTBURY CRESCENT
NO ENTRY EXCEPT CYCLISTS
Except cycles
PROPOSED AREA OF GREEN SPACE
CHURCH HILL RD
NO ENTRY EXCEPT CYCLISTS
Except cycles
WESTBURY CRESCENT
'ONE WAY WITH CONTRAFLOW CYCLING' SIGN
17.5m
11m
33.7m
24m
11.5m
14.5m
15.5m
PROPOSED 'ONE WAY' TRAFFIC FLOW WITH CONTRAFLOW CYCLING AND NO WAITING AT ANY TIME RESTRICTIONS
KEY:
PROPOSED NO WAITING AT ANY TIME (DOUBLE YELLOW)
EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW)
PROPOSED PLANTERS/BUILD OUTS
PROPOSED 'ONE WAY' EXCEPT CYCLES
OXFORDSHIRE COUNTY COUNCIL
MILESTONE INFRASTRUCTURE
A part of MGroup Services
© Crown copyright and database rights 2023 Ordnance Survey 100023343. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	**No objection** – however there must be no expectation placed on the Police in terms of enforcement. Any enforcement must be subject to your own powers under Part 6 of the TMA. Clear signing will be an important part of this scheme especially for the benefit of cyclists and can I assume this change has the full support of residents.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – We can confirm that this does not affect bus operations
(3) Local County Cllr, (Rose Hill & Littlemore division)	**Support** – I would just like reassurance that the two way cycle route is a safe option (a few resident raised concerns about the safety and legal aspect) and also that the boxes will be maintained
(4) Local group/organisation, (Oxfordshire Liveable Streets)	**Support** – but ask that consideration be given to including cycle bypasses in the chicanes, and that guidance from LTN 1/20 "Cycle Infrastructure Design" be considered more broadly. It is important that the planters or build-outs not obscure drivers' views of people cycling contraflow - including, potentially, children.
(5) Local resident, (Oxford, Westbury Crescent)	**Concerns** – My wife and I live on the major bend of its northern side. If the proposals for a clockwise one way system go ahead, we are going to have great difficulty reversing the car out of our drive. We may not be able to get out of our drive safely. We would also have to follow a very convoluted route to get out of the Crescent. We are very worried about this. I wrote about this in emails to the LTS Team on 1st July 2024. If this scheme goes ahead we might have to create a hard stand on our entire front garden in order to manoeuver. Also we might have to apply and pay for getting the curb dropped in the area adjacent to the right hand side of our property as it faces the road.

	I would be very grateful if you could consider our situation urgently as the details of this scheme are very greatly to our disadvantage.
(6) Local resident, (Oxford, Church Hill Road)	**Concerns** – I am very concerned about your proposed plans at Westbury Crescent, the reason being that we in Church Hill Road are experiencing at least 30 - 40 motorbikes going through the no entry gates at the top of the hill. They are breaking the law. They will also have a very dangerous impact on the smooth running of the one-way system proposed for Westbury Crescent as they have no respect for rules.
(7) Local resident, (Oxford, Westbury Crescent)	**Concerns** – We have concerns that the presence of this extra pair of planters outside 36/38 westbury crescent (at the western end of the northern leg) increase the risk of an accident for the residents of no. 36 who will have no visibility of oncoming traffic when pulling out from behind the planters, as well as reducing the forward visibility for all traffic travelling round the right hand tight corner immediately after the planters, including oncoming cyclists. We believe that traffic speed will already be restricted by the proposed narrowing of the open area at the mouth of junction, and do not believe the extra planters and associated extension of the double yellow lines outside 36/38 westbury crescent are required. We also note that the proposed scheme has already determined that no planters are required in the same part of the opposite (southern) leg of the crescent. The associated double yellow lines also remove residents parking, and are only included due to the presence of the planters. The extra pair of planters above also remove the reasonable access for 38 westbury crescent with a car trailer. Currently there is access/egress via the right turn and open area, but this would be removed by the one way scheme. Access/egress via the left turn and one way system would also be impossible with the inclusion of the pair of planters outside 36/38 westbury crescent. I have been using the trailer since 2016, and am happy to provide details if required. Can we please formally request that in light of the above, the officers review the inclusion of the extra pair of planters outside 36/38 westbury crescent and remove from the proposal both this pair of planters and the associated double yellow lines from outside 36/38 westbury crescent. We believe they do not provide any real benefit, but instead reduce safety for all traffic including oncoming cyclists and reduce reasonable access to residents.

(8) As part of a group/organisation, (Cyclox, Apsley Road)	One-way restriction – **Support** The measures should improve safety for pedestrians and cyclists. We would also recommend that the scheme includes cycling bypasses at the traffic calming points to reduce the potential conflict of cyclists and motorists at these points. Traffic calming & parking restricvtions – **Support** The measures should improve safety for pedestrians and cyclists. We would also recommend that the scheme includes cycling bypasses at the traffic calming points to reduce the potential conflict of cyclists and motorists at these points. Other comments – n/a
(9) Local resident, (Temple Cowley, Church Hill Road)	One-way restriction – **Object** We are not happy with this proposed new one way system and this will significantly increase the amount of time it takes for us to leave our home and get onto Rose Hill. We have no problem with the current two way system on Westbury Crescent and have never experienced any issues with traffic. We would prefer to leave the current road system as is, so that we can enter and exit the northern side of Westbury Crescent as it currently stands. Traffic calming & parking restricvtions – **No objection** The parking restrictions are fine to go ahead, we just do not support a one way system for cars as we prefer being able to access Westbury Crescent from both sides at any time. Other comments – We do not support the one way system as residents of Church Hill Road.
(10) Local resident, (Littlemore, Herschel crescent)	One-way restriction – **Object** There are no park8ng issues in this street, the only issues are the number of works vans parked close to street corners which can easily be managed by yellow lines. Traffic calming & parking restricvtions – **No objection** I'm assuming this is instead of a ridiculous ltn as this 8s a sensible solution to cutting traffic through streets, and could have very easily have been used in numerous locati9ns onstead of ltns.

	Other comments – Please stop victimising car owners, firstly you Don want us to use them to get to work, now you want to charge us to knave them at home!
(11) Local resident, (Oxford, 44 Churchill road)	One-way restriction – **Object** By restricting access to both lanes of Westbury crescent not only are you directing cars towards increased traffic and potential accidents as it would be tightening the access to houses, but also inconvenient as it is not that much of a problem or risk in it's current state. Traffic calming & parking restricvtions – **Object** As it is inconvenient Other comments – Please leave the road as it is
(12) Member of public, (Oxford, Ashurst way)	One-way restriction – **Object** Hi as it takes effect when I take the kids to school traffic all over rosehill. Traffic calming & parking restricvtions – **Object** Traffic filters, and parking permit causing too much traffic in this city now as a local resident its taking effect. Other comments – We want our beautiful city to traffic less.
(13) Local resident, (Oxford, Bodley road)	One-way restriction – **Object** There are no needs for any more parking restrictions in Oxford Traffic calming & parking restricvtions – **Object** Traffic is fine and does not require more restrictions Other comments – n/a

(14) Local resident, (Oxfordshire, Church hii road)	One-way restriction – **Object** I am a resident. It will cause traffic outside of my home. Traffic calming & parking restricvtions – **Object** I can't afford to pay the parking. Other comments – n/a
(15) Local resident, (Oxford, Church hill)	One-way restriction – **Object** It will turn two useful roads into more time wastage, which will add to the commute to work more than the LTN bollards already have. Why does the government persist on making things that work more difficult for the residents that live in these areas, specifically cowley area. Traffic calming & parking restricvtions – **Object** Many people in these streets and the neighbouring have cars and use them frequently. I believe putting parking restrictions will only complicate the matter rather than solving the issue. Other comments – n/a
(16) Local resident, (Oxfordshire, Church Hill Road)	One-way restriction – **Object** I strongly object to this proposal. This proposal will make the stretch of Churchill Road between both of westbury crescent entry/exit point very dangerous. All the traffic will be going past my home. We have a disable person and 2 young children in the house . The vehicles in this closed neighbourhood speed pass. Traffic calming & parking restricvtions – **Object** I strongly object to this proposal. This proposal will make the stretch of Churchill Road between both of westbury crescent entry/exit point very dangerous. All the traffic will be going past my home. I have a disable person and 2 young children in the Other comments – We don't need one way system in this block, one way system will make it dangerous with drivers speeding through it'll be better to have other form of traffic calming scheme there are other alternatives.

(17) Local resident, (Oxford, Church Hill Road)	One-way restriction – **Object** No Real reason to make it one way, it will cause unnecessary changes to a system that already works perfectly fine. If speed was an issue with other local residents, a simple speed hump will be a fitting resolution for the issue. Traffic calming & parking restricvtions – **Object** It works well, every resident has access to park putside their homes if need be. I have not seen any other people parking in the area but residents and guests that may need to park when visiting the area. Other comments – I have seen some proposals to change the system on Westbury crescent but i cannot see why. I know that very few people that reside on Westbury crescent have an issue with vehicles that speed past on their side of Westbury crescent. I believe that these ha
(18) Local resident, (Oxford, Church Hill Road)	One-way restriction – **Object** Will cause traffic and congestion in our local area, Traffic calming & parking restricvtions – **Object** unable to afford permit Other comments – i strongly believe that no changes to the area need to be made. It does not benefit anyone and if anything is disturbing local residence getting in and out of the area.
(19) Local resident, (Oxford, Church hill road)	One-way restriction – **Object** By introducing one way scheme in westbury crescent will increase in cars speeding, specially in church hill road. I have a disable wife and two grandchildren under the age of three years old. Traffic calming & parking restricvtions – **Object** We don't need parking restrictions our street is not overly busy specially with the introduction of LTN. Other comments – After the road being closed at the top of church hill Road traffic has dropped dramatically we don't need CPZ or the one way system.

(20) Local resident, (Cowley, Church hill road)	One-way restriction – **Object** I strongly object to this proposal. This proposal will make the stretch of Churchill Road between both of westbury crescent entry/exit point very dangerous. All the traffic will be going past my home. I look after a disabled lady and have 2 young children of my own. The vehicles in this closed neighbourhood speed pass. Traffic calming & parking restricvtions – **Object** I strongly object to this proposal. This proposal will make the stretch of Churchill Road between both of westbury crescent entry/exit point very dangerous. All the traffic will be going past my home. I look after a disabled lady and have 2 young childr Other comments – n/a
(21) Local resident, (Oxford, Church hill road)	One-way restriction – **Object** I have a child with health needs and often needs to be rush to the hospital this is making my journey uneasy longer and making more traffic it's not needed and I don't think it would be followed Traffic calming & parking restricvtions – **Object** Again not needed and a waste of money Other comments – I think the government should think of ways to improve the nhs instead of controlling people as how they get home or not
(22) Local resident, (Oxford, Churchill road)	One-way restriction – **Object** As it would cause more congestion and problems when it comes to parking Traffic calming & parking restricvtions – **Object** It would cause more congestion and problems when it comes to parking Other comments – It's not q busy road we don't need that

(23) Local resident, (Oxford, Churchill Road)	One-way restriction – **Object** This will directly impact the traffic flow of this road negatively. First of all many cyclists use the left side of Westbury crescent as it is much quieter than the other side due to people not having the need to drive down it. I personally live in-between the two parts of the crescent on Churchill road. This will also impact the traffic flow directly outside my house sending more cars Infront. There have been many accidents of people crashing into parked cars along my part of the road after the turn onto Churchill road. This proposal seems very much unnecessary. The traffic flows fine through Westbury crescent and adding this system will just cause extra hassle for locals as well as busier routes for the cyclists. The only arguement for a one way system along these roads are to improve fluidity and I can tell you from personal experience that it never takes longer than expected to get down Westbury crescent and there's plenty of room of give way when necessary. Traffic calming & parking restricvtions – **Object** Adding parking restrictions in a residential zone is criminal. We pay road tax and we pay council tax but you want to add restrictions to calm traffic in a quite residential zone. I don't know who came to the conclusion that Westbury crescent requires tra Other comments – I really hope you consider what I have said as I am not speaking just for myself but these are concerns of many of the neighbours that I've spoken to about this. Not all of them are technically inclined and struggle with using the internet therefore haven
(24) Local resident, (Oxford, Churchill Road)	One-way restriction – **Object** It will increase the traffic going around my home which is situated between both Westbury crescent turnings on Churchill Road. I have young children. Traffic calming & parking restricvtions – **Object** Unsafe proposal for a small loop Other comments – n/a
(25) Local resident, (Littlemore, Cowley Road)	One-way restriction – **Object** Will create more traffic problems

	Traffic calming & parking restricvtions – **Object** Will create more problems Other comments – The majority oppose these measures, yet you ignore that. Undemocratic.
(26) Local resident, (Oxford, Gaisford Road)	One-way restriction – **Object** All planters & road closure & ANPR of any kind should be removed immediately Traffic calming & parking restricvtions – **Object** All planters & road closure & ANPR of any kind should be removed immediately Other comments – All planters & road closure & ANPR of any kind should be removed immediately
(27) Local resident, (Oxford, Gaisford Road)	One-way restriction – **Object** Causes traffic backlogs, pollution because of the traffic build up due to the LTNs. Impacts home care hinders older people from traveling. Increases travel time. Hinders quality of life Traffic calming & parking restricvtions – **Object** The traffic calming measure to date have bought misery air pollution and total chaos Other comments – Please rethink the traffic measures not all are bad but to date nothing positive has been achieved
(28) Local resident, (Oxford, Hillsborough)	One-way restriction – **Object** It doesn't make sense to have all traffic going down Westbury Crescent to the residents who live on the south side of Westbury. Traffic calming & parking restricvtions – **Object** I object to all parking/ traffic restrictions. Other comments – n/a

(29) Local resident, (Oxford, Kelburne road)	One-way restriction – **Object** We don't need none of this in our area. We are perfectly happy with our current situation Traffic calming & parking restricvtions – **Object** We don't need of this. We are not paying someone to park on the street. It's one way in and one way out there is no reason to park anywhere in the block unless you live there. Other comments – Scrap it. Find another area to extortion.
(30) Member of public, (Oxford, Leiden)	One-way restriction – **Object** All these restrictions everywhere are making unnecessary traffic on all roads. Traffic calming & parking restricvtions – **Object** All these restrictions everywhere are making unnecessary traffic on all roads. Other comments – All these restrictions everywhere are making unnecessary traffic on all roads. It will be great if all ltns are removed
(31) Member of public, (Oxford, Leiden road)	One-way restriction – **Object** It will cause traffic and cues Traffic calming & parking restricvtions – **Object** Too much traffic nowhere to park Other comments – You are putting all these rules up for a greener Oxford, but the opposite is happening. There is so much more traffic and inconvenience, causing more pollution.
(32) Local resident, (Cowley, Mayfair Riad)	One-way restriction – **Object** I don't mind the idea for one way but the boxes, reduction in parking and having cycling go two ways is dangerous and ridiculous. You might as well not bother changing it if you're going to make it worse

	Traffic calming & parking restricvtions – **Object** Dangerous and awful. Other comments – Yet another example of creating new problems that are worse than the situation you're trying to resolve.
(33) Local resident, (Cowley, Mayfair Road)	One-way restriction – **Object** This issue has been created by the council with the LTNs. Now they want to impose more restraints on residents movements. Traffic calming & parking restricvtions – **Object** The planters are totally unnecessary as the parked cars create a chicane. Other planter boxes only grow weeds, become rubbish bins and attract vermin. The reduction of parking spaces will cause an overflow into other roads which do not have an problem a Other comments – The one way scheme is to allow cycles to go either way. This I assume is Pedal cycles only and not electric propelled vehicles. Cameras will be required at the entry and exits of the one way roads as motor bikes ignore the signage on the LTN boxes.
(34) Member of public, (Oxford, Merewood avenue)	One-way restriction – **Object** I visit my sister who lives there! We deal with enough traffic as it it to come visit her! Traffic calming & parking restricvtions – **Object** Too much traffic around that area as it is. I visit my sister who lives there! Other comments – Complete nonsense!
(35) Local resident, (Oxford, Newman Road)	One-way restriction – **Object** May I ask the reason why is the county council proposing one way system in the first place. There's no issue at present with traffic flow.

	Traffic calming & parking restricvtions – **Object** You can consider speed bumps to slow the traffic down. Other comments – n/a
(36) Local resident, (Oxford, Oxford Rd)	One-way restriction – **Object** Need to use the road- work and family. It will add to unnecessary congestion Traffic calming & parking restricvtions – **Object** Its an unnecessary burden on the local people in every way- financial, time management, effect on small business, elderly increased congestion Other comments – n/a
(37) Local resident, (Oxford, rose hill)	One-way restriction – **Object** Uneccessary Traffic calming & parking restricvtions – **Object** Already a no through area without any real problems. Your proposals are over controlling and needless and will only upset a lot of people with little advantage, if any. Other comments – Leave well alone
(38) Local resident, (Oxford, Rosehill)	One-way restriction – **Object** As it would cause to much traffic on the roads Traffic calming & parking restricvtions – **Object** Because it would cause alot of problems within the community Other comments – n/a

(39) Local resident, (Oxford, Rosehill)	One-way restriction – **Object** Because 5 family's living there are my close family's and this kind of rules make our lives hard to visit each other Traffic calming & parking restricvtions – **Object** As I already mentioned i have 5 family's who live there it makes it harder for us to visit Other comments – I think this scheme is just a money making scheme for government we are good citizens let us live peace
(40) Local resident, (,)	One-way restriction – **Object** Not needed, will adversely affect residents you've forced restrictions on, existing car parking slows down traffic. You'd do better enforcing restrictions on motorbikes and mopeds. Traffic calming & parking restricvtions – **Object** Restrictions and your plans aren't needed. Other comments – Why are you trying to make life difficult for people?
(41) Local resident, (Littlemore, Vandiemans)	One-way restriction – **Object** It would seem that a one way scheme is for the buses to navigate and for no other reason. Speed is not an issue as it is already a twenty mph in place. However the road has no need for speed humps as it has been badly damaged by buses and there is already a 7.5 ton weight limit ! Traffic calming & parking restricvtions – **Object** I live in Van-Diemans and there was parking created for residents as we don't have drives. I have 2 vehicles per household but also need a vehicle for work as I'm an emergency responder ! So I would object to CPZ as I don't have a drive. Other comments – Please just apply a sign in Van-Deimans lane car park so it indicates that it is only for the residents who do NOT own a drive. No to CPZ

	No to LTNs Please leave Littlemore alone it's already become worse since the road restrictions on Newman rd, and sinc
(42) Local resident, (Oxford, Westburry Crescent)	One-way restriction – **Object** It will impact my living on Westbury Crescent. Traffic calming & parking restricvtions – **Object** It will impact on my living on Westburry Crescent Other comments – It will make harder living on this Road
(43) Local resident, (Oxford, Westbury)	One-way restriction – **Object** I object because the issue with increased traffic is because of the blocking of the junction of Mayfair Road and Littlemore Road. This has made vehicle traffic that needs to reach Kelbourne road, Hillsborough Road and Church Hill Road travel through Westbury Crescent. I believe traffic calming methods such as speed awareness signs and speed humps would slow down traffic. Traffic calming & parking restricvtions – **Object** I object to the proposals because they hinder vehicle traffic for residents. Other comments – There will be reduce access to residents houses with the introduction of traffic calming planters and reduced visibility for residents accessing their driveways. The introduction of a contraflow for cyclists is dangerous for both vehicles and cyclists bec
(44) Local resident, (Littlemore, Westbury crecent)	One-way restriction – **Object** Causing vehicles to travel extra distance residence south complain out heavy traffic they will have even more from north side and north side will get all of Mayfair road and south side total madness . Has anybody thought about the safety aspect of 1 way for cars and 2 way for electric bikes an cycles with the bollards they will both be in the middle of the road the speed of ebikes its an accident waiting to happen Traffic calming & parking restricvtions – **Object**

	There is no parking problems around the crescent Other comments – Spending money trying to cover over the created problem of ltn total waist public money
(45) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Object** I don't think changes are essential. Speeding on Westbury Crescent was much worse before the introduction of the LTNs and closure of Church Hill Rd. In general, I would describe the road as reasonably quiet, with only occasionally speeding, and I think there is some risk that speeding may get worse with the introduction of a one way system (even with proposed calming measures). I also think that it won't be well policed, and with with mopeds and motor bikes doing whatever they want, and with bikes going in both directions (but most cars expecting it to be one way) it could be dangerous. Very clear signage will be essential if it goes ahead, Traffic calming & parking restricvtions – **Object** Please note, I have stated 'objection' because I object to the proposed area of green space at the entrance to the road, although I do not object (overall) to the traffic calming measures, but do note a few concerns: 1) Although we do not have exact di Other comments – If cycles are to be allowed in both directions, signage must be really clear so that drivers understand this otherwise could be really dangerous.
(46) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Object** Both my mother and I live on Westbury Crescent, and we think that this change will have a negative effect on the road and community. My mum is in a wheelchair and has benefitted as a result of the LTNs from less traffic allowing her to get out and about more. We are worried that making the road one way will lead to cars speeding along the road, as they are aware that there will be no cars coming in the other direction. This is compounded with the removal of a large number of parking spaces for planters, which will make it more difficult for us to park her disabled wheelchair accessible vehicle, with our neighbours losing the parking spaces directly outside of our house. Our view is that there isn't currently a significant problem on Westbury Crescent, and these changes alongside the controlled parking zone are not necessary. They come at significant cost to the tax payer and will make the lived experiences of people on the road worse. Traffic calming & parking restricvtions – **Object**

	There are currently no problems with parking on Westbury Crescent. The traffic calming measures will lead to people experiencing problems finding parking spaces. The planters are unlikely to slow cars down, as cars will be aware the road is one-way they Other comments – This scheme does not benefit the people living on Westbury Crescent, please do not approve it.
(47) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Object** I have lived on Westbury Crescent for over 30 years, and current traffic is far less than it was before the LTNs were implemented. I support the LTNs that have been put in place. Before the LTNs were implemented we had 3 cars written off from dangerous driving around the crescent. I do not support the change to a 1 way road, as I worry that it will lead to people driving too fast, knowing that no cars are coming in the other direction. At the moment traffic around the crescent is generally careful - aware of the risk of cars coming towards them. I am wheelchair bound, and worry that this will make it more dangerous for me to go and explore my local area. Traffic calming & parking restricvtions – **Object** I worry that this faster speed of car, alongside the need to move around planters, will make it more dangerous to reverse out of drive ways. At the moment it is quite clear and straight, allowing cars to see if anything is reversing. With the planters and Other comments – n/a
(48) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Object** I have moved here quite recently and feel that parking and traffic work well and that no changes are needed and the ones proposed would not make residents' lives any easier. Parking is fine, cars and bicycles can circulate (I use both) and there is not a problem in this area. Traffic calming & parking restricvtions – **Object** The same as before, I don't see any need for any changes. Other comments – With the LTNs in place I think the traffic systems here work well.

(49) Local resident, (Oxford, Westbury crescent)	One-way restriction – **Object** Creates more traffic Traffic calming & parking restricvtions – **Object** Creates more traffic Other comments – n/a
(50) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Object** I am in favour of the one way system. However I am completely against the physical planters initiative. This won't resolve any speed issues but will create a large amount of hassle for us residents. I am a young carer and have disabled siblings. This reduction in parking availability will significantly impact my ability to park near my home, which is particularly concerning when we have disabled children/adults in our home and don't have quick access to a vehicle and at times when ambulances are called to our house in medical emergencies. Furthermore you will be causing more issues rather than resolving them. There are other resolutions to encourage vehicles to reduce their speed such as incorporating speed humps. Traffic calming & parking restricvtions – **Object** I am in favour of the one way system. However I am completely against the physical planters initiative. This won't resolve any speed issues but will create a large amount of hassle for us residents. I am a young carer and have disabled siblings. This redu Other comments – Please keep in mind all residents rather than a small percentage. Everyone lives here as a little community and speed hunks are a very beneficial way to reduce speeding. The plant pit initiative will ruin the street and how residents live and feel at the
(51) Local resident, (Oxford, WESTBURY CRESCENT)	One-way restriction – **Object** As a resident of Westbury Crescent, I think having a one way system supported by physical planters is ludicrous. * Their is already lack of Parking spaces available, especially when their are builders or workers of any sort working in a house. * Having double yellow lines and planters will further escalate this problem.

	* Having a one way system, will surely collapse as when their is a big lorry/truck unloading goods off (sand/cement) etc, which will cause the road to block, and in turn will cause tail back of traffic, and local residents unable to drive out off Westbury Crescent, until the lorry/truck etc is finished unloading, resulting in unnecessary traffic. * The planters itself look untidy, spoil the no one takes care off them. * The best solution is to have Speed Humps in the Crescent, which will slow down drivers, and not have any adverse effect on the residents. Traffic calming & parking restricvtions – **Object** Already lack of Parking spaces available Having double yellow lines will further eliviate the problem. Planters look awful, and untidy. Spoils the landscape. Having one way system will not work, for example when their is a big Truck/Lorry unloading in t Other comments – Speed Humps is best way for the Crescent. The only objection of the residents are the cars speeding. If you have Speed Humps, it will slow the speeding cars, but cause any nuisance to the residents.
(52) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Object** Westbury has been turned into a speeding through road inlieu of Crowell Rd for Mayfair estate, This is a bandaid for a problem that was created by council. 1.inconvenient and creates double traffic pollution as residents must travel all around the crescent each trip, 2. cyclists going contra flow is dangerous with oncoming traffic. All road users should follow same direction 3.Double yellow lines opposite planter inconveniences residents, and by maintainsng 2 lanes create a chicane for speedsters. A planter or parked car opposite is a better traffic calmer. 4. Council planter boxes are unattractive and a visibility hazard for cars reversing out of driveways. Plantings should be at ground level with a concrete surround. Traffic calming & parking restricvtions – **Object** Westbury Cres does not have a parking problem. IULEZ will have a larger long-term environmental problems. It will force more residents to demolish their front gardens for parking , reducing the green cover and increasing the hard surface . This creates a

	Other comments – It would be cheaper for council to solve the problems of Westbury, Newman and Between Towns Rds to remove the Mayfair bollard and open Crowell Rd. If parking at park and rided were free, and there were express city buses, there would be no attraction in c
(53) Local resident, (Oxford, Westbury Crescent (No. 38))	One-way restriction – **Object** I object to the proposal as it will increase traffic around the crescent as all residents of the north side will now have to travel around the block each day. The planters will also be unsightly. the pair of planters at the west end of the northern leg of the crescent are also completely necessary as there is already a width restriction proposed prior to them. They will create an access restriction for me (at number 38) as I will not be able to leave my driveway with a car trailer (which I have done for the past eight years). they will also create a safety issue for number 36 as they would be pulling out from behind the planters. The proposal to allow cyclists to cycle both ways also contravenes rule 143 of the highway code, which states that "..Busses and/or cycles may have a contraflow lane.." no such lane is proposed, and the planters will see cars moving along both sides of the road. The best solution to the problem of speeding traffic (the actual issue here) is to put speed humps on both legs of the crescent. Traffic calming & parking restricvtions – **Object** I object to the proposals as this will see parking reduced, and will not stop speeding traffic. the best solution would be to install speed humps on both legs of the crescent instead. The planters at the western end of the northern leg of the crescent, Other comments – Whilst I object overall to the scheme in its current form, I specifically object to the location of the planters at the western end of the northern leg of the crescent. these planters serve no real purpose apart from blocking access/egress to my house wi
(54) Rather not say, (Oxford, Westbury crescent care worker)	One-way restriction – **Object** It is a small road which has no other way in or out due to the ltns on Churchill road making it a one way for cars and letting cyclists use it both ways is very dangerous for cyclists as there are sharp bends which are not visible at all times and then to put planters in the road is even more dangerous to both pedestrians and cyclists Traffic calming & parking restricvtions – **Object** It is dangerous for both cyclists and pedestrians as cars coming out of driveways would not have a clear view to see

	Other comments – It is a big waste of time and money as the money could be used for other projects to help the city
(55) Local resident, (Oxford, Westbury People's Gallery)	One-way restriction – **Object** People will drive too fast on any stretch they can - people who don't like LTNs do that as a principle Traffic calming & parking restricvtions – **Object** I support traffic calming but see no benefit to the CPZ - it is better if there are more cars so that traffic is slowed down Other comments – The scheme n place should be allowed to stay with more traffic calming on the south side. A few ar complaining a lot and tend to shout down any who would like to leave the road as it is now.
(56) Local resident, (Oxford, Wykeham crescent)	One-way restriction – **Object** No access into Wykeham Crescent! With the proposed one way system I wont be able to get to my home..... Either the LTN at the northern side needs to be open to residents or the system needs to be two way. Traffic calming & parking restricvtions – **Object** A one way system with the road blocked at one end will prevent access to Wykeham Crescent! Other comments – This does not seem like a fully considered Idea, surely a road system cannot be implemented that would prevent access to residents of the local area!
(57) Local resident, (Oxford, Wykeham Crescent)	One-way restriction – **Object** Will create further traffic chaos due to enforced LTN in this area. Traffic calming & parking restricvtions – **Object** Said before Other comments – Install cameras

(58) Local resident, (Oxford, Church Hill Road)	One-way restriction – **Object** I had responded to a previous survey this summer stating that I was in full support but it is clear from your diagram that all the traffic accessing Church Hill Road from the northern side of Westbury Crescent will be turning right onto Church Hill Road and speeding past our part of the street to access Wykeham Crescent, Kelburne Road, Mayfair Road etc. Currently they go speeding up and down the southern side of Westbury Crescent. I therefore cannot support your proposal unless traffic calming measures are introduced on Church Hill Road, between Westbury Crescent north and south. Traffic calming & parking restricvtions – **Partially support** Fully support the traffic calming and parking restrictions, if the same is done for Church Hill Road as stated in my answer to number 4. Other comments – It is a very good start but you must prevent Church Hill Road from becoming a race track - which Westbury Crescent south currently is. I am always in support of any measure that will hopefully reduce car use in Oxford. Love the LTNs. Too many people ma
(59) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Object** Traffic in the crescent needs to be slowed down. Speed bumps or speed cameras would be most effective. To have a one way system for cars but two way for cycles is very dangerous. ANPR cameras are needed at the filter at the top of the hill in Church Hill Road, Currently motorbikes and scooters go through on a regular basis. They will probably also ignore the one way system. as there is no enforcement. There is a problem re dropped curbs (these are not shown on the map by the way). Where a double yellow line will be drawn across an area with dropped curb it should continue across the whole dropped curb length. eg if a 10 m dyl is drawn across 11A and 15, facing the planter outside 14, it will stop part way across the dropped kerb. People will follow the very visible dyl but may park across the dropped kerb where the dyl stops. So where there are dropped curbs the double yellow lines need to be extended as necessary. There is no indication of the size of proposed planters an how far out they will extend. This makes it hard to envisage or plan exiting our drives in safety. The height is also crucial as we need clear vision in all directions - a problem especially for children on bikes. The residents I know consider the green space at the entrance to the crescent to be rather a waste of money. Also, drug paraphernalia has been found in that area so the space could become very "untidy".

	Traffic calming & parking restricvtions – **Partially support** Traffic in the crescent needs to be slowed down. Speed bumps or speed cameras would be most effective. To have a one way system for cars but two way for cycles is very dangerous. ANPR cameras are needed at the filter at the top of the hill in Church Hil Other comments – I believe that motorbikes and scooters will flout any rules and signage as they do at the moment. If there is a way to stop them going through the filter in Church Hill Road the area will become much safer. Otherwise they will go in any direction thy ch
(60) Local resident, (Oxford, Wykeham Crescent)	One-way restriction – **Object** My main objection is to allowing cyclists to cycle both ways and I think this will inevitably lead to a serious if not fatal accident especially where the road splits and goes round the blind corner. I plan never to cycle against the flow of traffic. The extra yards it adds are minimal. There are drivers that will go faster down Westbury Crescent assuming that no traffic will be entering from the opposite direction. It is a miserable solution for those living at the east end of Westbury Crescent (I don't) as they will have to drive all the way round every time they arrive or leave and overall therefore there will be an increase in traffic fumes pumped into the atmosphere (although they will be shared out more evenly). Traffic calming & parking restricvtions – **Partially support** Traffic calming measures will be needed otherwise cars will race along the road, some do already. The parking restrictions should be completely around the curve at the east end not just half way as proposed Other comments – It is an unneeded waste of council money in these times
(61) Local resident, (Oxford, Church Hill Road)	One-way restriction – **Partially support** I support the one-way system in general, there is clearly a need to more fairly distribute the traffic. I am appalled that you have not listened to residents of Church Hill Road and our repeated submissions informing you of the risk of traffic speeding and the historical damage to property due to this. There is an urgent need for traffic calming measures on Church Hill Road at the same time as imposing the one way system. Residents sent twenty submissions making you aware of this. The plans show no provision for any traffic calming. Traffic calming & parking restricvtions – **No objection** n/a

	Other comments – Again, we submitted twenty responses to the informal survey and no changes were made to the plans. We can see that you did take some residents submissions into considerations as there have been changes to the plans for positioning of the planters. There i
(62) Local resident, (Littlemore, Hillsborough close)	One-way restriction – **Partially support** I support the one way system, but not more planters as they are an eyesore and unnecessary. Traffic calming & parking restricvtions – **Object** No to the cpz, why should I pay to park outside my own home. I have lived here 25 years with no problem. Other comments – This is just a money making scheme, we have no need for cpz in my street.
(63) Local resident, (Littlemore, Longwall)	One-way restriction – **Partially support** Cyclists should also obey obey one way system as very dangerous with blind corners Traffic calming & parking restricvtions – **Object** It is extremely difficult already to tend to the graves of family in St James church, due to bollards. We are unable to carry necessary tools, water (there is none at the church) and flowers from a distance but unable to get a blue badge. There should at Other comments – No consideration for less able, as usual. This will impact on other neighbouring areas until eventually no parking anywhere without residents permits which have to be paid for.
(64) Local resident, (Oxford, Mayfair)	One-way restriction – **Partially support** The idea of one way system is fine , do not agree with cyclists using both roads both ways Traffic calming & parking restricvtions – **Object** The planters would be an eyesore and the residents should not be punished to be able to park on the street they live at Other comments – It feels like money making exercise

(65) Local resident, (Oxford, Mayfair Road)	One-way restriction – **Partially support** I support a one way system but this should apply to all road users which will make the road safer for all road users and pedestrians. What on earth is the reason for cyclists to be able to ride both ways!!! In addition the extra planters are unnecessary as Travis does not speed in that area EVER! Traffic calming & parking restricvtions – **Object** The proposed traffic calming is totally unnecessary as traffic does not speeding that area and claims of speeding are not evidenced except for the unlicenced scooters in that area. The parking restrictions imposed by the traffic calming measures will furt Other comments – Words fail me!!
(66) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Partially support** We are in support of a fair one way system to share the traffic flow on both sides of the crescent. This became a big issue with your introduction of LTNs at Churchill road and Mayfair road and restricting the way residents could access and exit the area. The best way forward in our opinion would be to introduce the one way system only, and this be monitored. If successful then there would be no need for the truly Awful planters or double yellow lines, both of which seem a possible overkill when the current cars parked on the road basically already reduce traffic speed. Also, the introduction of planters and double yellow lines would cause serious parking issues for the residents considering most driveways are not wide enough to easily exit the properties. And consideration should be made for elderly residents who will find it difficult parking on their street, Traffic calming & parking restricvtions – **Object** Both planters and double yellow lines is too much and will clutter the street. Just introducing the one way is enough. We live here and need to have somewhere to park our cars, if you take that away then we will need to find another street to park on push Other comments – The one way system is fair, the LTNs you introduced have causes this problem. Please don't make it worse.

(67) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Partially support** I support this in that it will help alleviate the amount of traffic in WC South but do not feel that it will solve the issue of speeding and may make it worse Traffic calming & parking restricvtions – **Object** I do not feel that the parking controls are needed and will not deal with any of the few issues that we currently have Other comments – n/a
(68) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Partially support** It would be better to flow the traffic but don't need planters . Traffic calming & parking restricvtions – **Object** We are 68 westbury Crescent and have 2 disabled children that we look after and we don't need planters or yellow lines outside our house we asked for a line put in front of our house so no one parks here as we often have ambulances turn up and have to par Other comments – One way system is ok to slow the traffic with road hums less costly but we don't need planters and yellow line we're do the residents park
(69) Local resident, (Oxford, Banbury road)	One-way restriction – **Partially support** Support the traffic controls. They should apply to all road users equally, that means cyclists as well. This is for their own safety and everyone else's. Cyclists, their wealthy lobbyists and their agents in the council seem to think cyclists should be given free reign to behave how they like on the roads without consideration for themselves or others. Traffic calming & parking restricvtions – **Partially support** See previous Other comments – See previous

(70) Local resident, (Cowley, Church Hill Road)	One-way restriction – **Partially support** If the road system is made one way I'm not sure why the planters are needed. Speeding in Westbury Crescent does not see to be an issue. Nor are the traffic levels currently a problem. Traffic calming & parking restricvtions – **Partially support** They seem largely unnecessary Other comments – None
(71) Local resident, (Cowley, Westbury Crescent)	One-way restriction – **Partially support** Bollards would be preferable to planters which potentially will become overgrown and unsightly as in other local roads. Cycles should also follow the one way system as it will be dangerous if they are allowed both ways! Traffic calming & parking restricvtions – **Partially support** The use of planters and yellow lines will cause problems for residents who have cars parked on the road outside their property as it will restrict spaces. Other comments – In general I think a one way system is fair as traffic will be distributed evenly on both sides of the Crescent. I definitely think for safety cyclists should also use the one way system.
(72) Local resident, (Oxford, Westbury crescent)	One-way restriction – **Partially support** Improvements to reduce and slow traffic on Westbury Crescent are good Traffic calming & parking restricvtions – **Partially support** In favour of reducing and slowing traffic in Westbury Crescent Other comments – The one way system rather than a plugged road will increase traffic on Westbury Cr south as all Westbury north traffic will have to use the south side

(73) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Partially support** Are planters going to reduce speed Traffic calming & parking restricvtions – **Partially support** Will planters extend enough into the road to reduce speeds? There's a lot of parking lost as part of this scheme. Speed humps would be simpler and more effective and maintain parking. Moving the Mayfair Road LTN would be cheaper and more effective than th Other comments – n/a
(74) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Partially support** In principle a one way system might work BUT I have significant reservations about the proposed planters and how effectively they will actually slow the traffic down. The ones on WC north seem to create a chicane effect which may be more successful in reducing traffic speeds. The proposal for WC south seems to just create a straight, albeit narrowed, channel for vehicles. This probably won't reduce speeds by much because there will be no possibility of oncoming traffic to slow people down. Why are they not similar to the WC north ones? I cannot see how the proposed WC south planters will be any more effective in reducing traffic speed than the cars currently parked on the road. There will also be an impact on the amount of parking available in the street. My other significant concern is that if a cyclist is exiting WC south onto Church Hill road (or exiting WC north towards the Rose Hill road) they will be forced into the path of oncoming vehicles when going through the planters at the ends of the roads. This will be dangerous due to a relative lack of visibility as vehicles come round the corners- particularly at the junction of WC south/Church Hill road as there are 3 directions traffic comes from: Wykham Crescent, Church Hill road and Kelburne road. Why can there not be a channel for bikes to the left of the planter so bikes are kept separate from vehicles? I still fail to see why this is a better solution than moving the Mayfair Road filter to another location on that estate and allowing some cars to exit onto Oxford Road Littlemore. That would have been far cheaper and less complicated. I would like to see far more detail in the plans regarding size and location of the planters and how the Council envision speed reduction. Unless the two aims of reducing overall traffic in WC south AND the excessive speeding are met, a lot of money will be spent for no reason. Additionally if the speed restrictions don't work then you will have created more dangerous roads. Without any oncoming traffic, vehicles in a one-way system will see it as a green light to drive even faster. It is absolutely imperative that both aims are achieved.

	Traffic calming & parking restricvtions – **Partially support** See above comments Other comments – Far more consideration should have been given to relocating the Mayfair Road planter.
(75) Local resident, (Oxford, Wykeham Crescent)	One-way restriction – **Partially support** Why are you putting in a green space as you drive down Westbury Crescent before the North or South roads? Who on earth is going to sit there and watch traffic? It's a waste of money putting that section in Traffic calming & parking restricvtions – **Partially support** See previous comment about Green area. Also the cyclists, scooters and mopeds cause as much trouble as cars so the roads should be completely one way , not allowing exceptions. Other comments – n/a
(76) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Partially support** This is a poor alternative to re-positioning the planters from Mayfair Road to the junction of Church Hill Road and Kelburne Road. Residents of Nos 38, 40, 42, 44, 46, 48 & 50 initially benefitted from the closure of Churhill Hill Road at the junction with Westbury Crescent (North) only to have the benefit completely negated by the planter at Mayfair Road making all traffic having to exit the Mayfair Road/Kelburne Road estate via Westbury Crescent. Traffic calming & parking restricvtions – **Support** We will not benefit from this scheme but I support it for the benefit of my neighbours as a poor alternative - see previous comment Other comments – n/a
(77) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Partially support**

	I am supporting the proposal for one-way traffic across Westbury crescent. I do have a concern with the proposed planters / buildouts. I believe that on W/C south they are positioned closer together than on the north side - is this for a reason, and what is the expectation of having these features more closely positioned on different sides of the road? Traffic calming & parking restricvtions – **Support** no comments Other comments – I generally support the proposal. I do think there needs to be signage to re-enforce the 20mph speed limit, or indeed some active sign / speed camera, as currently the hardened speeders pay no attention to the passive signs.
(78) Member of public, (Oxford, Troy close)	One-way restriction – **No objection** I think this is a better idea then putting planters even better would be remove the ltns and traffic will reduce even more Traffic calming & parking restricvtions – **Object** Remove ltns Other comments – REMOVE LTNS
(79) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **No objection** Due to the existing LTN in place on Church Hill Road I have not experienced any issues with excessive traffic or parking issues on the road. Therefore I do not feel there is a desperate need for the proposed new traffic improvements, but also have no issue against the proposal for the one way system. Traffic calming & parking restricvtions – **Object** Restricting parking will be a nuisance for me as I rely on family to care for my children which involves family members parking outside my house during week days. Other comments – I've lived on Westbury Crescent for past 6 months only (from May 2024). Due to the existing LTN in place on Church Hill Road I have not experienced any issues with excessive traffic or parking issues on the road. Therefore I do not feel there is a despera

(80) Local resident, (Cowley, Mayfair Road)	One-way restriction – **No objection** Hopefully a one-way system will help traffic flow Traffic calming & parking restricvtions – **Partially support** Some local traffic calming measures are sensibe others absolutely not. If residents have off road parking they shoud e encourgaed to use it. Fees for additional parking permits require more consideration for individual circumstances. Other comments – If the LTN schem was designed to encourage people not to drive, it has clearly nto worked. People continue to drive, as is their right, btu now have to take longer routes causing greater congestion and polution.
(81) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **No objection** It reduces speeding on the road. It creates a fairer distribution of ongoing traffic between the North and South part of the Crescent. Traffic calming & parking restricvtions – **Partially support** Residents should not be charged for parking in front of their houses. Other comments – n/a
(82) Local resident, (Cowley, Wykeham crescent)	One-way restriction – **No objection** I live in Wykeham crescent and often drive through the Westbury crescent. Proposed one-direction traffic arrangement will speed up the traffic and make driving safer without causing any additional inconvenience. Traffic calming & parking restricvtions – **Partially support** I think traffic calming is not necessary, since the road section is short and limit is already 20mph on this road. The traffic calming will just reduce parking options for local residents. Other comments – n/a

(83) Local resident, (Oxford, Hillsborough Rd)	One-way restriction – **Support** I support this and think a one way system will distribute exiting traffic more evenly. More importantly, though, I am urging the council again to install traffic lights where Westbury Crescent meets Rose Hill. There is a zebra crossing with traffic lights just a few metres up towards the ring road to allow pedestrians to safely cross, and it would be an easy fix to just move this zebra crossing and the traffic light these few metres down to the T-junction in order to also allow cyclists and cars to enter and exit safely into and from Westbury Crescent. Traffic calming & parking restricvtions – **No objection** seems reasonable Other comments – again, please install a traffic light at the junction Westbury Crescent/Rose Hill. This is the only way to enter/exit this entire area since the other points have been closed off with the LTN scheme. One depends on the 'kindness of strangers' in the main
(84) Local resident, (Oxford, Mayfair Road)	One-way restriction – **Support** This scheme would mean traffic is fairly distributed along both North and South sides of Westbury Crescent. Traffic calming & parking restricvtions – **No objection** This issue is for those living in Westbury Crescent. Other comments – Speed restrictions must be enforced
(85) Member of public, (Oxford, Canning crescent)	One-way restriction – **Support** My brother lives in this street, since the change with LTNS, when visiting I've noticed his road had become so dangerous to drive down. Cars and cyclists have no regard for safety and drive and cycle like maniacs. Traffic calming & parking restricvtions – **Object** These restrictions would not be required if churchill road was not restricted with an LTN. Also planters are very expensive and ugly. Road humps across the road would be better placed. Also restricted parking as in the reduction from 128 parking spaces t

	Other comments – One way system is only needed due to LTN introductions. If it goes ahead cycle use should also be restricted to the one way system. A one way system with oncoming cyclists makes for terrible road safety. Also charging households for the privilege to park
(86) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Support** Less traffic flow, makes life easy for all Traffic calming & parking restricvtions – **Object** Their is not enough parking places as it is,makes life worse when their is workmen or builders coming to work in the street, then their are no places available to park. A lot of people park their cars on Westbury crescent that don't even live here Other comments – I am up for one way traffic, but I don't agree on the planters, as this ruin the streets landscape and take up all the available parking spaces
(87) Local resident, (Oxford, Wykeham Crescent)	One-way restriction – **Support** This will be helpful. Traffic calming & parking restricvtions – **Object** One way system should take care of other issues. Other comments – n/a
(88) Local resident, (Oxford, Long Lane)	One-way restriction – **Support** Seems sensible Traffic calming & parking restricvtions – **Partially support** Not sure how the planters will work, or what that will mean for the parking spaces Other comments – In favour of changing something

(89) Local resident, (Oxford, Westbury Crescent (North))	One-way restriction – **Support** I live in Westbury Crescent North. This scheme will mean more traffic on this road but I am happy as it takes some traffic away from Westbury South. I am pleased cyclist will be able to go both ways along this road. Traffic calming & parking restricvtions – **Partially support** I would like to feel confident that the traffic calming measures will slow down the traffic. In particular we get a lot of fast motorbikes along Westbury Crescent North that cut through the filter at the top of Church Hill Road. They shouldn't go through Other comments – As cyclists will be permitted to travel against the flow of traffic it would be safer if there were cut-throughs for cyclists on the planters to avoid the cyclist having to go round the planters and possibly straight towards vehicles coming the other way.
(90) Member of public, (Oxford, Belvedere road)	One-way restriction – **Support** It will distribute the traffic flow & put less strain on other main roads Traffic calming & parking restricvtions – **Support** Flow distribution Other comments – Wish this happened ASAP
(91) Local resident, (Oxford, Church Hill Road)	One-way restriction – **Support** Many people drive too fast through Westbury Crescent south branch. Traffic calming & parking restricvtions – **Support** It will help slow traffic down Other comments – It's important to make the area safe for cyclists - improvements are needed to the junction of Westbury Crescent and Rose Hill, and to the whole of Church Cowley Road which needs cycle lanes.

(92) Local resident, (Oxford, Church Hill Road)	One-way restriction – **Support** This will distribute traffic evenly on both sides of Westbury |Crescent and the planters will control the speed of traffic. At the moment traffic mostly uses one side of Westbury Crescent and goes much too fast. Traffic calming & parking restricvtions – **Support** See previous comment. It is important to engage and support the residents of Westbury Crescent in looking after the planters. The curent traffic filters had very poor soil which meant the lavender planted in them did not flourish. Other comments – n/a
(93) Local resident, (Oxford, Church Hill Road)	One-way restriction – **Support** Fair distribution of traffic between north and south arms of Westbury Crescent Traffic calming & parking restricvtions – **Support** As more houses are being build, more congestion is caused and everyone needs to rely less on their cars, especially for short journeys that could be done by foot ro cycle. The only way to do this is by making driving expensive or inconvenient, and restric Other comments – This is long overdue.
(94) Local resident, (Oxford, Church Hill Road)	One-way restriction – **Support** It will distribute the traffic better on both sides of Westbury Crescent Traffic calming & parking restricvtions – **Support** It will help to regulate the speed of traffic, but WHY isn't there traffic calming provision in Church Hill Road? I live on Church Hill Road and I fear that people will speed up once they reach Church Hill Road on their way to Kelburne Road and beyond. Other comments – n/a

(95) Local resident, (Littlemore North, Church Hill Road)	One-way restriction – **Support** I live on the corner where the southern end of Westbury Crescent meets Church Hill Road. I both see (as a resident) and experience (as a motorist and cyclist) the challenges with the current road layout and behaviours exhibited by some drivers - fast speeds by some, limited scope for passing places given the volume of parked traffic, and parking within 10m of the junction (resulting in restricted visibility at the crossroads). I think that the proposed arrangements will serve to mitigate these problems. I wouldn't have thought it would be necessary for there to be two-way cycle system, given the short distances involved in getting from one end of the crescent to the other; indeed, I think it will be very confusing to know who has the right of way at the junction where the crescent splits, and more dangerous for cyclists in the contraflow lane coming from either direction. Keeping the crescent one-way for all vehicles and users seems most straightforward to me. Traffic calming & parking restricvtions – **Support** I live on the corner where the southern end of Westbury Crescent meets Church Hill Road. I both see (as a resident) and experience (as a motorist and cyclist) the challenges with the current road layout and behaviours exhibited by some drivers - fast spee Other comments – I think the specifics of this scheme for Westbury Crescent are to be commended, but I have general reservations of the (unintended?) consequences of some of the other recent traffic schemes in the Littlemore North and general East Oxford area. Arterial ro
(96) Local resident, (Oxford, Florence Park Road)	One-way restriction – **Support** Will even out traffic flows. Traffic calming & parking restricvtions – **Support** Should reduce speeding Other comments – n/a
(97) Local resident, (Oxford, Hillsborough Road)	One-way restriction – **Support** It would help traffic movement around Westbury Crescent. Traffic calming & parking restricvtions – **Support**

	They should help make the one-way system work, by lowering speeds and improving visibility at junctions. Other comments – None
(98) Local resident, (Oxford, Kelburne road)	One-way restriction – **Support** Good idea to spread the traffic load between westbury crescent Traffic calming & parking restricvtions – **Support** Slows cars down But not sure where all the cars will park. The road is sometimes chockablock with parked cars Other comments – n/a
(99) Local resident, (Oxford, Kelburne Road)	One-way restriction – **Support** Because traffic calming measures are desperately needed on Westbury Crescent. The cars parked on both sides of the road on Westbury Crescent force all cars to drive down the middle of the road with many driving too fast and not giving way. The tight corners at the west end of Westbury Crescent are extremely dangerous for the same reason. I have had countless near missed with drivers flying around the corner too fast. The one way system would solve these problems. Traffic calming & parking restricvtions – **Support** Anything that can be done to reduce the speed of some drivers is a good thing. Other comments – Fully support it, it's long overdue
(100) Local resident, (Cowley, Mayfair)	One-way restriction – **Support** The flow of traffic will be greatly improved Traffic calming & parking restricvtions – **Support** I support the directional flow of traffic suggested with cycles being aloud access in all directions as long as this doesn't encourage or allow motor cycles this access to go in the alternative direction to the proposed traffic direction

	Other comments – It will make Westbury crescent safer to drive
(101) Local resident, (Oxford, Mayfair Road)	One-way restriction – **Support** This can reduce traffic congestion and will give more protection to cyclists on roads Traffic calming & parking restricvtions – **Support** This can reduce traffic congestion and pollution Other comments – No
(102) Local resident, (Oxford, Mayfair Road)	One-way restriction – **Support** There is clearly an issue with some people speeding down Westbury Crescent and the disproportionate use of the southern side of the crescent, so it makes sense to have a one way system. Traffic calming & parking restricvtions – **Support** Some of the planters/ build outs look small, so just wondering what planting they would be able to support (or maybe only the bigger ones are planters). Other comments – I am in support of trialing this scheme, if protections for cyclists are in place.
(103) Local resident, (Oxford, Rivermead Road)	One-way restriction – **Support** A one-way system with traffic calming makes sense in terms of spreading entering/leaving traffic from the LTN across both arms of Westbury Crescent, with previously the southern arm getting too much volume, and creating conflicts between cars moving in different directions. Traffic calming & parking restricvtions – **Support** Traffic calming will be important for maintaining resident, pedestrian and cyclist safety. This is also East-West cycle access corridor, so retaining contraflow cycle access is important. Other comments – Please consider cyclist road position entering/leaving the two arms (including via contraflow) when designing the additional green space at the junction.

(104) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Support** The LTN filter on Mayfair Rd which I support, has resulted in most of the traffic from Mayfair rd and beyond exiting to Rose Hill via WC South and very low traffic flows on WC North. It seems only fair to share this traffic and this sort of "one-way" system seems a reasonable way to do that. We had hoped that once the traffic using the two sides of the street WC North and South was all local traffic that local residents would drive considerately and safely. But this has definitely not been the case. There is a lot of fast traffic on both sides of the street. Thus for everyone's safety it is essential that all traffic is slowed down, on both the straight sections and on the bends. The concerns are that a oneway system will encourage people to drive faster as they won't meet traffic coming the other way. My only reservation is whether these planters will create a suitably "severe" slalom to slow drivers down enough. Has this style of speed reduction been proven to work effectively? I am not clear why the planters are not as equally spaced on the South side as they are on the North so that drivers may continue to drive out fast round the bend. I know that cycles will be allowed to use the street as a contraflow which may help to slow down drivers, but people cycling really don't want to have to put this to the test. For this reason I wonder whether the planters could be of a size and position to allow cycles to bypass the main traffic flow between the planter and the curb (as for example on the way to Sandford village near the railway bridge)? Alternatively, I'd like to see plenty of cycle symbols painted on the road where the width restrictions are to draw attention to people cycling and even to have signs saying "give way to cycles". Traffic calming & parking restricvtions – **Support** I support there being fewer parking spaces to discourage commuter or shopping parkers. Other comments – I hope it will be possible to have a local group of people involved in planting the green space and may be some seating? Or cycle parking for visitors coming by bike to visit local residents? I'm still very concerned that the residents of the street bot

(105) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Support** To reduce the antisocial driving being experienced since LTN introduction Traffic calming & parking restricvtions – **Support** Westbury North and South require speeding to be reduced Other comments – n/a
(106) Local resident, (Oxford, Westbury Crescent)	One-way restriction – **Support** I don't want traffic using our road as a short-cut and speeding through. It would make the street noisy, dangerous and unhealthy. Traffic calming & parking restricvtions – **Support** I've lived in this street for more than 30 years and have seen the traffic along it increase in number and speed, up until the LTN planters were built. Since then we have enjoyed relative peace and safety on our side of the Crescent. Traffic restrictions Other comments – It is a good scheme but the rules will need to be policed effectively. Atm we have motor cyclists driving illegally through the planters. Some drivers in the neighbourhood flout the rules.
(107) Local resident, (Rose Hill, Westbury Crescent)	One-way restriction – **Support** Guesstimate 90% (+/-) traffic flowing to/from Rose Hill uses south branch of Westbury Crescent for both ingress and egress, affecting directly our air quality (prevailing wind direction S.W.). Proposal should reduce air fouling south side by 30+% before slowing effect is added in. 'Dustbin Days' may be more frustrating for drivers, tempting 'up/down the wrong branch' behaviour. Traffic calming & parking restricvtions – **Support** Slowing i.c. engined vehicles leads, on balance (but not always), to a small reduction (at the speeds we are considering here) in pro rata pollution. Recently cars have been and are parked half pavement/half road, occasionally very inconsiderately, for th

	Other comments – Overall I have high hopes for the improvement to the ambience of our 'plot of earth'. The general introduction of electric vehicles will not detract from the need for this scheme, but it does bring to mind a current 'misuse' of traffic calming here; motor
(108) Local resident, (Oxford, Westbury Crescent.)	**No objection** – I'm not aware of any problems, so I wonder if the proposals are 'solutions in search of a problem'! This said, plans ok, planters etc a good idea. Is the proposed gap on either side of the 'area of green space' wide enough for cars and vans to drive through? It doesn't look so on the consultation diagrams.
(109) Local County Cllr, (Cowley division)	**Support -** As the local County Councillor, I am strongly in favour of this proposal being delivered. Residents on the south branch of Westbury Crescent have been calling for changes here for the last three years, and this project has been worked up over a long series of informal and formal meetings between residents of multiple streets in the local area, councillors, and council officers. The fundamental issues to address are ones of fairness (i.e. the fair and even distribution of traffic on both branches of Westbury Crescent) and road danger (i.e. reducing speeding along the straight sections of road on Westbury Crescent and also reducing the speed at which vehicle drivers come around the corners, following a number of near misses). The new layout has been designed to address these concerns of fairness and reducing road danger and, in doing so, I believe has well balanced the needs of local residents in the process. The design also enables a green space and additional opportunities for greening and planting, in an area of relatively low green infrastructure, and there are a group of residents who are keen to 'adopt' this green space to help with the maintenance of it. I appreciate that some residents may have concerns re: reduction in parking (to allow for chicanes to address speeding) and others may be annoyed at having to drive a little further to use the one-way system. However, I think the benefits that the scheme will bring for fairness and safety far outweigh these costs. Overall, then, I am strongly in favour of this scheme going ahead for delivery as soon as possible. I wish to put on record my high levels of thanks and appreciation to the officers who have led and worked on this project. They have gone above and beyond in attending community workshops over many months, and they have well and truly applied co-production principles to this project, which is highly commendable. I hope that these principles and approaches can be more widely adopted by the council for other projects of a similar nature in future.

This page is intentionally left blank

Division(s) affected: *Rose Hill & Littlemore*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

OXFORD: ARMSTRONG ROAD – PROPOSED 'NO WAITING AT ANYTIME' RESTRICTIONS & RAISED TABLE TRAFFIC CALMING

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the implementation of parking restrictions and traffic calming features as follows:

a) The introduction of no waiting at any time restrictions (double yellow lines) on sections of Armstrong Road as advertised.

b) The introduction of raised tables on sections of Armstong Road as advertised.

Executive Summary

1. Under a planning decision to allow the development of residential dwellings on Armstong Road (14/02940/OUT), the County Council has entered into a section 278 agreement with the developer for the promotion of no waiting restrictions and traffic calming features associated with the site.

2. Under the original s278 agreement, a public consultation was undertaken to promote the changes in October/ November 2020. At the time, no objections were received meaning the works could proceed. However, the associated highway changes were not completed by the developer within the statutory two year window for a permanent Traffic Regulation Order. This necessitated that a new consultation is undertaken to comply with national legislation.

3. The proposals are also being put forward for safety reasons due to the expected increased highway use in the area, and to help facilitate the safe & unrestricted movement of traffic. They also conform with the agreements made during the planning approval process and in accordance with the approved `S278 agreements`.

4. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1.**

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer under a section 278 agreement. There are no financial risks to the County Council.

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

7. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Sustainability Implications

8. The proposals would help facilitate the safe movement of traffic, and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives.

Equalities and Inclusion Implications

9. No equalities on inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park on double yellow lines for up to 3 hours.

Formal Consultation

10. For the proposed changes, formal consultation was carried out between 24 October & 22 November 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, Littlemore Parish Council, the local City Councillors, and the County Councillor representing Rose Hill & Littlemore.

11. A letter was sent directly to approximately 220 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs.

12. 91 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
No Waiting at Any Time	66 (73%)	4 (4%)	20 (22%)	1 (1%)	91
Traffic calming features	28 (31%)	15 (16%)	29 (32%)	19 (21%)	91

13. Additionally, a further email was received from a resident who is opposed to the proposals.

14. Representatives of Thames Valley Police have not responded to the consultation.

15. The County Councillor for Rose Hill and Littlemore has not responded to the public consultation.

16. The individual responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

a) Proposed no waiting at any time restrictions (double yellow lines)

17. The majority of on-line responses received to the public consultation were in objection to the proposals (73%). Residents sited that there was insufficient allocated private spaces and that there is a demand for on-street parking.

18. Concerns were raised that the current proposals are too restrictive and their implementation will have a negative impact on residents and their daily lives, including visitors and services, leaving some residents feeling isolated.

19. Issues were raised by some respondents regarding the poor public transport available, making car ownership a necessity.

20. There has been confusion and a lack of communication from the management companies about the on-street restrictions. Some residents stated they were mis-sold that on-street parking would be readily available.

21. Alternative suggestions were made which included the introduction of resident only parking permits, better enforcement of existing restrictions and making improvements to public transport.

22. In support of the proposals 20 responses were received (22%) from the on-line survey which saw the need for restrictions on the access road onto the estate.

23. Respondents in support raised that restrictions are needed for safety and to reduce obstructions/ congestion. Concerns were made regarding the safety of children attending nearby nursery, and when cars park single file along the road it causes delays and makes it dangerous for pedestrians, cyclists and other road users.

24. Some respondents highlighted that construction vehicles parking on double yellow lines have highlighted the problems recently and effective enforcement of restrictions is needed to keep the road clear.

Officer response

25. The proposals are required as part of a section 278 agreement to ensure that access and safety is maintained along Armstrong Road. The agreement has been subject to an independent road safety audit.

26. The proposed location of the double yellow lining prohibits parking on the bend, within visibility of accesses and parking on both sides of the road. These restrictions are to maintain safe use of the highway and to allow on road parking, where it is safe to do so. There are some sections along Armstrong Road where the carriageway has been left unrestricted to allow for general parking by residents and their visitors.

27. A new shared path is being provided at the end of Armstrong Road which connect residents to the nearby Science Park.

28. In response to the concerns raised regarding public transport provision, this was addressed at the outline planning for the development where a response was given to the planning review committee that:

"the site is located within the existing residential suburb of Littlemore. The site is near to an existing public transport corridor on the Sandford Road / Oxford Road with bus stops within 400m of the site outside the Littlemore Mental Health Centre. The applicant has agreed to provide a financial contribution towards improving the bus service along this corridor through an evening and weekend service along this corridor in order to enhance the existing bus service. It is also noted that since the Sites and Housing Plan was adopted, potential public transport improvements have been proposed for the area through the potential opening of the Cowley Branch Line rail corridor by Chiltern Railways.

Planning review committee report 29th May 2015"

29. There are bus stops on Sandford Road and once the new path is open to the Science Park, residents will be able to walk through and catch the bus from Robert Robinson Avenue.

30. The stops are currently served by the 45 and the 3A which is increasing frequency in February 2025, there is also a new service serving the eastern arc starting in February 2025 which will greatly benefit residents.

31. The comments relating to misinformation provided by Management company regarding on-street parking for the site are noted. However, the County Council cannot comment on the conditions or assurances that were given at the time of property sales by the seller. The requirement for the double yellow lines was established at planning permission stage and has continuously been included in the plans submitted to the Couty Council by the developer.

b) Proposed traffic calming – raised tables

32. In response to the proposed raised tables, the feedback was mixed with 28 responses (31%) in objection and 29 (32%) in support. The remainder of the comments were split between partially supporting the proposals or having no overall objection.

33. A number of respondents pointed out that traffic calming is already in place and that further works would be a waste of money. Other comments were made that the road is a dead end so speeding isn't a problem.

34. Some concerns were raised about the impact on resident's vehicles, with some suggesting that speed cushions are a better option.

35. In support of the proposals a number of residents agreed that traffic calming measures were required to ensure safety for pedestrians, especially children near to the nursery.

Officer response

36. The traffic calming features form part of the section s278 agreement which has been subject to an independent road safety audit. The features are required to ensure road user safety.

37. The funding of the raised tables and any associated works is being met by the developer, who will deliver changes under the agreement and supervision of the council. It should be noted that additional raised tables are not being proposed. the raised tables shown on the plans, reflect the raised tables that have been already installed.

38. In line with design standards, speed control measures should be spaced regularly along a road, other than for cul-de sacs less than 80m in length. Although Armstrong Road is not a through road, traffic calming is still required.

39. Raised tables are an effective form of traffic calming that applies to all vehicles, whereas cushions do not slow wider vehicles. The junctions are raised, which avoids multiple vertical movements that would be experienced with humps, the level surface improves the pedestrian crossings. The gradients of the ramps are within the acceptable tolerance and should not prevent an issue to vehicles if the raised tables are driven over at a low speed.

Monitoring and Evaluation

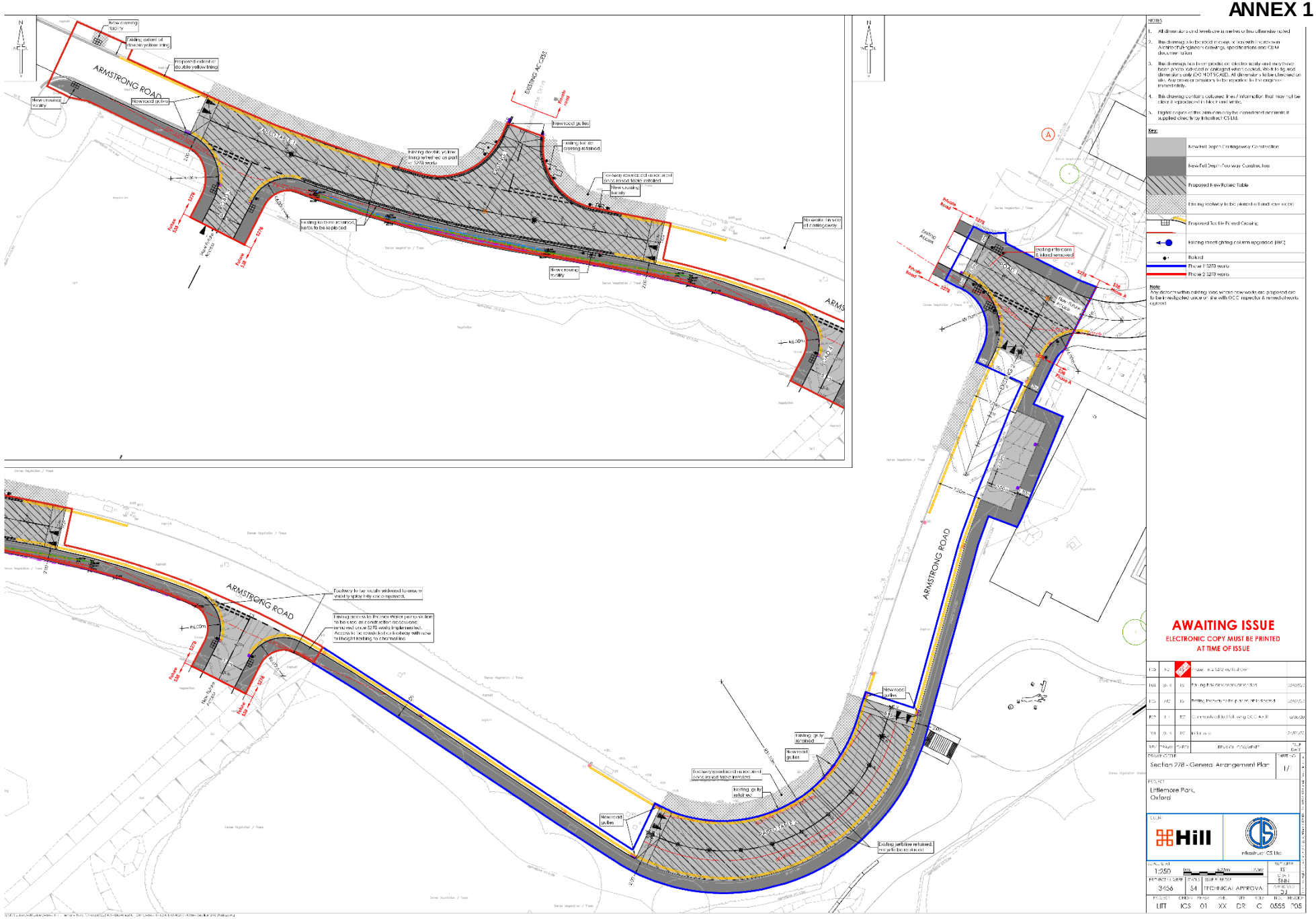
40. It is suggested that any monitoring and evaluation required, is completed as part of the processes surrounding the legal section 278 agreements.

Paul Fermer
Director of Environment and Highways

Annexes: Annex 1: Consultation plans
Annex 2: Consultation responses

Contact Officers: James Whiting (Team Leader – TRO & Schemes)
Will Madgwick (Technical Lead – Strategic Sites)

December 2024


ARMSTRONG ROAD
Proposed extension of double yellow lining
New crossing facility
New road gates
Existing access to be removed
Existing kerbline retained
Existing kerbline removed, kerbs to be re-placed
Footway to be locally widened to ensure visibility splay lines are maintained.
Existing access to the mere Water pumping station to be kept as construction access only removed once S278 works implemented. Access to be provided via a walkway with new tall height kerbing to channel line.
Existing gully retained
Footway resurfaced as required, kerbs must be retained
Existing gully relocated as required
Existing wall/line retained, no gate to be removed
Existing telecom & island removed
Proposed new Bollard
Existing lighting column upgraded (TBC)
Phase 1 S278 works
Phase 2 S278 works
NOTES
1. All dimensions and levels are in metres unless otherwise noted
2. This drawing is to be read in conjunction with the relevant Architectural/Engineers drawings, specifications and CDM documentation
3. This drawings has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only DO NOT SCALE. All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
4. This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
5. Digital copies of this plan can only be considered accurate if supplied directly by Infrastruct CS Ltd.
Key:
New Full Depth Carriageway Construction
New Full Depth Footway Construction
Proposed New Bollard Table
Existing footway to be planed out and resurfaced
Proposed Toucan Paved Crossing
Note
Any defects within existing road where new works are proposed are to be investigated once on site with OCC inspector & remedial works agreed
AWAITING ISSUE
ELECTRONIC COPY MUST BE PRINTED AT TIME OF ISSUE
Section 278 - General Arrangement Plan
Littlemore Park, Oxford
Hill
Infrastruct CS Ltd.
1:250
3456
S4
TECHNICAL APPROVAL
LITT ICS 01 XX DR C 0555 P05

ANNEX 2

RESPONDENT	COMMENTS
(1) Local resident, (Littlemore, Armstong Road)	Parking restrictions – **Object** Having Armstrong road as an area to park is vital to residents such as myself who live on the estate! Visitors and tradespeople need somewhere to park. There should be white parking lines painted on Armstrong road not double yellow Traffic calming – **Object** Unnecessary
(2) Local resident, (Littlemore, Armstrong road)	Parking restrictions – **Object** I am strongly objecting as the proposal is nonsense, nobody who lives here wants the double yellows imposed and they were wrongfully put down along the road in the first place. There are raised table measures already in place. To do further renovations to the kerbs is a total waste of money (the only things that wouldn't be a waste would be to remove the wrongfully place double yellows, invest in better crosswalks and maintenance of the road) Traffic calming – **Object** As stated previously, we already have them on the road, no further measures are necessary.
(3) Local resident, (Littlemore, Armstrong road)	Parking restrictions – **Object** As a resident they restrict parking in an area where there is no reason to park unless you are a resident, the parking is restrictive for my work. Traffic calming – **Object** No issues with speeding at the moment as a dead end, also the road service is already uneven and has raised tables due to it's construction

(4) Local resident, (Littlemore, Armstrong road)	Parking restrictions – **Object** We have been promised when we bought the property that there would be free parking on the main road but apparently this is not the case. Introduce a resident only area we can buy and pay for the permit. But the connection with the towns and to city is not great.so we need a second vehicle. We can pay no problem Traffic calming – **Object** We already have it! Are we going to break our vehicles???
(5) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** My partner and I both have cars for work, which we need, I am a carer and cannot rely on buses to get to work Traffic calming – **Object** My partner and I both have cars for work (I am a carer) we were told my Catalyst when purchasing our flat that if they ever brought in parking restrictions on the estate we would be able to apply for a parking permit to park on Armstrong rd from the council
(6) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** There is no additional parking here. For a household that works and have a family we need 2 cars to function Traffic calming – **Object** .
(7) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** The parking management ran by PCM Ltd is already confusing, badly managed and far too restrictive for local residents to get a permit. I'm frankly beyond frustrated about not being able to get additional parking permits for the property I rent in. Additional restrictions are not welcome. I also fear the lack of knowledge from enforcement agencies on property boundaries where cars are on property boundary land but still may get a ticket. The signs already in the area are confusing. Is this being enforced at present or not? Who knows.

	Nowhere for visitors or cleaners to park. Please sort the mess/embarrassment of PCM before you continue with more restrictions. The communication with tenants is simply not good enough. Traffic calming – **Object** Not experienced any speeding to justify this.
(8) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** There are already restrictions to parking on the new estate that hinder parking for residents, visitors and trades people who are attending to residents local needs. This applies to a dead end road, and so there is absolutely no requirement for "traffic calming measures" in this area, as there is no 'through traffic.' Traffic calming – **Object** Again, why would there be a requirement for raised tables on a road that is a dead end.
(9) Local resident, (Littlemore, Armstrong road)	Parking restrictions – **Object** As resident I experimenting a massive problem due to due lack of commitment of the developer Peabody concerning the car park. Adding these double lines will add more difficulties to the people living at Armstrong road. Traffic calming – **Object** I don't think that is useful money expanses we have already bumper that not allow dumb people to drive too fast.
(10) Local resident, (Littlemore, Herschel crescent)	Parking restrictions – **Object** My Nan is elderly and I'm her man career but when I'm not in she needs help. My sister and my uncle both come to carer for her but he only have 1 parking spot on our drive which is used by my vehicle. So this will make a massive impact on her carer as they come twice a day. Traffic calming – **Object** Don't have any effect in other areas
(11) Local resident, (Littlemore, Daly close)	Parking restrictions – **Object**

	I live on the new build estate which recently had a 1 car per property parking restriction put into force. Myself and my partner both need a car to commute to work and Armstrong road is the closest place I can park. I already don't feel comfortable parking my car out of sight of our property so being faced with the possibility of parking it even further away really concerns me. Not that you'll listen to what we say as you've already made your mind up. Traffic calming – **Object** There are only issues with the traffic down Armstrong road because of the building project and the ridiculous numbers of heavy goods vehicles coming down the road. But I'm sure they've already paid you off.
(12) Local resident, (Littlemore Oxford, Armstrong road)	Parking restrictions – **Object** Peabody painted double yellow lines not the council Traffic calming – **Object** Should not have double yellow lines outside where people are living
(13) Local resident, (Littlemore, Oxford, Armstrong Road)	Parking restrictions – **Object** No one listens to the current yellow lines, and no tickets are issued anyway. Traffic calming – **Object** Silly that my visitors cannot even park when coming to see me
(14) Local resident, (Littlemore, Oxford, Armstrong Road)	Parking restrictions – **Object** Some residents need second vehicles to get to work and earn a living. This is where we need to put them, if you take parking options away, one adult in the home cannot get to work. The 3A bus goes into town only, which doesn't support travel to outskirts of Oxford for work. If you must restrict it, can we have residents parking on this road? Traffic calming – **Object** There are already significant speed bumps. No one is speeding and no "calming" is necessary
(15) Local resident, (Newman Place, Armstrong Road,	Parking restrictions – **Object** 1) devalues my property as i was sold it on the premise there'd be "ample on-street parking"

Littlemore, Oxford OX4 4RU, Armstrong Road)	2) Myself and every other resident i'm aware of (i'm talking over one hundred!) don't want these! 3) The're simply NO NEED for further parking restrictions on the development Traffic calming – **Object** Stop changing things. There's no need!!!
(16) Local resident, (Oxford, Armstrong Road)	Parking restrictions – **Object** The double yellow lines are never enforced, and the existing lines are always ignored. This project will be a pointless waste of resources if there is no enforcement. Traffic calming – **Object** In my experience these measures cause other drivers to behave erratically and dangerously as they try to avoid slowing down as intended.
(17) Local resident, (Oxford, Sandford Road)	Parking restrictions – **Object** Further pressure on other side roads and likely to increase illegal parking on nearby estate Traffic calming – **Object** New street infrastructure to build and then maintain at cost. All oxford council ever does is impose endlessly higher costs, charges and bother to the council taxpayer.
(18) Local resident, (Oxford, Wilson House, Armstrong Road)	Parking restrictions – **Object** When we purchased the property, we were not made aware of any restrictions that would be implemented in the area, nor were we informed about any ongoing or planned construction. We feel blindsided by this situation, as our investment has been negatively impacted, and we believe we were misled throughout the process Traffic calming – **Object** When we purchased the property, we were not made aware of any restrictions that would be implemented in the area, nor were we informed about any ongoing or planned construction. We feel blindsided by this situation, as our investment has been negatively impacted, and we believe we were misled throughout the process

(19) Local resident, (Oxford, Daly close)	Parking restrictions – **Object** I want to add to my previous submission that we are outside the city and have very poor bus connections to the city centre, with further delays to train line opening. Could have extra permits for residents, even paid for for 2nd cars (but not allocated to a specific reg number) and booklets of visitor permits like in other areas of the city. Traffic calming – **Object** As previously stated, we already have these on place so it is a waste of tax payer money
(20) Local resident, (Oxford, Walters Street)	Parking restrictions – **Object** As a resident I know how people are struggling with a parking issue in this area, most of us rely on using a car for work, school , hospital app. enjoy etc. there is no need for a DYL on Armstrong Road as there is no public facilities in here. It should be available as additional space for residents only with permits, possibly with a little charge for it Traffic calming – **Object** I don't think it's needed
(21) Local resident, (Oxford - Newman Place, Daly Close)	Parking restrictions – **Object** I was sold a property on the estate under the assurance that there would be no double yellow lines along Armstrong Road, but that there would be restrictions to the smaller side roads to prevent over crowding/blocking of pavements etc. we were informed that we would receive 1 allocated parking spot per property, and therefore we're reliant upon this guarantee that Armstrong road would be available for visitors/maintenance visits. Traffic calming – **Object** There are already raised tables along this road. So this a waste of tax payer money.
(22) Local resident, (Oxford lavender drive, Lavender drive)	Parking restrictions – **Object** We believe its a no through road and there is no traffic coming there . Putting restrictions will cause distribution and inconvenience for local living there Traffic calming – **Object**

	I do not support restrictions
(23) Local resident, (Oxford littlemore, Armstrong road)	Parking restrictions – **Object** I am living in a flat 5 of story building and most of us are struggling with parking anyway and can be helpful in the future actually even now if needed Traffic calming – **Object** It is no where near town and we only get local residents driving here anyway
(24) Local resident, (Standford house Newman place, Armstrong way)	Parking restrictions – **Object** It is a road leading to a dead end hence no use of using double yellow lines Traffic calming – **Object** None
(25) Member of public, (Thame, Warren Mead)	Parking restrictions – **Object** It would be much more cost effective to spend money on enforcing existing restrictions, and build places with adequate parking. Traffic calming – **Object** Pointless
(26) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** It isn't needed. Residents need places to park and there are already parking enforcements in place in the Newman Place estate. Traffic calming – **Partially support** There are lots of children who live on the estate so this will help people slow down. Speed bumps are better than raised tables for cars' tyres, so I think this should be looked into instead

(27) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** Armstrong Road is a dead end and The people parking on the road are residents of Armstrong Road only. When buying our property the developers offered us one parking space and confirmed that Armstrong road will remain open for parking for residents with a 2nd car. The estate does not provide adequate parking and has implemented a very strict 24/7 parking restrictions through a private company. The transport links from the estate are not great and most households need the cars they have to get to work. Instead of adding yellow lines we should be removing the double yellow lines so that residents do not struggle to get to work. Most residents will be happy with a Residents Only parking throughout Armstrong road that allows us to apply parking permits through the council. Please do not make the parking situation we have currently even more worse by adding more double yellow lines. This area will become unlivable for families if they are not able to keep the cars required to earn a living and support their families needs. Traffic calming – **Partially support** We already have a few speed bumps on the road as this is a residential area it will help keep the kids safe.
(28) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** No flexible parking arrangements for residents of this is put in place Traffic calming – **Partially support** Think it is a good idea to slow traffic down but also can wear on suspension
(29) Local resident, (Littlemore, Daly Close)	Parking restrictions – **Object** I am a physically disabled person who requires care and there maybe occasions when I will have carers who will need to park their cars somewhere for the purposes of coming to help me. This will be for work purposes and at these times they may need to park their cars for a considerable period of time, in many cases for overnight stays. Ideally, this was be best done on the estate, but if that was not possible, in the area where there are currently double yellow lines. I repeat, these carers are workers, not visitors, and would need to come to my flat in Daly Close for working purposes in order to help me. Traffic calming – **Partially support**

	Some of us, because of our disability, have no option but to drive, so while I have no objection in principle to the proposed calming measures, the fewer of these, as far as I am concerned, the better, in order to allow us out of the estate in as short a time as is practical would be helpful, and so it eases congestion at peak times.
(30) Local resident, (Littlemore, Dudgeon Drive)	Parking restrictions – **Object** All it will do is displace the traffic elsewhere. At the moment, the restrictions on Armstrong Road are leading to more cars parked on Sandford Road which makes traffic flow along that road slower and more dangerous when cars park on the corners/bends Traffic calming – **Partially support** Not sure if there is actually a need. Feel the money could be spend better elsewhere.
(31) Local resident, (Littlemore, Oxford Road)	Parking restrictions – **Object** You are simply going to push parking out on to Sandford Road where the grass verges will get destroyed Traffic calming – **Partially support** I was nearly hit by a joy rider whizzing round Newman Place so anything that calms the traffic may be a good thing: however many accelerate off such things
(32) Local resident, (Littlemore Oxford, Armstrong Road)	Parking restrictions – **Object** Terrible public transport provision and lack of sufficient guest permits mean that visitors to residents in Newman Place need to be able to park locally. Traffic calming – **Partially support** Agree they are useful for slowing traffic, but as a cyclist they are uncomfortable and make cycling up the hill even harder work.
(33) Local resident, (Littlemore park in oxoford, Armstrong road)	Parking restrictions – **Object** I am completely against this double yellow line attitude, they are trying to prohibit people from parking their cars in a condominium where the end of the street is 200 meters away, this does not exist

	Traffic calming – **Partially support** I'm in favor as long as it doesn't prohibit residents from parking their cars
(34) Local resident, (Littlemore, Oxford, Armstrong Road.)	Parking restrictions – **Object** We have lived here for 2 and a half years and have only recently have the yellow lines been added. They have done nothing except restrict the areas visitors can park in and forces people to park in unsafe and inconvenient places instead. We were told as residents when we purchased these properties by the sales team that the road would remain free to park on so visitors can stay unrestricted. Traffic calming – **Partially support** I think there is definite need for traffic slowing measures in some places along Armstrong Road, mainly around the bend. I have witnessed some people driving recklessly and loudly around this bend, although I don't think it is necessary along many other points. There are other means to slow traffic, including parked cars, and construction traffic which we often need to stop for. I think the workers from the development do a good job at directing traffic but I understand these people won't be around forever.
(35) Local resident, (Oxford, Neill Place)	Parking restrictions – **Object** Parking is very challenging and this has caused arguments amongst residents. Also we were told that there would be ample parking on site but this is not the case. Traffic calming – **Partially support** Good to keep speed limits down
(36) Local resident, (Oxford, Newman Place, Walters Street)	Parking restrictions – **Object** As a resident I know that residents need additional spaces to park our cars , as many of us relay on more that one car to be able to travel to school , work, Dr appointments etc. As there are no public facilities like post office ,shops or public play areas Armstrong Road should be available only for residents of Newman Place to park their cars (even if permit would be an extra £xx cost per year). It's important for us as there is no alternative parking space near by and public transport ransoirt is not good either. Traffic calming – **Partially support**

	Raised tables could calm traffic which should have a positive impact on our community, especially with huge building site in the area
(37) Local resident, (Sandford, Henley road)	Parking restrictions – **Object** Armstrong road is not a main road and parking does not cause any obstruction to traffic or people's homes. Parking restrictions will just push the cars onto main roads which will be more hazardous Traffic calming – **Partially support** Traffic calming will ensure that people drive courteously however, may increase noise pollution
(38) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** It's a dead end road for residents and having double yellow lines restricts guests or residents with an extra car to be able to park Traffic calming – **Support** There are already traffic calming (raised tables) along this road and it helps to slow down cars
(39) Local resident, (LITTLEMORE, Armstrong Road)	Parking restrictions – **Object** As a Newman place resident we were told on purchasing that we would have one allocated parking place per flat and that our families could park anytime on Armstrong Road. As a single old person I am restricted from having my adult children visit at the same time and only for 60 hours per month. I cannot have my family together at any time to visit me. Double yellows should be from the daycare to the traffic lights instead as we now have a single entry and exit road. The traffic lights exiting are also an issue as cars disregard the red lights and you cannot see the road when exiting to check for oncoming vehicles. Have had 2 very very close calls with vehicles at top speed going through red light. Traffic calming – **Support** Parking restrictions PCM and double yellow lines were not in place when I bought my flat. On asking we were told one allocated parking space and visitors and family can park on Armstrong Road. Often when I come home there is no parking for me and it is not safe for a woman to walk in the dark from Sanford Road.

(40) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** I was told when I bought my property, as many others were by Catalyst (now Peabody), that free on-street parking would always be available all along Armstrong Road. The double yellow lines have led to individuals parking their vehicles in inconvenient and hazardous locations nearer to the buildings, blocking pavements which restricts access for individuals in wheelchairs or with mobility issues. This is also hazardous for the children who reside on this road, as poorly parked vehicles restrict vision and lead individuals to taking routes which involve more danger and exposure to traffic such as having to walk on the road to circumnavigate the vehicles parked on the pavement. There are more cars than spaces on Armstrong Road already, and until public transport improves in the area that will not change, so I strongly oppose this proposal. Traffic calming – **Support** I have noticed people drive recklessly on Armstrong Road, especially at night, so traffic calming measures are a good idea
(41) Local Cllr (i.e. Town/Parish/District), (Littlemore, Long wall)	Parking restrictions – **Object** This is an unnecessary introduction at the present time Traffic calming – **Support** Traffic calming will help with speeding traffic and road safety
(42) Local resident, (Littlemore, Neill Place)	Parking restrictions – **Object** There is limited parking within the new development and on purchasing our new property we were assured by the developers that there would be ample parking available for visitors which is now not possible. We are unable to have visitors as there is no parking available. The road is plenty wide enough to allow for parking on one single side and still have enough space for moving vehicles to pass. The current increase in cars is majority due to the building work on Armstrong road as construction workers park there daily. There is much less of an issue when the site is not actively working I.e. weekends. Traffic calming – **Support** It is a residential area with children crossing the roads frequently therefore I believe cars need to pass slower.

(43) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** Objecting because when we moved in we were told we would be able to get permits for the road parking Traffic calming – **Support** Stops speeding
(44) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** Peabody have only made 1 permit available per household on the estate. Most people on the estate have more than one vehicle and PCM patrol the car parks and estate streets and issue tickets to anyone without a permit. I've asked Peabody if they can amend the permit situation but they've stated not enough parking for everyone to issue a second permit out to people. When we moved in initially they said there was plenty of parking, there were no double yellows along Armstrong Road when we moved in in March 2023 and there was also no mention of a permit being needed for parking. Traffic calming – **Support** This would be beneficial to the road as people drive up and down the road as if it is a racetrack. Some sort of standard speed bump may also be needed in between the raised tables to prevent these drivers from picking up speed in between. However the issue with the proposed drawings are that the Laing O'Rourke site has taken over the pavement on the left side of Armstrong Road (basically there is no public walkway on that side) so any proposals to that side of the walkway ie the new crossing locations etc wouldn't be able to be completed.
(45) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** As a resident, we are already being subjected to parking regulations that means households with two cars cannot park the second car in the bays provided without receiving a fine, as well as dire provisions for guest parking. Enforcing the double yellow lines will mean that those with second cars, or guests visiting, have no place to park their cars within a reasonable distance and will likely force those residents to move where they park their cars to other streets in the area, such as the bridge by Heyford Hill Lane on Sandford Road, causing congestion and problems for the buses getting past. Putting double yellow lines on Armstrong Road seems like it would serve no purpose but to cause further parking issues for everyone living there. Traffic calming – **Support**

	Would support speed bumps so long as they provide space for bicycles to go around them and the current 'bump' is removed in order for more professional ones to be implemented.
(46) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** Currently, we don't have enough space for residents to park so we are having to park on the road. I think people with residents parking permits should be able to park on the road. Double lines would make things worse. Traffic calming – **Support** Raised tables will make the road safer as children are running around due to not having anywhere to play.
(47) Local resident, (Littlemore, Daly close)	Parking restrictions – **Object** Because we live in the close road and are calm place, we can park on the road Our building dont have space for park Traffic calming – **Support** More safety for children
(48) Local resident, (Newman Place, Littlemore, Daly Close)	Parking restrictions – **Object** I am objecting because I live in a housing association who do not provide second permit to park in it premises at any cost. I need second so I can make my living and provide my two children with basic needs. If I and my wife do not drive that means we cannot work, which means struggle. Also, we do not have efficient transportation to commute. Traffic calming – **Support** I am Supporting this because it will make the roads safe and deter people from speeding.
(49) Local resident, (Oxford, Armstrong)	Parking restrictions – **Object** There are not enough parking bays on Armstrong road for people to park their cars in. If the yellow lines are to be drawn just along where Lang orourke is building at the moment, that makes sense. As it will make it easy for people to

	drive round that corner without any obstuction. But am not in support of drawing a yellow line all the way down the road. Traffic calming – **Support** This will make drivers on the road slow down a bit as it is a residential area and driving slowly is safer for everyone.
(50) Local resident, (Oxford, Armstrong Road)	Parking restrictions – **Object** Taxi that transport my special need child school has to stop and Waite till he safely exit or enters the vehicle. And I know there are other families that lives on the road who has special need children that will face similar situation. Traffic calming – **Support** This good for the safety of our children
(51) Local resident, (Oxford - Littlemore, Daly close)	Parking restrictions – **Object** Because our car park is really small and we need space for receive visitors and have more space to park our cars Traffic calming – **Support** Unfortunately the people don't respect the speed limit and we have children's
(52) Local resident, (Oxford, Littlemore, Armstrong Road)	Parking restrictions – **Object** Objecting! Unnecessary Restriction: The double yellow lines impose an unnecessary restriction on parking, which can inconvenience residents and visitors. If the street does not experience significant traffic congestion or safety issues, the restriction may be excessive. Impact on Property Value: The presence of double yellow lines can negatively impact property values. Potential buyers may be deterred by the lack of convenient parking, which was not an issue at the time of purchase. Lack of Consultation: If the double yellow lines were introduced without proper consultation with local residents and businesses, it undermines the community's input and needs. Effective traffic management should involve stakeholder engagement to ensure that measures are appropriate and necessary. Alternative Solutions: There may be alternative solutions to manage traffic and parking that do not involve double yellow lines. For example, timed parking restrictions or resident parking permits could be considered to address specific issues without imposing a blanket ban.

	Historical Context: If the double yellow lines were not present at the point of sale, it suggests that the street functioned adequately without them. Introducing such restrictions now may be seen as an unnecessary change that disrupts the status quo. Traffic calming – **Support** Good idea, I will support, but how many and placed where exactly on the road ?
(53) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object** Armstrong is a dead end- people who park here have reason to, rather than using it as a parking area to go into Oxford, for example. When we bought our properties, Peabody (then Catalyst) told us that each property would have one parking space and for additional parking (visitors, workers and additional vehicles), parking would be available on Armstrong Road. This estate does not have reasonable public transport and many of us work in different areas to our partners, so additional vehicles are essential to earn a living. Traffic calming – **No objection** There's already raised tables on Armstrong Road
(54) Local resident, (littlemore, armstrong road)	Parking restrictions – **Object** There is absolutely no need for these double yellow lines. Parking is nightmare as it is on the estate and it make it near on impossible for friends and family to visit with the extremely limited visitors parking and only 1 permit per property. This isolates residents from friends and family and effects our quality of living situation. The public transport to the area is limited as well and the closest on-road parking is a 15+ minute walk away (I live right at the end of the road) on an unlit road. This is not suitable or safe especially for my female & elderly visiting friends and relatives. No one wants to walk down dark roads near where someone was recently murdered! Traffic calming – **No objection** What is in place already is suitable
(55) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Object**

	As a resident, parking is already near impossible. You are making residents lives almost unbearable. When we bought properties here we weren't made aware of any parking restrictions, in fact I was specifically told there wouldn't be any. Had I have known this I would have bought elsewhere. Your proposal will seriously impact the social lives and mental well being of residents in Armstrong Road. Traffic calming – **No objection** No objection to raised tables
(56) Local resident, (Littlemore, Coombs rd)	Parking restrictions – **Object** We were told by Catalyst now Peabody that there be extra parking along Armstrong rd for us. Don't think anyone else is going to park there unless they live or work here in Littlemore Park so why the need for double yellows Traffic calming – **No objection** It's a busy road with the construction traffic if they make it safer I'm not against them
(57) Local resident, (Littlemore, Daly close)	Parking restrictions – **Object** Parking should be free for residents Traffic calming – **No objection** ....
(58) Local resident, (Littlemore Park, Oxford, Armstrong Road)	Parking restrictions – **Object** I do not think there is any reason for the changes. The status quo is working fine. Traffic calming – **No objection** Just for people to maintain the recommended speed in residential areas.
(59) Local resident, (Littlemore, Oxford, Armstrong Road)	Parking restrictions – **Object** Armstrong Road is a dead end, people who park here have reasons to, rather than using it as a parking area to go into Oxford, for example. When we bought our properties, Catalyst (now Peabody) advised us each property would have 1 parking space and any additional parking (visitors and additional vehicles) parking would be available on

	Armstrong Road. This estate does not have reasonable public transport and many work in different areas to our partners. So additional parking is essential for these extra vehicles so essential to earn a living. Traffic calming – **No objection** Agree no one should be able to race around the estate as children could be playing and pets walking.
(60) Local resident, (Oxford, Armstrong road)	Parking restrictions – **Object** The new estate have not built enough parking spaces enough for the residence (I live here) before the parking restrictions. There were no spaces and people would have to park where the double yellows are currently when the double yellows were carried out this year. Peabody announced they were introducing a parking scheme, which made the whole situation worse due to family's with more than one car or houses with visitors from family were forced to park on double yellow is all have to walk 20 minutes down the road (which some obviously couldn't do if they had kids or mobility issues or age or even if they had shopping!) so when we was in allowed to park on a double yellows and the pcm was patrolling and giving tickets everyone was really upset because we was forced to not even park in our own estate and walk 20 minutes, which, for some people was impossible soda double yellows were the only/best option for us to park on so when this was taken away, that's why everyone locally was sad. We all understand there's a big construction site opposite, but a lot of us have moved in and before that even started and wasn't even made aware so the fact that they are putting cones and bullying people off some peoples. Only option of parking also makes people quite upset as you can imagine after everything I've explained Traffic calming – **No objection** I don't mind about sorting out the speed I don't think this is a big problem. I think a lot of residents I just picking out any problem because there is so many issues now
(61) Local resident, (Oxford, Daly close)	Parking restrictions – **Object** Armstrong is a dead end. people who park here have reason to, rather than using it as a parking area to go into Oxford, for example. When we bought our properties, Peabody (then Catalyst) told us that each property would have one parking space and for additional parking (visitors, workers and additional vehicles), parking would be available on Armstrong Road. This estate does not have reasonable public transport and many of us work in different areas to our partners, so additional vehicles are essential to earn a living. Armstrong should become a 2 hours no return for visitors and residents of this area should be able to apply for a second permit through the council. We are far from city centre and there isn't anything local here so car is essential as bus routes are long too.

	Traffic calming – **No objection** I don't mind the raised tables if it means calmer traffic going through the road
(62) Local resident, (Oxford, Armstrong road)	Parking restrictions – **Object** Informed by catalyst sales team Armstrong rd can be used for extra parking and visitors if needed Traffic calming – **No objection** Calming good idea
(63) Local resident, (Oxford, Walters street)	Parking restrictions – **Object** We was promised off road parking Traffic calming – **No objection** Can't live like that
(64) Local resident, (Oxford Littlemore, Daly Close)	Parking restrictions – **Object** As a family of 4 we do need 2 cars to organise the day with 2 little children. Sometimes there is no space on our car park so we have to park on the street, if the yellow lines are going to be forced we don't have anywhere to park, there is no another option to park anywhere near. Traffic calming – **No objection** It can slow down cars
(65) Local resident, (Oxford, Littlemore, Armstrong Road)	Parking restrictions – **Object** I am objecting this as Newman Place is a development with hundreds of residents who are car owners. There is not enough parking on the state and when we bought our flats/houses we were assured there would be plenty of space to park on Armstrong Road for us or our visitors. Being such a busy state, it is completely unpractical and unfair to make the whole road "Not waiting at any time". Why not make it parking controlled, i.e. 2 hours allowed between 9-5pm, no return within two hours, like many other residential areas? That would totally solve the problem.

	Traffic calming – **No objection** It is a good measure to stop people from going too fast in a residential area
(66) Local resident, (Oxford/Littlemore, Armstrong Rd)	Parking restrictions – **Object** Why not make this a permit or 'no parking between the hours' of road. Traffic calming – **No objection** Armstrong Rd is already raised in parts.
(67) Local resident, (Littlemore, Lavender drive)	Parking restrictions – **No objection** Just want to be able to park mine and my sons car outside our own house Traffic calming – **Object** Not good for cars
(68) Local resident, (Littlemore, Newman Place, Lavender Drive)	Parking restrictions – **Partially support** I think it should be used as Additional residence parking, with Parking permits administered by the Oxford Council. Currently we have builders and contractors working on EIT development parking there without a care in the world. Traffic calming – **Object** There is no proposed traffic calming solution provided in this document, therefore I am unable to make an informed decision on this proposal. Hence, why i've reject it
(69) County Cllr, (Headington Quarry, New Cross Road)	Parking restrictions – **Partially support** It can be foreseen that, with the increase in local developments, increase in congestion will become a problem for local residents. To fully support this proposal I would recommend that parking bays for 3hour parking should be available for visitors Traffic calming – **Support**

	There are regular reports of speeding in and out of Armstrong Road. A raised table would help alleviate this speeding problem and protect pedestrians as a priority
(70) Local resident, (Littlemore, St George's Manor)	Parking restrictions – **Partially support** I would like a solution to be found for additional parking places for Littlemore Park residents but don't think that Armstrong Road is a suitable place Traffic calming – **Support** It would help prevent speeding and enhance safety
(71) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Partially support** I support the scheme if enforcement is managed by Oxford County Council and residents only with a blue badge are allowed to stop. Or Disabled only bays are included. Traffic calming – **Support** Traffic calming
(72) Local resident, (Littlemore, Mandelbrote Drive)	Parking restrictions – **Support** Parked cars on Armstrong Rd are an obstruction and hazard for other road users. Traffic calming – **No objection** Very bad for the suspension. Don't really slow cars down.
(73) Local resident, (Littlemore, Mandelbrote Drive)	Parking restrictions – **Support** In the 2 years since I started living on Mandelbrote Drive, Armstrong Road has becoming increasingly full of parked cars. As this is a thoroughfare to residential streets this feels increasingly dangerous, particularly when walking a dog along this road. Traffic calming – **No objection** Not sure raised tables will affect the main issue of the numerous parked cars.

(74) Local resident, (Littlemore, Coombs road)	Parking restrictions – **Support** This has been a nightmare for a while now as most of the time the whole road is parked with cars Traffic calming – **No objection** I don't think speeding is a massive issue but others may differ
(75) Local resident, (Littlemore, Daly Close)	Parking restrictions – **Support** Dangerous driving condition with cars parked on one side of the road and drivers forcing their way without following the road code. Traffic calming – **No objection** N/a
(76) Local resident, (Oxford, Neil Place)	Parking restrictions – **Support** I support these proposal to reduce blockages from parked vehicles in this area, which make it difficult to see when crossing the road. This is particularly important as there are many children who live on the site, as well as attending the nursery. These measures, however, must be enforced - at the moment, they clearly are not: throughout the day multiple vehicles are parked on the existing double yellow lines, apparently confident that a traffic warden will never come to check. Traffic calming – **No objection** I have not seen much speeding on these roads, but mitigating any potential abuse seems fine.
(77) Local resident, (Littlemore, Mandelbrote drive)	Parking restrictions – **Support** There are do many cars parked that it's dangerous to pass by. Many cars ste permanently left there. Traffic calming – **Object** With double yellow lines further measures not needed

(78) Local resident, (Littlemore, Mandelbrote drive)	Parking restrictions – **Support** Traffic is slowed down by having a lane occupied by parked cars. Armstrong road is the only access for half of residents at St Geogers Park, most residents in the new development and all the future incoming visitors worked at Ellison Institute. It needs to be cleared out of parked cars Traffic calming – **Partially support** Traffic is slowed down by parked cars. There should be signs with a suitable speed limits due to nursery
(79) Local resident, (Littlemore, Mandelbrote Drive)	Parking restrictions – **Support** Armstrong Road is effectively reduced to a single lane because of all of the parked cars. Traffic has to wait at the top or bottom end if another vehicle is coming in the opposite direction Traffic calming – **Partially support** Will only work in tandem with double yellow lines
(80) Local resident, (Oxford, Armstrong Road)	Parking restrictions – **Support** I will be supporting this. The parking around Armstrong is absolutely disgusting. Parking outside my house at all times of the day/night. I have a disabled son with is in a very big buggy I can never get on to the path as the cars parked all the way along including the drop curb. It's horrendous. Traffic calming – **Partially support** Something needs to be done around here the road is always busy
(81) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Support** Armstrong Road and the surrounding neighbourhood has significant issues with inconsiderate parking. I support this proposal because it should help address this. Traffic calming – **Support** Armstrong Road and the surrounding neighbourhood has significant issues with speeding . I support this proposal because it should help address this.

(82) Local resident, (Littlemore, Armstrong road)	Parking restrictions – **Support** Think it's a good idea, too many cars park along there Traffic calming – **Support** Good idea, people drive too fast
(83) Local resident, (Littlemore, Armstrong Road)	Parking restrictions – **Support** I support "yellow line" keenly because there are construction traffic, nursery and so many kids cycling on the narrow and busy road. It can be too dangerous and blocking. Also apart from this, there should be "hump"on the road. Traffic calming – **Support** I support yellow line keenly. Because there are Very busy construction traffic, Nursery, So many kids cyclying. The road is very busy and narrow. Also it should be humpy on the road and Speed limit sign on the road should be apperant and bigger. Ana
(84) Local resident, (Littlemore, Gwyneth Road)	Parking restrictions – **Support** There are too many cars parked on the road. Often cars block the crossing point to the nursery. Whilst there are currently construction workers appointed to stop traffic and aid people crossing, they are only doing this whilst construction workers is ongoing, and this will stop once construction work is completed. Traffic calming – **Support** The nature of the road (long, straight, downhill) means that it's easy to build up speed naturally. There are many children living within the estate and a busy nursery here too. Its in the interest of the children's safety to introduce speed calming restrictions

(85) Local resident, (Littlemore, Mandelbrot drive)	Parking restrictions – **Support** We cross the road to nursery everyday and the cars parked there make it difficult to see the traffic. I'd like a zebra crossing as well as double yellow lines. Traffic calming – **Support** Some cars drive very fast along that road.
(86) Local resident, (Littlemore, Mandelbrote Drive)	Parking restrictions – **Support** Parked cars on Armstrong Rd are a hindrance to local traffic. Traffic calming – **Support** Good to slow down traffic.
(87) Local resident, (Littlemore, Armstrong road)	Parking restrictions – **Support** There's traffic jam created by residents of both developments and construction, there's a nursery, many kids walk and cycle... There shouldn't be additional parking cars Traffic calming – **Support** So many kids and residents
(88) Local resident, (Littlemore, Mandelbrote Dr, off Armstrong Rd)	Parking restrictions – **Support** Too many vehicles are blocking visibility and difficult to see oncoming traffic in both ways. Traffic calming – **Support** Safety!
(89) Local resident, (Littlemore, Mandelbrote Drive)	Parking restrictions – **Support** The proposal will improve safety for all users of Armstrong Road Traffic calming – **Support**

	Again, this will improve safety for all users of the Road
(90) Local resident, (Oxford, Mandelbrote drive)	Parking restrictions – **Support** Parking on Armstrong Road is causing traffic congestion along the road Traffic calming – **Support** This will ensure that cars drive slow past the nursery
(91) Local resident, (Oxford, Rymers Ln)	Parking restrictions – **Support** Parked cars can make it dangerous for pedestrians and cyclists Traffic calming – **Support** It's a good start to reduce speeds and make it less dangerous for vulnerable road users

This page is intentionally left blank

Divisions affected: *Hendreds & Harwell*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT
12 DECEMBER 2024

WEST HENDRED: A417 READING ROAD – PROPOSED PUFFIN CROSSING & BUS STOP CLEARWAYS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

Approve the following features on the A417 Reading Road, in West Hendred as advertised:

a) Puffin Crossing located approx. 30 metres east of the junction with The Greenway, and

b) Bus Stop Clearways at the bus stops on the north and south sides of the A417 in the vicinity of the Puffin Crossing.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to: a) construct a new a Puffin Crossing (signal-controlled crossing for use by pedestrians only) in West Hendred on the A417 Reading Road, located approx. 30 metres east of the junction with The Greenway, and b) new Bus Stop Clearways (with associated 'No Stopping except local buses' restrictions) on the north and south sides of the A417 in the vicinity of the Puffin Crossing, as shown in **Annex 1.**

2. It should be noted that the current position of the bus stop for eastbound buses – marked/circled as 'A' in **Annex 1** – is currently being reviewed taking account of a recommendation in the road safety audit report for the scheme, and it is possible that this will be relocated to the east side of the Puffin Crossing as marked/circled **'B'.**

3. Officers are carrying out further work on this point of detail and will carry out a local consultation with the Bus Company, Local Member and Parish Council.

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Accessibility & Road Safety budget.

Legal Implications

5. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984, and any other related regulations.

6. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

7. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

8. The proposed Puffin crossing will improve safety for pedestrians, particularly schoolchildren, crossing the A417 to and from the bus stops. The crossing will also facilitate residents on the north side of the A417 in crossing the road to access the main body of the village and community facilities such as the Village Hall and the Playground.

Formal Consultation

9. Formal consultation was carried out between 09 October and 08 November 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport / access & disabled peoples user groups, Vale of White Horse District Council, local District Cllr's, West Hendred Parish Council, and the local County Councillor representing the Hendreds & Harwell division.

10. Public notices were also placed on site, in the immediate vicinity of the proposals.

11. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

12. 182 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
Puffin crossing	9 (5%)	2 (1%)	161 (88%)	10 (6%)	182
Bus clearways	6 (3%)	10 (6%)	136 (75%)	30 (16%)	182

13. Additionally, a further two emails were received, with Thames Valley Police not objecting providing that speed monitoring had taken place, and that the crossing meets all necessary design standards. Oxford Bus Company submitting their strong support, citing the operational & safety benefits to users of local bus services.

14. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

15. The majority of the objections received to the proposed Puffin crossing raised concerns with the impact on the flow of traffic and an increase in delays travelling along the route.

16. The remaining objections relating to the proposed Puffin crossing cited no apparent demand, vehicle speeds being too high, and too much traffic on the road for the crossing to be safe.

17. The A417 Reading Road is a busy 'A' class principal road carrying approximately 15,600 vehicles when measured as a 2-way 5-day average (Mon-Fri). The road has a 30 mph posted speed limit which was introduced in November 2023. Previous to this the road was subject to a 40 mph posted speed limit. The latest speed survey results obtained for the proposed crossing indicate the mean and 85%ile speeds as 32.7mph & 37.1mph eastbound and 31.5mph & 36.8mph westbound.

18. Road Traffic collision history shows a recorded personal injury collision occurring in January 2022 where a schoolchild sustained a serious injury whilst crossing the road to catch a school bus.

19. The proposed Puffin crossing is primarily intended to provide safer crossing facilities for schoolchildren that cross the A417 south to north in the AM peak, where the traffic volume is nose to tail in both directions, to catch the eastbound

school bus. Officers have recently observed the number of students using the eastbound school bus being in the region of 12. This pattern is reversed in the afternoon PM peak for students returning to West Hendred from Wantage. Outside of the morning and afternoon peak periods officers expect use of the crossing will be minimal.

20. It should also be noted that the proposed Puffin crossing will provide improved connectivity between the different parts of West Hendred village lying either side of the A417 Reading Road as well as providing safer access for people using the scheduled service buses travelling between Didcot and Wantage.

21. The strategic importance of the A417 both in terms of linking communities and network resilience is acknowledged by the County Council. The design of the proposed Puffin crossing will incorporate both pedestrian and vehicle detection equipment to adjust the amount of time traffic is held on a red signal. Should the pedestrian demand button be pressed but the pedestrian choses to cross without waiting for the green signal to proceed, the duration traffic will be held on a red signal will automatically be reduced accordingly. Similarly, should the detection equipment register an approach vehicle travelling in excess of the posted speed limit the signal timings will automatically be adjusted to allow the vehicle to pass safely or to come to a safe stop.

22. Officers consider the objections raised to the proposed Puffin crossing have been addressed in the design and future operation of the facility.

23. Objections were also received for the proposal to introduce a clearway provision at the existing eastbound and westbound bus stops located to the west of the proposed Puffin crossing. These objections cited the impact of the proposed clearways on traffic.

24. The intention of proposed bus stop clearways is to prohibit anything but a public service vehicle from stopping and waiting at each of the bus stops. Therefore, the concerns raised by the objectors to the clearways do not reflect the intention of the proposal nor the current situation that buses already stop on the A417 to pick up and set down passengers.

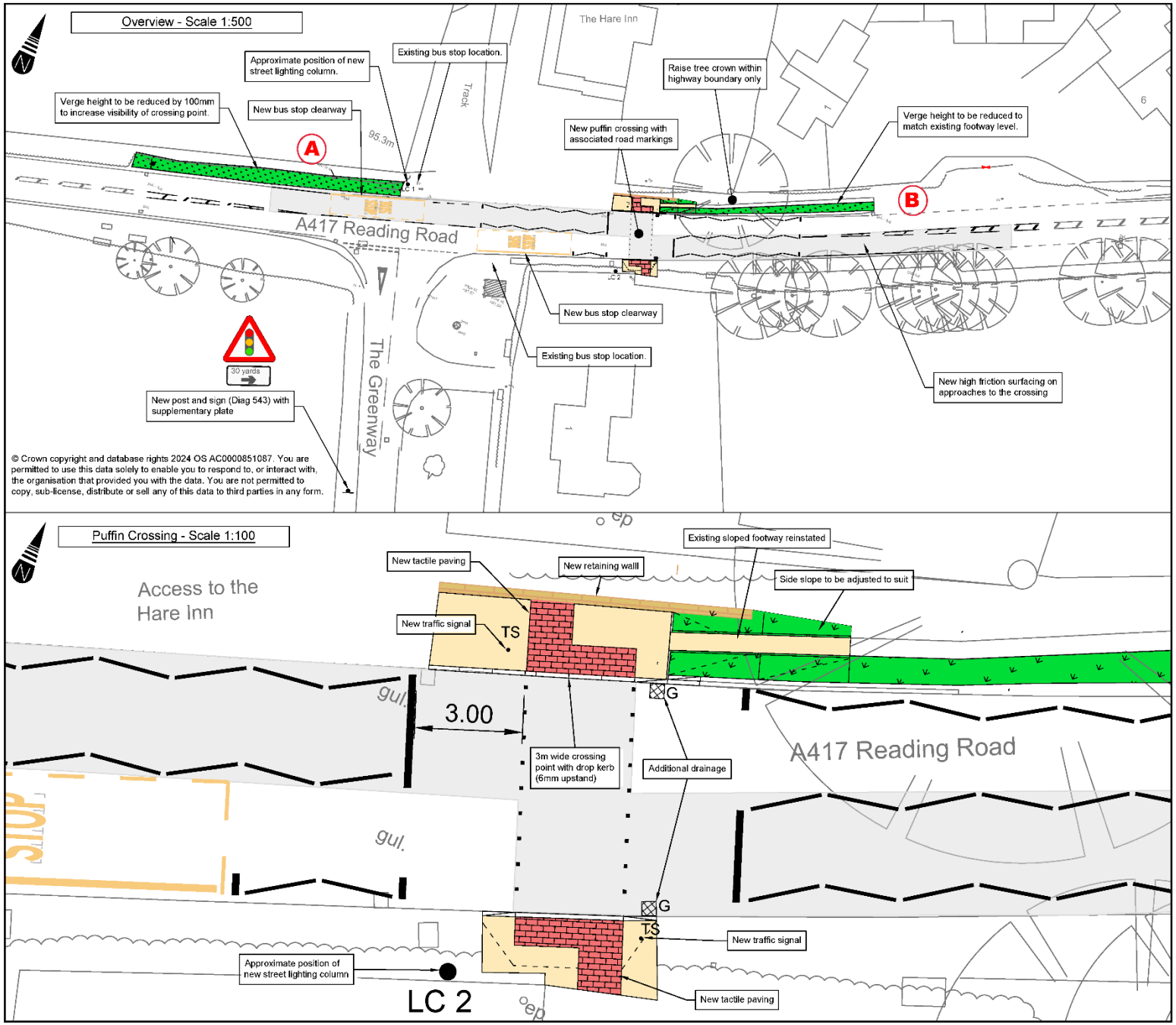
25. As previously noted by officers, there are both school buses and scheduled service buses using the bus stops adjacent to the proposed Puffin crossing, and keeping these free from indiscriminate parking is key.

Paul Fermer
Director of Environment and Highways **December 2024**

Annexes Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers: Lee Turner (Team Leader - Traffic & Road Safety)

ANNEX 1



Notes:
1. Do not scale from this drawing.
2. Site verify all dimensions prior to construction
3. Report all discrepancies to the Drawing Originator immediately
4. This drawing is to be read in conjunction with all relevant documents and drawings
5. 2x existing flashing amber beacons and 2x Signs Diag. 544 to be removed from western and eastern approaches as no longer applicable (not shown on drawing).

KEY:

- Proposed Footway
- High Friction Surfacing
- Tactile Paving
- Vegetated Retaining Wall
- Regraded Grass Verge
- Existing Road Markings
- New Road Markings
- G — New Gullies
- LC — New Lighting Column
- TS — New Traffic Signal
- Sign Location
- Tree

Rev	Date	Description	Drn	Chkd	Aop
C01	06-09-24	First Issue	AKC	EA	EA
Revisions					

Client:

OXFORDSHIRE COUNTY COUNCIL

Drawing Originator:

MILESTONE INFRASTRUCTURE
A part of MGroup Services

Woodlands Court, Burnham Road, Beaconsfield, Buckinghamshire, HP9 2SF

This drawing is copyright of Milestone Infrastructure and shall not be reproduced without prior written permission

Drawing Status: For Consultation

Project Name: Proposed Puffin Crossing A417 West Hendred

Title: Statutory Consultation Plan

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	See Viewports	AKC	EA	EA
		Drawn Date: 05-09-24	Checked Date: 06-09-24	Approved Date: 06-09-24

Drawing Number	Status	Rev
810100-MIL-HGN-WH-DR-CH-0006	A2	C01

File Plotted: 06 September 2024 14:58:47 File location: C:\Users\anna.middlemiss\OneDrive - M Group Services Ltd\Work\Schemes\A417 West Hendred\810100-MIL-HGN-WH-DR-CH-0006 - C01 - Consultation Plan.dwg

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	**No objection** – The Police have no objection providing that speed monitoring has taken place, and this crossing meets all necessary design standards.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**Support** – The proposals involve the substantial upgrade of bus stops on the A417 served among other things by the principal bus route we operate between Grove Wantage and Harwell, thereafter, continuing to Didcot. The X35 runs every 30 minutes Monday-Friday and hourly on Saturdays and Sundays. These stops are the only ones that serve the village the bulk of which lies a walk to the south. They thus are key to offering access to bus services to the whole community of West Hendred. Naturally, we wish to record our strong support for these proposals. Among other things there are strong safety merits to the project, both for bus passengers and pedestrians in general, notably those properties lying north of the A417 who experience a degree of severance from the rest of the village.
(3) County Cllr, (Hendreds & Harwell division)	Puffin crossing – **Support** This crossing is needed desperately, we have already had one physical incident and many other near misses of young children and our vulnerable residents. We have waited for this crossing for far too long. Thank you Bus-stop clearways – **Support** I support the proposals
(4) Local resident, (Grove)	Puffin crossing – **Object** Will cause more accidents and the traffic will be even worse Bus-stop clearways – **Object** Again will cause more issues

(5) Local resident, (Harry, Wantage, Springfield Road)	Puffin crossing – **Object** Ridiculous place to put a set of traffic lights, the speed limit has already been lowered to 30 mph, I drive that road multiple times a day and rarely see anyone waiting to cross! Bus-stop clearways – **Object** Ridiculous place to put a set of traffic lights, the speed limit has already been lowered to 30 mph, I drive that road multiple times a day and rarely see anyone waiting to cross! I also see hardly anyone waiting for a bus in this area. Busses stopping where they do doesn't cause hardly any traffic now anyway.
(6) Local resident, (Wantage, Brundle Way)	Puffin crossing – **Object** The traffic on Reading Road through this area during commuting hours is already bad enough, adding a crossing such as this will make this drastically worse. Bus-stop clearways – **Object** The traffic on Reading Road through this area during commuting hours is already bad enough, adding this will make this drastically worse.
(7) Local resident, (Wantage, Ham Road)	Puffin crossing – **Object** The road is too narrow and too much traffic Bus-stop clearways – **Object** The road is too narrow too much traffic a bypass would be a much more sensible proposal
(8) Local resident, (Wantage)	Puffin crossing – **Object** Traffic concerns Bus-stop clearways – **Object** Traffic concerns unless the clear way is to the side of the main road

(9) Member of public, (Wantage, Truelocks Way)	Puffin crossing – **Object** With all the reduced speed limits and increased traffic soon it will be impossible to get anywhere. There cannot be that many people who actually want to use it. Given how much they cost money would be better spent elsewhere Bus-stop clearways – **Object** Unless it is off the main carriageway it will further slow traffic
(10) Local resident, (Wantage, Garston Lane)	Puffin crossing – **Object** Road is too fast and there is no point if there is no Pub open. Bus-stop clearways – **Support** will keep traffic flowing
(11) Local resident, (Wantage, Wilkins Way)	Puffin crossing – **Object** Cause traffic delays Bus-stop clearways – **Support** Improve traffic and safety
(12) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Object** This junction is dangerous. Our next door neighbour's child was knocked over and lucky not to die. We have seen many accidents on this section of road. It is now also becoming dangerous to pull out from the village given the volume and speed of traffic. Bus-stop clearways – **Support** See previous comment
(13) Local resident, (Ginge)	Puffin crossing – **Partially support** The principle of improving road safety for people (including children) crossing the road is absolutely correct. Action is essential and needed promptly.

	However there needs to be a more holistic and overarching approach to solving problems at this stretch of road. This needs to also include safe management of road traffic entering the A417 from the West Hendred Greenway road. Due to the increased volume of traffic it has become difficult and dangerous to enter by vehicle on to the main road. The implementation of the 30mph speed restriction is helpful but does not resolve the inherent problem with associated risk to road users. Improving safety for users of the junction in vehicles needs to be integrated with the management of people crossing the road. This scheme does not achieve all the needs for reducing risk on this stretch of road and needs further evaluation. Bus-stop clearways – **Partially support** The principle of improving road safety for people (including children) crossing the road is absolutely correct. Action is essential and needed promptly. However there needs to be a more holistic and overarching approach to solving problems at this stretch of road. This needs to also include safe management of road traffic entering the A417 from the West Hendred Greenway road. Due to the increased volume of traffic it has become difficult and dangerous to enter by vehicle on to the main road. The implementation of the 30mph speed restriction is helpful but does not resolve the inherent problem with associated risk to road users. Improving safety for users of the junction in vehicles needs to be integrated with the management of people crossing the road. This scheme does not achieve all the needs for reducing risk on this stretch of road and needs further evaluation.
(14) Local resident, (Wantage, Marketplace)	Puffin crossing – **Partially support** To help prevent any more children being hit by the fast flowing traffic whilst crossing over to the bus stop which has happened in the past and it will happen in the future Bus-stop clearways – **Partially support** Safety for everyone who uses the road whether it be drivers or pedestrians
(15) Member of public, (Ardington, Ardington)	Puffin crossing – **Support** As a user at the Ardington turn I know how harzardous it is you cross this road (even more so at the Ardington turn where speed limit is 50 and vision from Wantage along this road is bad). Bus-stop clearways – **No objection**

	Anything to help keep public safe
(16) Local resident, (Ardington, High st)	Puffin crossing – **Support** The A 417 is busy past all recognition these days, with all the new housing in Wantage . Crossing the road is incredibly dangerous for both children going to and from school and elderly people catching the bus into Didcot or Wantage. A crossing both in West Hendred and also in Ardington is urgently needed. Bus-stop clearways – **No objection** Good idea if it make the traffic run smoothly
(17) Local resident, (Ardington, No road name)	Puffin crossing – **Support** The road is getting busier and with more housing developments will become more so. It's tricky enough for motorists to find a space to move out at peak times, let alone pedestrians to cross safely. Bus-stop clearways – **No objection** Seems sensible but not sure what it entails.
(18) Local resident, (Ardington, Townend)	Puffin crossing – **Support** It is very dangerous for children crossing the road to catch the bus Bus-stop clearways – **No objection** I'm neutral about this.
(19) Member of public, (Cholsey, Newlands Way)	Puffin crossing – **Support** Because it is a busy main road separating 2 parts of a village, for the sake of harmony in the community and safety for the residents a crossing would be important. It wouldn't be used frequently enough to cause traffic jams, but on the occasions it is used it would be life saving. It could also have a deeper impact in allowing the community to support local business such as The Hare which has struggled to remain open during the last few years as passing trade only goes so far for a business like that. Ultimately it needs support of the local village and that would be made more accessible and safer if there was a crossing.

	Bus-stop clearways – **No objection** I believe these would contribute to a more free flow of traffic and a safer place for the buses to pick up and drop off passengers.
(20) Local resident, (East hendred, Cat street)	Puffin crossing – **Support** I drive along this road most days, I feel it would increase the safety of pedestrians Trying to cross this road when getting off buses. Bus-stop clearways – **No objection** If the bus stop needs to move in order to accommodate a crossing point then this makes sense.
(21) Local resident, (East Hendred, Ford Lane)	Puffin crossing – **Support** The road has always been extremely dangerous for school children to cross and they are dropped off outside the pub The Hare. It is even worse in the winter months when it is dark. Bus-stop clearways – **No objection** The road has always been extremely dangerous for school children to cross and they are dropped off outside the pub The Hare. It is even worse in the winter months when it is dark.
(22) Local Cllr, (East Hendred, Horn Lane)	Puffin crossing – **Support** The A417 is a very busy road. Having a controlled crossing will enhance the safety of people crossing the road. The Puffin crossings on the A417 at East Hendred have shown the need for controlled crossings. Bus-stop clearways – **No objection** I assume the clearways will make operating the buses easier.
(23) Local resident, (East Hendred, Wantage, Church St)	Puffin crossing – **Support** Safety of children and adults crossing the road. The traffic is often extremely busy and even when not drivers go too quickly. There have already been accidents and collisions here. The solution is simple. For road works they seem to

	have extensive safety with myriad traffic lights and vast coned off areas, often for a very small hole. It would be mad not to do this. Bus-stop clearways – **No objection** The crossing seems the most important thing.
(24) Local resident, (Harwell, Kings lane)	Puffin crossing – **Support** Sounds a great idea given the amount of homes being built. Perhaps do similar on the Reading road in Harwell!! Bus-stop clearways – **No objection** I don't know what one is
(25) Local resident, (Lockinge, West Hendred)	Puffin crossing – **Support** Dangerous for school children to cross and residents. Help to slow traffic down many don't reduce their speed. Bus-stop clearways – **No objection** Work in west Hendred, many fatalities and accidents. Only safe way for school children to cross is if traffic is stopped
(26) Member of public, (Stow on the wold, Icomb)	Puffin crossing – **Support** Very dangerous at present for school children, and adults, to cross the A417 after alighting from buses. Motorists cannot see pedestrians unless wearing hi viz jackets especially if in the dark or in wet conditions. Bus-stop clearways – **No objection** Buses are an important link for villagers.
(27) Local resident, (Wantage, Mill Street)	Puffin crossing – **Support** Despite the road being a 30, drivers still speed through and it's dangerous for pedestrians to cross. A pedestrian would make this safer and could save lives Bus-stop clearways – **No objection** No particular comment

(28) Member of public, (Wantage, St Mary's)	Puffin crossing – **Support** That part of the A417 is a dangerous road, with poor visibility for both pedestrians and drivers. Installing a puffin crossing (or an alternative option) would help to slow traffic and make the road a bit safer for all users. It might also have the added advantage of helping the village pub, located on the other side of the A417 from most of the village, remain in business, as it is constantly changing hands - possibly because it is difficult for many residents to safely reach it. Bus-stop clearways – **No objection** No views either way
(29) Member of public, (Wantage, Warmans Close)	Puffin crossing – **Support** I'm not sure why there hasn't been a crossing there previously. I drive that road regularly to and from Wantage and often see children and more elderly adults trying to cross after getting off the bus. And now the 30 limit is in place - much easier/safer to stop. Wholeheartedly support. Bus-stop clearways – **No objection** The buses need to be able to stop safely
(30) Local resident, (West Hendred, Ginge rd)	Puffin crossing – **Support** Necessary measure due to the urbanisation and over-development of this once rural area Bus-stop clearways – **No objection** necesary measure due to the overdevelopment of this once rural area
(31) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** I have lived in the village for 24 years. As a school child I had countless near misses trying to cross the road when dropped back from school. As an adult now who drives, I have also had countless near misses of children darting across the road because they have no other choice. I'm surprised there hasn't been a serious accident already

	Bus-stop clearways – **No objection** Not sure if needed
(32) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** My daughter will in the future be required to cross the road to reach the bus stop for school and so I would feel far more comfortable with her doing that on a dedicated crossing. I drive past that location on the drive to work and frequently see school children crossing there and it seems more precarious that it needs to be. Bus-stop clearways – **No objection** No strong feelings either way
(33) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** Gives safe access to the bus stop and pub for everyone in the village Bus-stop clearways – **No objection** I don't mind either way
(34) Local resident, (West Hendred, Greenway)	Puffin crossing – **Support** This crossing has been needed and campaigned for for years, possibly over 20yrs. It is only a matter of time before someone dies trying to cross. Bus-stop clearways – **No objection** No objection
(35) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** It is a crossing used by school children. With all the house building, the traffic has increased and despite the efforts of the local authority traffic persistently breaks the speed limit and there is often overtaking at the at the junction. It is not lit so it is particularly dangerous in the winter. Bus-stop clearways – **No objection**

	This makes it clear to motorists that there is a bus stop.
(36) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Busy road - especially at rush hour times. Regular pick up and drop off point for school children in the village, catching the bus. (Including my own children.) Puffin crossing should provide a safer means to cross the road. Bus-stop clearways – **No objection** I'm not clear on the necessity of the Bus Stop Clearways. As the bus already stops in this position, and there is no parking problem at this point.
(37) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** We need it!! I am disabled and when I use the bus there is no dropped curb to cross the road meaning my daughter has to push my wheelchair down someone's drive and on to the Greenway to walk up to the junction with the A417 and cross there and or vice versa depending if I am going to Wantage or Didcot. Also it is a very busy road and even with the 30mph speed limit it can be difficult to judge when it is safe to cross. Bus-stop clearways – **No objection** Not sure why we need this as we have a bus stop sign there already but I have no objection.
(38) Local resident, (West Hendred, Bankside)	Puffin crossing – **Support** I have 3 school age children who need to use buses and therefore will always have to try to cross the A417. This road is always busy and feels as an adult like you could be struck in either direction by a passing vehicle, most of which are not abiding the speed limits, let alone a child. A crossing would be the answer to allow us to safely use public transport and if it is open enjoy the local village pub Bus-stop clearways – **No objection** Child safety

(39) Local resident, (West Hendred, Ginge road)	Puffin crossing – **Support** I support as I see every day children running as quickly as they can across the A417 to avoid fast traffic to catch a buss. More accidents are just waiting to happen. Bus-stop clearways – **No objection** I support
(40) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Crossing the road at this point feels unsafe. This road requires regular pedestrian crossing to access the bus stop, pub and public rights of way. Bus-stop clearways – **No objection** I will benefit personally from the installation of a proper crossing and I believe it will improve the safety of the road at this point
(41) Local resident, (East Hendred, Ludbridge Close)	Puffin crossing – **Support** This is a very dangerous area with many accidents happening. The bus stops support the local villages and makes it hard for people and children to cross. A crossing here would facilitate a safer route for all. It may also slow down the traffic in this area as well. Bus-stop clearways – **Partially support** Traffic is often stalled on a very busy route either due to buses or cyclists. This could help the flow of traffic.
(42) Local resident, (Ginge, Ginge)	Puffin crossing – **Support** Strongly support this proposal. Essential for safe road crossing for all residents especially school children. A417 is increasingly busy with all the recent developments around Wantage with nose to tail traffic for much of the rush hour times. Bus-stop clearways – **Partially support** I don't feel these are truly necessary as there is never any parking on this section of road

(43) Local resident, (Ginge, Ginge Road)	Puffin crossing – **Support** I support this because the crossing is dangerous - especially for unaccompanied children using the bus service. The recently imposed speed limit of 30 mph on the A417 is by no means universally respected which adds to the level of danger. Bus-stop clearways – **Partially support** I have never seen a car stop/park on the A417 at either of the bus stops.
(44) Local resident, (Wantage, Elizabeth Drive)	Puffin crossing – **Support** This is a very fast and dangerous road despite the recent lowering of the speed limit to 30mph. I have driven daily along this road for 57 years and it has had numerous accidents including deaths on this stretch. With the bus stops on each side of the road now it has become a very difficult road to cross as a pedestrian and sometimes I have found it near impossible with so much traffic. The turning down to West Hendred adds to additional congestion and a pedestrian crossing would effectively slow traffic down to enable safe crossing. School children wait at these bus bus stops.. it would be essential yo have a pelican crossing with stop lights. A crossing with flashing lights would be far too dangerous. Traffic needs to be made to stop for the safe crossing of school children and the public. A similar crossing with traffic lights further along the A417 in East Hendred was installed fairly recently and has proved very successful and all traffic observes it. Bus-stop clearways – **Partially support** Unsure if this would hold up traffic. If it did would it mean that there was impatient unsafe overtaking?
(45) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** My 9 and 11 yr old have to cross every day for school bus. The road is very dangerous and few drivers observe the new 30 mph zone. I go daily to help them cross. Bus-stop clearways – **Partially support** They would be helpful, particularly on the north side of the road as bus drivers regularly miss the stop as the stop itself is not very visible.

(46) Local resident, (West Hendred, Ginge road)	Puffin crossing – **Support** Safety when crossing Bus-stop clearways – **Partially support** I don't really know what that would look like
(47) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** There is a definite need for the crossing considering the need for public bus users, school bus users, walkers and pub users when the pub reopens to regularly cross. As I drive to work, I do not often cross there myself but can see how it must be very difficult to particularly at rush hour, judging by how busy the route has become - likely to only become even more of an issue with the housing developments in Wantage. Bus-stop clearways – **Partially support** I would like to support anything that encourages the use of public transport and which may make it easier and safer to catch the bus from the village. I do not have a great deal of familiarity with bus stop clear ways however and whether there may be any negative aspects associated with introducing them. I am sure it is a well thought out, realistic proposition however.
(48) As part of a group/organisation, (Abingdon, Bostock Road)	Puffin crossing – **Support** CoHSAT, the Coalition for Healthy Streets and Active Travel, supports this proposal, which facilitates walking and wheeling trips for people of all ages and abilities across this busy road. Bus-stop clearways – **Support** CoHSAT, the Coalition for Healthy Streets and Active Travel views public transport, including buses, as a key part of an integrated, sustainable transport system. Buses should be prioritised to help their services be reliable and easy to use. Thus, we support the bus stop clearways.
(49) Local resident, (Ardington, Masons court)	Puffin crossing – **Support** Safety Bus-stop clearways – **Support**

	It's a good idea
(50) Local resident, (Ardington, Rickyard)	Puffin crossing – **Support** In full support of this. It's a treacherous fast road and very dangerous for all to cross on a regular basis. Bus-stop clearways – **Support** Full support it's a busy treacherous road for anyone to cross on a regular basis
(51) Local resident, (Ardington, The Firs)	Puffin crossing – **Support** Road safety and avoidance of road traffic accidents involving residents and particularly young people trying to cross this busy road to get to and from school buses. Bus-stop clearways – **Support** Good idea to keep traffic clear and to improve visibility
(52) Member of public, (Ardington grandchildren in W Hendred, The Rickyard Ardington)	Puffin crossing – **Support** In support we are aware of our grandchildren school friend who was struck by a car crossing the road for the school bus and badly injured. Luckily not fatal ,this time. Bus-stop clearways – **Support** Our grandchildren use this stop regularly and their friend was struck by a car crossing despite taking care. She received multiple injuries luckily not fatal this time
(53) Member of public, (East Challow, Field gardens)	Puffin crossing – **Support** This is a very busy road and there is no safe place for pedestrians to cross. I use this road as a driver and I would be most uncomfortable and scared if I had to try to cross this road. There are many people who need to cross especially fir the accessibility to the bus Bus-stop clearways – **Support** Safety for pedestrians and also for car users

(54) Member of public, (East challow, Windmill place)	Puffin crossing – **Support** Dangerous road crossing Bus-stop clearways – **Support** Keep traffic moving
(55) Member of public, (East hended, Orchard lane)	Puffin crossing – **Support** I live nearby and see how hard it is for people to cross the road Bus-stop clearways – **Support** I live nearby and see how hard it is for people to cross the road
(56) Local resident, (East Hendred, Cat Street)	Puffin crossing – **Support** Resident of East Hendred Bus-stop clearways – **Support** Local resident
(57) Local resident, (East Hendred, Cat street)	Puffin crossing – **Support** Cars race through the village despite the traffic signs and it is past “an accident waiting to happen.” There have already been multiple pedestrian accidents, risking fatality. Bus-stop clearways – **Support** Clear markings would help safety

(58) Local resident, (East Hendred, Cat street)	Puffin crossing – **Support** Vehicles travelling too fast Bus-stop clearways – **Support** It will make it safer
(59) Local resident, (East Hendred, Cat Street)	Puffin crossing – **Support** The A417 in the vicinity of The Greenway is dangerous for all road users, including car users. Measures to support safety for vulnerable road users are to be welcomed. More thought needs to be given to provision for cyclists between Wantage and Harwell/ Didcot along the A417. Better provision would reduce the need for car use and further improve safety. Bus-stop clearways – **Support** Support better provision for buses
(60) Local resident, (East hendred, Church st)	Puffin crossing – **Support** To keep children safe! I've seen a number of near misses. It is currently VERY dangerous. Bus-stop clearways – **Support** Safety
(61) Local resident, (East Hendred, High street)	Puffin crossing – **Support** This is long overdue, cars travel above the speed limit at this point in the road proving a hazard to all pedestrians especially children and the elderly. Bus-stop clearways – **Support** Any remedy to enable the safer crossing for people at this area of the road is needed
(62) Local resident, (East hendred, Horn lane)	Puffin crossing – **Support**

	We have many families with children who live in West Hendred, as well as an ageing population, crossing the 417 at peak times such as school bus pick up or drop of (or at any time!) can be treacherous! It is frightening to think of our children and vulnerable adults crossing that road independently. I fear for them most days. The new speed limit of 30 miles per hour is not observed well, and the crossing will help to slow traffic down even more effectively. The Hare pub used to be a thriving local business but as the 417 has become busier locals do. It attend as the road is so dangerous to cross, meaning that many recent owners of the Hare have failed to be successful and a crossing would help. Finally, what we really need is a mini roundabout at the top of west Hendred and east hendred. This would allow for much smoother flow of traffic in and out of the busy villages as well as a traffic calming method. Bus-stop clearways – **Support** As mentioned previously, many children and vulnerable adults attend the bus stops, we need this area to be as safe and clear from oncoming traffic as possible
(63) Local resident, (East hendred, Ludbridge close)	Puffin crossing – **Support** Safety of local children and residents Bus-stop clearways – **Support** Safety
(64) Local resident, (East Hendred, Ludbridge Close)	Puffin crossing – **Support** While traffic is now slowing down on the a417 through the village - it would be safer for children and pub users (when it re opens!) to stop the traffic entirely. Bus-stop clearways – **Support** Safer and sheltered for bus users.
(65) Local resident, (East hendred, Portway close)	Puffin crossing – **Support** I am a local resident in East Hendred. I am a frequent user of the reading road through west Hendred and regularly make visits to friends in west Hendred. The volume of traffic on the reading road is over capacity and the speed that people drive is in excess of the speed limit. Im also very concerned and witnessing school children and families trying to cross this busy main road without aid of any form of crossing. It's quite frankly rediculous that a pedestrian crossing

	hasn't already been installed. Please could the council ensure the crossing is installed as a matter of priority without delay. The village of east hendred has two pedestrian crossings across reading road which are absolutely essential for my children and our family to negotiate and cross the road safely. Bus-stop clearways – **Support** The children need a safe place to embark and disembark and allowing the bus to be off the road would enable this. It might avoid impatient motorists to tempt overtaking a parked bus.
(66) Local resident, (East Hendred, Portway Close)	Puffin crossing – **Support** Everyday my 3 children have to cross the A417 in east hendred and the cars speed through. I couldn't imagine trying to cross the road at west hendred. It just isn't safe and a crossing is desperately needed Bus-stop clearways – **Support** This crossing could potentially safe someone's life. The A417 is a busy and fast moving road
(67) Local resident, (East Hendred, White Road)	Puffin crossing – **Support** The road is so dangerous for children to cross safely in order to get to school. There are no safeguards to protect them. Visibility on the part of both the children and cars is poor. The decision-making to cross safely in such dangerous circumstances just isn't possible for an 11 year old - please help before it's too late. I really hope it doesn't take something awful to happen before thee young people are heard. The cost of safety measures far outweighs the risk the children already put themselves at - all so they can simply go to school. Bus-stop clearways – **Support** As previously
(68) Local resident, (East Hendred, Ford Lane)	Puffin crossing – **Support** Child safety near a bus stop on a road that is very busy. Bus-stop clearways – **Support**

	Child safety near a bus stop on a very busy road.
(69) Local resident, (East Hendred, Horn Lane)	Puffin crossing – **Support** Current traffic (even at theoretical max 30mph) is dangerous for kids crossing the road to get the bus. A slight delay to traffic (and only when people are waiting to cross) is a small price to pay for keeping kids safe Bus-stop clearways – **Support** Keeps the junction safe for motorists; make crossing the road before / after getting the bus safer; road is too narrow for people to be stopping on anyway
(70) Local resident, (East Hendred, Mill lane)	Puffin crossing – **Support** To make it safe for young children crossing. Cars often go in excess of the speed limit Bus-stop clearways – **Support** Safety of young children
(71) Local resident, (East Hendred, Ridgeway Close)	Puffin crossing – **Support** Children cross this road every day due to the fact that the school bus drops them off on the pub side of the road so they have to then cross it. As a driver I find it difficult to get out, when turning right. A child trying to cross is taking their life into their own hands. It's such a busy road, especially now that the kingsgrove development has been finished. I can't fathom why it wouldn't be consisted and hasn't been considered either! Bus-stop clearways – **Support** Children cross this road every day due to the fact that the school bus drops them off on the pub side of the road so they have to then cross it. As a driver I find it difficult to get out, when turning right. A child trying to cross is taking their life into their own hands. It's such a busy road, especially now that the kingsgrove development has been finished. I can't fathom why it wouldn't be consisted and hasn't been considered either!

(72) Local resident, (East Hendred, Ridgeway Close)	Puffin crossing – **Support** Support as children and others need a safe crossing point. Bus-stop clearways – **Support** Good to keep road clear for safety, so bus driver can pull in safely and passengers can get on/off safely.
(73) Local resident, (East Hendred, Ridgeway Close.)	Puffin crossing – **Support** Very much needed to help pedestrians to cross the road to use the bus stop. The speed limit has changed but drivers are still driving through too fast. Bus-stop clearways – **Support** To help drivers recognise that it's there.
(74) Local resident, (East Hendred, St Mary's road)	Puffin crossing – **Support** Dangerous road, children need to cross safely for buses. Bus-stop clearways – **Support** Good idea
(75) Local resident, (East Hendred, Wood's farm road)	Puffin crossing – **Support** As a local resident I have seen many near misses in the last few years especially when school buses are collecting or dropping of children Bus-stop clearways – **Support** A proper bus stop would be better for all parties involved
(76) Local resident, (East Hendred, Portway Clo)	Puffin crossing – **Support** It's very dangerous for children crossing the road. The road gets busier now with more traffic from the newly built estates in Wantage. It is only a minor inconvenience for cars to stop in order to protect life. I strongly support.

	Bus-stop clearways – **Support** Very sensible and helps traffic flow.
(77) Local resident, (East Hendred, wantage, Newbury Road)	Puffin crossing – **Support** It is increasingly dangerous and busy for school children crossing the road. There have been incidents here - action must be taken Bus-stop clearways – **Support** As previous
(78) As a business, (Ginge via West Hendred, Ginge road)	Puffin crossing – **Support** The A417 is only getting busier and with more traffic the safety of crossing the road is becoming less and less. Anyone catching or getting off the bus is at at risk, especially on darker mornings/evenimgs. Fully support . Bus-stop clearways – **Support** Same response as puffin, perfect for safety due to the A417 traffic continuously rising
(79) Member of public, (Grove, Glebe Gardens)	Puffin crossing – **Support** I drive to work that way and it's very dangerous for the children trying to cross the road to get to the bus stop. Crossing definitely needed. Bus-stop clearways – **Support** Would help ease traffic congestion.
(80) Local Cllr, (Hendreds Ward, Newbury Road)	Puffin crossing – **Support** I strongly support the provision of a safe crossing at West Hendred. This will benefit people using school and regular bus services, and safe pedestrian access between the pub and the dwellings on the north side of the A417 and the main part of West Hendred village. Making bus use safe and accessible is important to the aims of OCC's LTCP. Bus-stop clearways – **Support**

	I strongly support the provision of safe bus facilities and services which many residents rely on.
(81) Local resident, (Rowstock, A417)	Puffin crossing – **Support** To keep school children safe Bus-stop clearways – **Support** To keep school children safe
(82) Local Cllr, (Steventon, The Causeway)	Puffin crossing – **Support** This is a particularly dangerous road with fast moving cars despite being a 30mph road where many drivers ignore the speed restriction. Vulnerable groups such as children and the elderly need to cross the road to access the bus stop. A child was hit by a car here whilst crossing to catch the bus to school in the last few years. With the local community pub on the opposite side of the road to the village, people will be crossing the road often after dark and after consuming alcohol reducing their ability to safely negotiate this dangerous road. There is no alternative or safe way to mitigate the danger of this crossing other than a controlled crossing of some kind. If East Hendred requires 2 crossings to service the new estate to the North of East Hendred a single crossing is a requirement for West Hendred. The crossing should be installed as soon as possible. Bus-stop clearways – **Support** I fully support this proposal as traversing the road is dangerous. Bus stop clearways will make the zone safer. This is an area where a fatality is just a matter of time unless the crossing is improved.
(83) Member of public, (Tubney, Abingdon Road)	Puffin crossing – **Support** I support the proposal because as a frequent traveller along the road, I have witnessed numerous near misses, particularly involving school children, caused by pedestrians having to dash between cars to cross the road and get to the bus stop. Bus-stop clearways – **Support**

	I support the proposal because as a frequent traveller along the road, I have witnessed numerous near misses caused by vehicles trying to pass stationary buses at the bus stops with little cognaisence of of the oncoming traffic or vehicles turning out of The Greenway.
(84) Local resident, (W Hendred, Ginge Road)	Puffin crossing – **Support** Needed in the interest of safety for pedestrians and drivers Bus-stop clearways – **Support** Needed for safety reasons. At the time when the detailed planning is done, please take the opportunity to consider the wider context of the junction and address all aspects needing improvement. At the moment, for example, there is a visibility problem when people are queueing at the westbound bus-stop. When they stand too close to the road, they often block the view of drivers trying to exit safely from the Greenway. Maybe quite a simple thing could help, such as a line painted on the pavement asking people to stand back from the kerb? I don't know whether a similar queue might form at the puffin crossing.
(85) Local resident, (Wantage, A417)	Puffin crossing – **Support** I regularly drive past the location and see people waiting to cross to or from the bus stop. It's a very busy road and difficult to stop to let a pedestrian go because of the danger from other traffic. Pedestrians often have to wait a while to get a suitable gap in the traffic. It's just too dangerous and I think a crossing is very needed to increase safety and reduce the chance of a serious accident. Bus-stop clearways – **Support** To improve safety of people using the bus
(86) Local resident, (Wantage, Coates close)	Puffin crossing – **Support** It's a very dangerous place for people to cross. I drive through from Wantage in morning ms and evenings and worry for the school children trying to cross the road for their school buses. Bus-stop clearways – **Support** Better safety and flow of traffic

(87) Local resident, (Wantage, Fyfield Close)	Puffin crossing – **Support** I've lived in the area for almost fifty years, the need for a crossing at this location has been needed for decades, more so for the safety of locals and to reduce speeding motorists. Bus-stop clearways – **Support** I've lived in the area for almost fifty years. The need for a crossing at this location has been needed for decades, to keep locals safe and to stop speeding motorists.
(88) Member of public, (Wantage, Pike Reach)	Puffin crossing – **Support** I used to have to cross the road with my primary school child. There were numerous times when cars did not stop and I believe the proposed crossing would benefit the residence, improve safety and provide more confidence in crossing the road. It is a horrible road to cross at rush hour/ school start time. Bus-stop clearways – **Support** Current system Holds up traffic on an already completely saturated road. Improved safety for bus users.
(89) Rather not say, (wantage, priory road)	Puffin crossing – **Support** its a dangerious part of the road that needs a safe crossing. Bus-stop clearways – **Support** the local bus network is poor and when i visit i end up having to drive when i would prefer to get a bus from wantage.
(90) Member of public, (Wantage, Roman Way)	Puffin crossing – **Support** spent years driving this road and watching near misses as people take a breath and run across the road Bus-stop clearways – **Support** makes it safer
(91) Local resident, (Wantage, Springfield)	Puffin crossing – **Support** Due to school children using the bus stop here needing to cross a busy main road.

	Bus-stop clearways – **Support** To provide shelter for school children
(92) Member of public, (Wantage, Stockham Way)	Puffin crossing – **Support** Dangerous road for school children to cross Bus-stop clearways – **Support** Dangerous road
(93) Local resident, (Wantage, Truelocks way)	Puffin crossing – **Support** That road is difficult to cross and has a bus stop on the side. Should be made safer. Bus-stop clearways – **Support** Will make it safer to get to the bus stop
(94) Local resident, (Wantage, Charlton village)	Puffin crossing – **Support** Safety issues for kids Bus-stop clearways – **Support** Safety of children
(95) Member of public, (Wantage, Pike reach)	Puffin crossing – **Support** Children crossing the road at a junction is dangerous, many times I've gone to pull out of the adjoining road, just as a child has gone to cross the road as we've both seen the same gap Bus-stop clearways – **Support** B

(96) Local resident, (West ~Hendred, The Millham)	Puffin crossing – **Support** At the moment it is a dangerous road to cross because of the heavy traffic and often people take the opportunity of trying to cross when a bus is stationary as it stops the flow of traffic in one direction but this is potentially very dangerous as vehicles coming the other way may not see pedestrians. However, a "Bus clearway" is a waste of money because no cars ever stop where the bus stop is Bus-stop clearways – **Support** I think the proposals will potentially make this junction safer
(97) Local resident, (West Hendred, A417)	Puffin crossing – **Support** This now a really dangerous road. With bus stops either side and the pug this will help substantially. Bus-stop clearways – **Support** Withe the massive developments at Grove the road infrastructure has not been improved and is now a real problem
(98) Local resident, (West hendred, Bankside)	Puffin crossing – **Support** My friend got hit by a car and I use the crossing all of the time Bus-stop clearways – **Support** I use the bus alot
(99) Local resident, (West hendred, Bankside)	Puffin crossing – **Support** I use the bus stop and it is hard to cross the road when going to it Bus-stop clearways – **Support** Because I use the bus
(100) Local resident, (West Hendred, Bankside)	Puffin crossing – **Support** Road almost impossible to cross so dangerous

	Bus-stop clearways – **Support** Can't cross the road safely
(101) Local resident, (West hendred, Don't know the name but in between the bus stop and the hare)	Puffin crossing – **Support** Lots of people have been almost hit or have been hit and it is going to get to the time when it is going to have lots of kids getting run over Bus-stop clearways – **Support** It is needed
(102) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** The A417 is an incredibly busy road and children from the village have to cross it every day to get buses, often in the dark during winter. This will help enormously with child safety Bus-stop clearways – **Support** Same as previous reason
(103) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** Safety for the people (in particular children) catching the bus. Bus-stop clearways – **Support** Better bus routes to Wantage, Didcot and Oxford
(104) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** In recent times a child has been hit by a car at this place. When buses stop (in either direction) , impatient drivers delayed behind them pull out to overtake, unaware that traffic is exiting the Greenway out the A417, and there have been many accidents/near misses. The proximity of the bus stop to the junction causes this problem. Traffic volumes on this road are such that leaving the village safely at any time is challenging. Bus-stop clearways – **Support**

	The continuing development of the towns and villages along the A417 and beyond has placed enormous strain on the A417. On many days, the traffic tails back in both directions to Wantage and Rowstock, making the A417 dangerous to cyclists and making speedy progress for Fire Engines and Ambulances almost impossible.
(105) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** Exit onto the A417 from The Greenway is difficult, particularly at peak times. It is also dangerous for children and the elderly to cross. The proposal should make it safer. Bus-stop clearways – **Support** As previously stated it should improve safety.
(106) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** I am supporting the proposal as I am partially sighted and need to be able to cross the road safely to catch the bus for shopping and voluntary work in Oxford. If the village pub reopens, I would like to be able to safely visit the pub to meet friends and have a drink. Bus-stop clearways – **Support** Because I am partially sighted, a crossing point to enable me to safely reach a bus stop across the road is vital.
(107) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** My husband has advanced macular disease but continues to do voluntary work in Oxford weekly and needs to take buses, for which he needs a family member or local resident to get him across the A417. A crossing would make his life much easier and safer. Bus-stop clearways – **Support** Safer for bus passengers to wait as well as to get on and off buses
(108) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** This is desperately needed to prevent any more accidents happening, to protect the safety of the village's children who are simply going to/from school, and to help prevent a potential fatality on this dangerously busy road. It would be nothing short of a dereliction of duty to deny this proposal.

	Bus-stop clearways – **Support** See previous comment.
(109) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** The increasing level of traffic (which is already very high) means that school children are at ever greater risk crossing the road. Bus-stop clearways – **Support** Support as it should reduce the danger to school children.
(110) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** The A417 is a fast busy road, and for pedestrian users it is particularly dangerous to cross at peak traffic times, therefore I strongly support the proposal of a puffin crossing to keep the residents of the village safe. Bus-stop clearways – **Support** The A417 is a fast and busy road, which is particularly difficult and dangerous to cross at peak traffic times for pedestrians , therefore I strongly support a puffin crossing for the safety of the village residents
(111) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** A crossing will allow the safe passage of the village children from the bus stop on the north side of the road and improve access to the Hare pub Bus-stop clearways – **Support** I am a local resident with three children who are currently unable to use the bus services from Wantage due to the danger of crossing the 417 back into the village.
(112) Local resident, (West Hendred, Greenway)	Puffin crossing – **Support** Crossing the A417 at this location has always been hazardous. The need for a safe crossing was highlighted by the accident a few years ago when a schoolgirl got knocked down crossing the road to catch the school bus. She could

	very easily have been killed. Further, there are no dropped kerbs to facilitate crossing so it is not only hazardous for children but hazardous for everyone, whether impaired mobility or not. Traffic on the A417 will only increase as more housing is built. I therefore very strongly support the need for a crossing to be installed. Bus-stop clearways – **Support** If that is a part of having a Puffin Crossing then it must be done.
(113) Local resident, (West Hendred, Manor Lane)	Puffin crossing – **Support** As a local parent, the lack of a crossing on the busy, and getting busier A417 is frightening. We've already had a local child hit by a car and need to do everything we can to ensure those using the bus stop and other facilities each side of the A417 can get to them safely. I fully support this proposal. Bus-stop clearways – **Support** Support as a sensible paln
(114) Local resident, (West Hendred, Manor Lane)	Puffin crossing – **Support** The A417 at West Hendred urgently needs a crossing to enable children to catch and return from their school bus safely. Bus-stop clearways – **Support** Urgent for road safety
(115) Local resident, (West Hendred, Manor Lane)	Puffin crossing – **Support** Safety - especially for children and elderly needing to cross the road for the bus stop. Bus-stop clearways – **Support** .
(116) Local Cllr, (West Hendred, Manor Lane)	Puffin crossing – **Support**

	The increasingly busy A417 presents a daily challenge to the village schoolchildren and elderly residents, indeed all residents, as they attempt to cross the road to catch the bus. We have already had one horrific accident and we do not want another. Bus-stop clearways – **Support** safety
(117) Local resident, (West hendred, Manor lane)	Puffin crossing – **Support** I hate seeing children having to play chicken crossing the road to get their school buses - so dangerous Bus-stop clearways – **Support** Have seen many near accidents when cars overtake a stopped bus
(118) Local resident, (West Hendred, Manor Lane)	Puffin crossing – **Support** To improve safety for people, in particular school children, crossing the increasingly busy road. Bus-stop clearways – **Support** To improve the safety of crossing the busy road
(119) Local resident, (West Hendred, Manor Lane)	Puffin crossing – **Support** With increased development in the area and no alternative travel options between Didcot and Swindon the A417 between Wantage and A34 has become a very busy and overloaded road . It is dangerous to cross especially at rush hour time and most children from the village use the bus to access their schools . Bus-stop clearways – **Support** I supper the proposals because we need a safe way to cross the A417
(120) Local resident, (West Hendred, Manor Lane)	Puffin crossing – **Support** As a local resident, I fully support this proposal. Increased traffic volume on the A417, particularly at busy times of the day, makes it very hazardous to cross for everyone, but especially for children going to/returning from school.

	Bus-stop clearways – **Support** Enhances safety
(121) Local resident, (West Hendred, Mill Lane)	Puffin crossing – **Support** Safety crossing the road Bus-stop clearways – **Support** Safety
(122) Local resident, (West Hendred, Mill Lane)	Puffin crossing – **Support** The installation of a crossing adjacent to the Hare is long overdue. I was particularly concerned about road safety on the A417 when my children were at secondary school some 15 years or more ago. Children are at the greatest risk during winter months when they are crossing in darkness. I was both surprised and relieved when no major incidents occurred during their time at KAs. The situation is all the more acute now as the Crab Hill estate becomes more populated and the rush hour traffic all the more intense. Traffic calming measures are not enough. A crossing has been installed in East Hendred close to the junction with White Road where similar considerations apply. To my knowledge alone there has been discussion over safety on the A417 for over 25 years since my time as a parish councillor and it is time that a suitable crossing is installed. Bus-stop clearways – **Support** The justification for bus stop clearways complements the proposed crossing that I commented upon in the previous section. It is important that both motorists and pedestrians have clear views of each other, especially when alighting from a bus.
(123) Local resident, (West Hendred, Mill Lane)	Puffin crossing – **Support** I support the proposed puffin crossing because there are residents living on the north side as wellas the village on the south side of the A417. There aer bus stops on either side. On the south side the Hare Pub will be opening again, which many of the villagers will want to cross over the road to use, and are more likely to pop into if there ius a crossing. The A417 has got busier since Wantage and East Hendred has expoanded. Bus-stop clearways – **Support**

	I am supporting a clearway for buses because if cars try to overtake a bus and someone is using the crossing or coming out at the junction as the road stands now, there could be a serious accident.
(124) Local resident, (West Hendred, Mill Lane)	Puffin crossing – **Support** It seems the best solution for the junction and the bus stops on both sides. The junction is quite deceptive, due to the lines of sight for those going onto the A417 either towards Rowstock, or towards Wantage. Those travelling on the A417, either from Rowstock, or from Wantage, do not have good visibility on the junction until one is right at the junction; this is due to the curve of the road. Bus-stop clearways – **Support** The junction is quite deceptive, and without the bus stop clearways the risk of accidents might increase.
(125) Local resident, (West Hendred, Mill Lane)	Puffin crossing – **Support** Safety of children crossing for school buses and for residents crossing to houses and pub. Bus-stop clearways – **Support** to aid the safety aspect of the new crossing
(126) Local resident, (West Hendred, Reading road)	Puffin crossing – **Support** I live on that part and I see many people including young children struggle to cross the road. During peak hours it's just so busy. During off peak drivers are driving too fast. It's so dangerous. Bus-stop clearways – **Support** The a417 is a very busy road. Allowing cars too pass would alleviate this and avoid any accidents. The road is narrow and drivers take risks to overtake.
(127) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Crossing the road is getting harder and harder due to the volume of traffic. My daughters get the bus each day for school and it is unsafe for them to do so. My daughter two years ago was hit by a car and broke both her legs. Traffics

	needs to be made more aware that children and villagers are crossing and to slow down and be more aware of their environment. Bus-stop clearways – **Support** Safer bus stops for all is vital
(128) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** The A417 is not the easiest road to cross as an able bodied person and as I have children who need to access buses and also have a disabled parent living with me too it is very difficult to cross especially as there is no dropped curb to cross safely with a wheelchair leaving access to and from buses either inaccessible or we have to risk walking up The Greenway road to cross. This crossing has been needed for many years (since I was at school around 25 years ago) so it is well past due to make the kids and disabled safer whilst crossing the road especially with all the new housing in wantage making the road that much more busy especially at school bus times. Bus-stop clearways – **Support** It would stop the hold up of traffic at the junction with the Greenway
(129) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** To make it easier and safer for all to cross this busy main road, especially for school children. In the winter evening time 5pm peak traffic complete nightmare as no street lights to aide. This should have happened years ago. Bus-stop clearways – **Support** Again for safety, making it easier for people getting on/off bus
(130) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** The crossing is very much needed by local residents. Having had 3 children who crossed the road at peak times to catch their school bus it has been a constant worry, particularly on dark winter mornings and nights. Even in the middle of the day crossing the A417 can take some time. Traffic still doesn't adhere to the 30mph speed signs. Bus-stop clearways – **Support** Clear markings to indicate the bus stops are very much needed.

(131) Local resident, (west hendred, the greenway)	Puffin crossing – **Support** Something to help pedestrians get across safely and slow traffic is much needed - sadly most cars do not heed the 30mph signs coming into West Hendred so cars frequently travel through at 50/60mph and a child has already been hit trying to cross, suffering a broken leg. A puffin crossing would make the junction much safer for both road users and villagers. Bus-stop clearways – **Support** Clearways would make the bus stops far more apparent to motorists
(132) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** This looks to be an excellent proposal and one which has been long needed. The A417 has always been a very busy road but in recent years traffic has much increased including many heavy goods vehicles using the route. It can be almost impossible to cross this road safely and you very often have to stand for a long time to find a relatively safe moment to cross. I use the buses frequently so know how difficult and worrying this is and it is a particular hazard for the young and older members of the public. As far as I am concerned, this proposal cannot happen quickly enough. Bus-stop clearways – **Support** I feel this will be useful to members of the public and the bus drivers too.
(133) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Whole heartedly supporting this crossing as very much needed by those wishing to use the local bus service, and the public walking path on the Northside of West Hendred. The volume of traffic is relentless, which makes it difficult to cross especially at peak times. With two children needing to cross daily to catch the school bus, it would be irresponsible as a parent to allow them to cross without supervision, regardless of how much 'road awareness' they have. Bus-stop clearways – **Support** As per previous comments. This is very much needed to keep pedestrians safe to assist with them using the bus service.

(134) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Getting out of The Greenway safely is becoming increasing harder with more and more traffic. A crossing will slow the cars down and provide more opportunities for safe exiting from The Greenway. Bus-stop clearways – **Support** This will keep traffic moving.
(135) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** I support it as a pedestrian crossing with traffic lights should create a much safer way for children to cross the road, which they must do to use the school bus. It will similarly benefit adults, particularly those who might not be in 100% physical condition and who also use public buses or just need to get to the other side of the road. New housing in the area has caused more traffic meaning it has become more difficult to cross. This plan should help make it easier and safer. Bus-stop clearways – **Support** This should make the bus stops more obvious and safer, so I support it.
(136) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** It will make the road safer Bus-stop clearways – **Support** Make the road safer
(137) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** There are a significant number of children crossing the A417 every day to get to/from school, and despite the speed limit having been reduced the volume and frequency of cars make it a dangerous endeavour on a daily basis. Some of the children are young (10 years old) and currently an adult has to walk them over the road, especially in the mornings when traffic volume/frequency is at its peak, to ensure their safety. The severe injury of a child a couple of years ago proves the danger of crossing without supervision. The reinstatement of the Hare pub will also see an increase in people needing to cross safely from the Greenway.

	Bus-stop clearways – **Support** I believe that having clear road markings will increase awareness that busses will be stopping to drop off/pick up passengers on the A417 and should encourage drivers to keep to the recently lowered speed limit, and slow down as appropriate.
(138) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** The A417 is a busy road and crossing it is not an easy task. The road has got busier in the last 10 years making it difficult to cross, particularly at busy periods of the day. I do not let my children cross the road to go to or from the bus stop, without adult supervision - something I shouldn't have to do. Bus-stop clearways – **Support** Anything that makes it safer for buses to stop or let people get on or off the bus is a worthwhile activity.
(139) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Trying to cross the A417 at busy times is very difficult and there will be increased traffic for pedestrians to have to avoid due to recent building nearby Bus-stop clearways – **Support** Some bus drivers have not been aware of where the bus stop at west hendred is and have driven past it. Putting a clear way shows drivers where the stop is
(140) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Volume and speed of traffic on A417 makes crossing difficult for school children and anyone attempting to cross. Also the signs and lighting will highlight to anyone they are entering a village after the long straight road from Wantage. Bus-stop clearways – **Support** Better bus links and safe boarding of buses always good for a village.
(141) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support**

	Both my sons have to cross the road at the end of the day returning home from King Alfred's. It is hard for the children to gauge the speed of cars on the road. On dark winter evenings when it's raining it's extremely dangerous for them to cross. My sons have had a number of near misses crossing. I worry daily. Bus-stop clearways – **Support** The road is dangerous to cross for my two sons who get the bus to King Alfred's school. It is hard for children to gauge the speed of traffic and after school on dark, wet winter evening it's incredibly dangerous. They have had near misses and I worry daily.
(142) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** My children need to cross the road to catch the school bus. The crossing is currently very dangerous and needs adult support. Bus-stop clearways – **Support** To make clear bus access rights
(143) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Crossing the A417 from West Hendred is still dangerous even with the speed reduction to 30mph. Bus-stop clearways – **Support** Anything that can improve bus usage and safety is worth doing.
(144) Local resident, (West Hendred, The Millham)	Puffin crossing – **Support** Traffic mainly ignores the new 30mph signs and at busy times the traffic is continuous & impossible to cross the road for long periods. Bus-stop clearways – **Support** To assist the crossing.
(145) Local resident, (West Hendred, The Millham)	Puffin crossing – **Support**

	The A417 is a very busy and therefore extremely dangerous road to cross. Many children need to do so in order to catch/be dropped off by their school bus. A safe crossing is therefore vital. Bus-stop clearways – **Support** The A417 will become increasingly dangerous to cross as the amount of housing in the area increases.
(146) Local resident, (West Hendred, The Millham)	Puffin crossing – **Support** School children, bus users, pub users all need a crossing! Bus-stop clearways – **Support** School children, bus travellers, walkers and pub users need a signalled crossing on a busy road.
(147) Local resident, (West hendred, The Millham)	Puffin crossing – **Support** The road is so difficult for children to cross for school buses. Although mine are no longer school age, I spent 12 years driving them up to the bus stop at the Hare to get their bus to school in the morning because it was safer than attempting to cross on foot to the East bound side of the road. Even crossing to the Hare in a car is perilous because people overtake at the point in the road (the hill from East Hendred slows cars down and faster cars therefore speed up and overtake) Having to take the children to the bus stop every morning affected the hours I could work and had an impact on our family finances. I cannot express how difficult and dangerous it was to get out of the West Hendred junction in the morning, and it would feel like taking a huge risk. On numerous occasions the children missed the bus because we were waiting 10 minutes to get out of the junction. A few years on and traffic is much worse. It's almost impossible to make a right turn out of the village in the morning. As a driver I watch in horror as kids are trying to cross from the Hare to the village, particularly in the evening when the nights are dark, cars do not slow down. Bus-stop clearways – **Support** To stop the crazy overtaking that is currently happening.
(148) Local resident, (West hendred, The millham)	Puffin crossing – **Support** This is a really dangerous part of the road to cross, I regularly see young people crossing the road to catch school buses and it's really dangerous without a crossing as it's so busy at school pick up/drop off times

	Bus-stop clearways – **Support** Same as before
(149) Local resident, (West Hendred, The Millham)	Puffin crossing – **Support** I have three daughters who all caught the bus on the Hare side of the A417 when they were at school. Then it was very dangerous and we helped them cross over. Now there is a reduced speed limit, but there is also more traffic. It is still dangerous for pedestrians - I strongly support a crossing. Bus-stop clearways – **Support** This road is overwhelmed at rush hour and anything that helps take cars off the road and improve the lot of anyone taking the bus is to be welcomed.
(150) Local resident, (West hendred, West hendred)	Puffin crossing – **Support** We use the bus stops daily Bus-stop clearways – **Support** We use the bus stops daily
(151) Local resident, (West Hendred)	Puffin crossing – **Support** Hard to cross road in rush hour especially and also at other times. Concerned for school children as accidents have occurred up there. Also dangerous when it is dark. Bus-stop clearways – **Support** Dangerous road to cross for school children especially when it is dark. Accidents have occurred up there in the past. Also hard for anyone to cross especially in the rush hours and when it is dark.
(152) Local resident, (West hendred, Bankside)	Puffin crossing – **Support** Due to the school, bus stop and walking routes and pub when open the road is heavily crossed and it is dangerous with traffic not slowing or offering route across. Pearls have been hit, near misses and many incidents hence it is desperately needed

	Bus-stop clearways – **Support** Bus well used by all
(153) Local resident, (west hendred, bankside)	Puffin crossing – **Support** my best friend was hit by car speeding trying to go to school she broke both her legs and feet and it's sad school children can't safely make it to school without being hit by irresponsible drivers Bus-stop clearways – **Support** it's needed for peoples safety and the general community's ability for safe accessible amenities
(154) Local resident, (West Hendred, Bankside)	Puffin crossing – **Support** My 15 Yr old son has to cross this dangerous road to get to the bus stop to get him to UTC. This is definitely needed, so many young children have to cross this fast road for the same reason Bus-stop clearways – **Support** For the safety of any one that needs to get to the bus stop on the opposite side of the road.
(155) Local resident, (West Hendred, Ginge road)	Puffin crossing – **Support** To ensure the safety of local residents Bus-stop clearways – **Support** Safety of local residents
(156) Local resident, (West hendred, Ginge Road)	Puffin crossing – **Support** Safety of children crossing road for school buses, and previous accidents of the same Bus-stop clearways – **Support** Sensible for bus stop

(157) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** At the moment, not having a crossing, considering the bus stop is on the opposite side of the road to the village is incredibly dangerous. Bus-stop clearways – **Support** Will make the junction safer
(158) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **Support** The A417 is very busy particularly during the morning rush hour and is difficult to cross. Bus-stop clearways – **Support** Better than the current position for East bound buses.
(159) Local resident, (West Hendred, Greenway)	Puffin crossing – **Support** This is a dangerous place to cross as a pedestrian and it would make it much safer to cross especially for the school children. Bus-stop clearways – **Support** A bus stop clearway would make it safer for bus drop off at this junction
(160) Local resident, (West hendred, Greenway)	Puffin crossing – **Support** I am a student that has to cross the road in order to get to school and it is dangerous and unsafe and it scares me and my friends at times to cross the road to get to school Bus-stop clearways – **Support** I am a student that has to cross the road to get to school each morning and it is scary and safe and dangerous. It shouldn't be this way to get to school.
(161) Local resident, (West Hendred, Greenway)	Puffin crossing – **Support**

	there is no safe way to cross the road especially for kids who commute to school , puffin crossing will make them feel safe. Bus-stop clearways – **Support** I am supporting the proposal - the bus stop clearways will give kids safe space.
(162) Local resident, (West Hendred, Manor Lane)	Puffin crossing – **Support** Traffic has increased significantly in volume and it is very difficult to cross the road especially in mornings and evenings. It is a matter of time until there is an accident there and I have personally witnessed number of near misses with cars over taking buses at the bus stop Bus-stop clearways – **Support** See earlier comment
(163) Local resident, (West Hendred, Millham)	Puffin crossing – **Support** This is a dangerous piece of road and unfortunately people are still not adhering to the 30mph speed limit. Some do, so not putting everyone into the same bucket. Bus-stop clearways – **Support** .
(164) Local resident, (west hendred, the greenway)	Puffin crossing – **Support** because no other children on there way to school should have to crops a main road with no traffic lights nor should have to get hit on there way to school Bus-stop clearways – **Support** anything for a safety journey for the residents
(165) Local resident, (west hendred, the greenway)	Puffin crossing – **Support** i cross the road every morning to get the bus to school and it takes so long and i feel unsafe crossing

	Bus-stop clearways – **Support** i use the bus stop every day
(166) Local resident, (West Hendred, The greenway)	Puffin crossing – **Support** I cross the road for the school bus each day and it's a very fast/busy road and crossing is always difficult Bus-stop clearways – **Support** Would be great to have clear bus stops
(167) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Crossing the A417 road for school children accessing the bus is very hazardous, particularly at rush hour. Bus-stop clearways – **Support** This is a great idea
(168) Local resident, (West Hendred, The Greenway)	Puffin crossing – **Support** Crossing the A417 as a pedestrian is extremely difficult, virtually every secondary school child in the village has to cross it once a day, there has already been a child hit by a car miraculously not seriously hurt but it is getting more perilous as the road is so busy. Elderly and disabled people in the village cannot cross the road at all. This crossing is desperately needed before there is a fatality. Bus-stop clearways – **Support** Makes getting out of The Greenway in a car safer, and need clear vision for the proposed crossing
(169) Local resident, (West hendred, The greenway)	Puffin crossing – **Support** Urgently needed. I'm one of the parents helping children cross the road every day and we really need this for lots of reasons. There are more young families then ever before and this will increase child safety Bus-stop clearways – **Support** Fully support - these are high use crossings

(170) Local resident, (West Hendred, The greenway)	Puffin crossing – **Support** See children crossing the road, I cross to walk the dog, it's a fast road and dangerous! Bus-stop clearways – **Support** As prev answer
(171) Local resident, (West Hendred, The Millham)	Puffin crossing – **Support** It will improve road safety for those taking buses, particularly children, and improve community access for those living north of the A417. Bus-stop clearways – **Support** The proposal will ensure buses can stop unhindered and make it clearer to drivers that there are bus stops.
(172) Local resident, (West Hendred, The Millham)	Puffin crossing – **Support** This has been a dangerous crossing for years used by local residents and school children to access school and local buses. This would be an incredibly welcome addition to the village. Bus-stop clearways – **Support** This has been an incredibly dangerous crossing used by local residents and school children, it would be very useful particularly around rush hour when the A417 is very busy and it makes it harder to cross the A417.
(173) Local resident, (West Hendred, Wantage road a417)	Puffin crossing – **Support** Traffic Bus-stop clearways – **Support** Traffic
(174) Local resident, (West Hendred, Waygreen)	Puffin crossing – **Support** Key to the safety of the village with the increase in car numbers on the main road.

	Bus-stop clearways – **Support** Key for the safety of the village
(175) Member of public, (Grove, Easterfield)	Puffin crossing – **No objection** I've seen children trying to cross this road to get the school bus and it's very dangerous Bus-stop clearways – **No objection** It's a dangerous road to cross for school children to cross
(176) Local resident, (London)	Puffin crossing – **No objection** Sensible Bus-stop clearways – **No objection** Sensible
(177) Member of public, (Wantage, Fyfield close)	Puffin crossing – **No objection** Very busy and dangerous when people get off bus and start to cross the road, Some traffic stops and waves them across, Highly dangerous thing to do.Icc would help prevent this Bus-stop clearways – **No objection** Same as question 3
(178) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **No objection** The crossing will help stop traffic, intermittently during the day, allowing traffic to exit safely from the Greenway. Bus-stop clearways – **No objection** The proposed crossing will help stop/slow down traffic on the A417 at times, allowing other traffic to exit from the Greenway safely

(179) Member of public, (Grove, Oxford Lane)	Puffin crossing – **No objection** Lots of children have to cross that road in order to catch school buses and its very dangerous for them especially during peak times if the day. Bus-stop clearways – **Partially support** .
(180) Local resident, (East Hendred, The Spinney)	Puffin crossing – **No objection** I see lots of the children struggling to cross the road particularly during school drop off and pick up for the buses Bus-stop clearways – **Support** The road just gets busier so this is a good thing to keep people safe
(181) Local resident, (West hendred, Ginge Road)	Puffin crossing – **No objection** As a parent who's child has to try to cross the busy road every school morning. I have witnessed so many near misses as children panic to get across the road in time for their bus. Due to traffic not slowing down or having cause to. A crossing will enable children and locals to cross the road safely and without fear. I believe it will also encourage people to use public transport more due to it feeling safer to navigate the busy road. Bus-stop clearways – **Support** This will allow children and local people to safely exit or enter the bus. As long as this still allows locals on the other side of the village to safely park their cars
(182) Local resident, (West Hendred, Ginge Road)	Puffin crossing – **No objection** As a parent in the village it is essential for this crossing to be installed as almost all the children in the village must cross the A417 to get their respective school buses or upon return from school. We also have elderly and disabled residents using mobility scooters that need a safe place to cross the road. Bus-stop clearways – **Support** I support this as too many car drivers overtake buses when at the stop and frequently do so above the 30mph speed limit

(183) Local resident, (West Hendred, The Greenway)	Puffin crossing – **No objection** I have lived close to this junction for 25 years. The A417 is a busy road and becoming busier as the housing supply in Wantage / Grove increases, to serve employment in Milton Park, Didcot, Harwell, Culham, and beyond via Didcot Parkway Station. School children and residents are required to cross the road everyday to catch buses traveling East, or returning from a westerly direction. There have been several near misses and it is only a matter of time before there is a fatality. Bus-stop clearways – **Support** as before
(184) Local resident, (West Hendred, Greenway)	Puffin crossing – **No objection** As a resident of West Hendred for 50yrs the amount of traffic is bad as we all have cars we have to use, but a crossing is very much needed, that 30 mile sign seems to a waste of time and a speed camera is also needed, I hope the crossing will happen, years ago there were plans to have the Hare pub in the village and the road to go behind and come out at the dip between west and east Bus-stop clearways – **Support** Major Support

This page is intentionally left blank

Divisions affected: *Grove & Wantage*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

GROVE: DENCHWORTH ROAD / THE MAPLES – PROPOSED TRAFFIC CALMING FEATURE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the introduction of a Raised Table traffic calming feature at the Denchworth Road/The Maples/Barley Way junction, in Grove as advertised.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to construct a new Raised Table (including 2 metre ramps, with heights of 100mm & gradients of 1:16) traffic calming feature at the Denchworth Road/The Maples/Barley Way junction (extending into each by approx. 15 metres), as shown in **Annex 1.**

Financial Implications

2. Funding for consultation on the proposals (and implementation if approved) will be provided by the developer.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help improve safety for pedestrians by reducing the speed of motor vehicles in the vicinity of the new residential development.

Formal Consultation

7. Formal consultation was carried out between 16 October and 15 November 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, local District Cllr's, Grove Parish Council, and the local County Councillors representing the Grove & Wantage division.

8. Letters were also sent to approx. 30 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.

9. 33 responses were received during the course of the formal consultation, comprising of: 21 objections (64%), four partially supporting (12%), four in support (12%), and four not objecting, including TVP & Oxford Bus Company (12%).

10. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

11. Thames Valley Police and Oxford Bus Company have no objections to the implementation of the raised table.

12. Considerations to the junction layout would have been assessed during the planning approval and the current layout was deemed suitable for the traffic flows. Suggestions for works to be carried out elsewhere in the surrounding local area are not within the planning permission of this site.

13. The raised table was included within the design during the technical approval process. A stage 2 Road Safety Audit was undertaken, and the Road Safety Auditor recommended a raised table to be introduced to slow speeds at the Denchworth Road junction, the Road Safety Auditors recommendations were supported by Oxfordshire County Council and if approved will be works will be implemented by the developer.

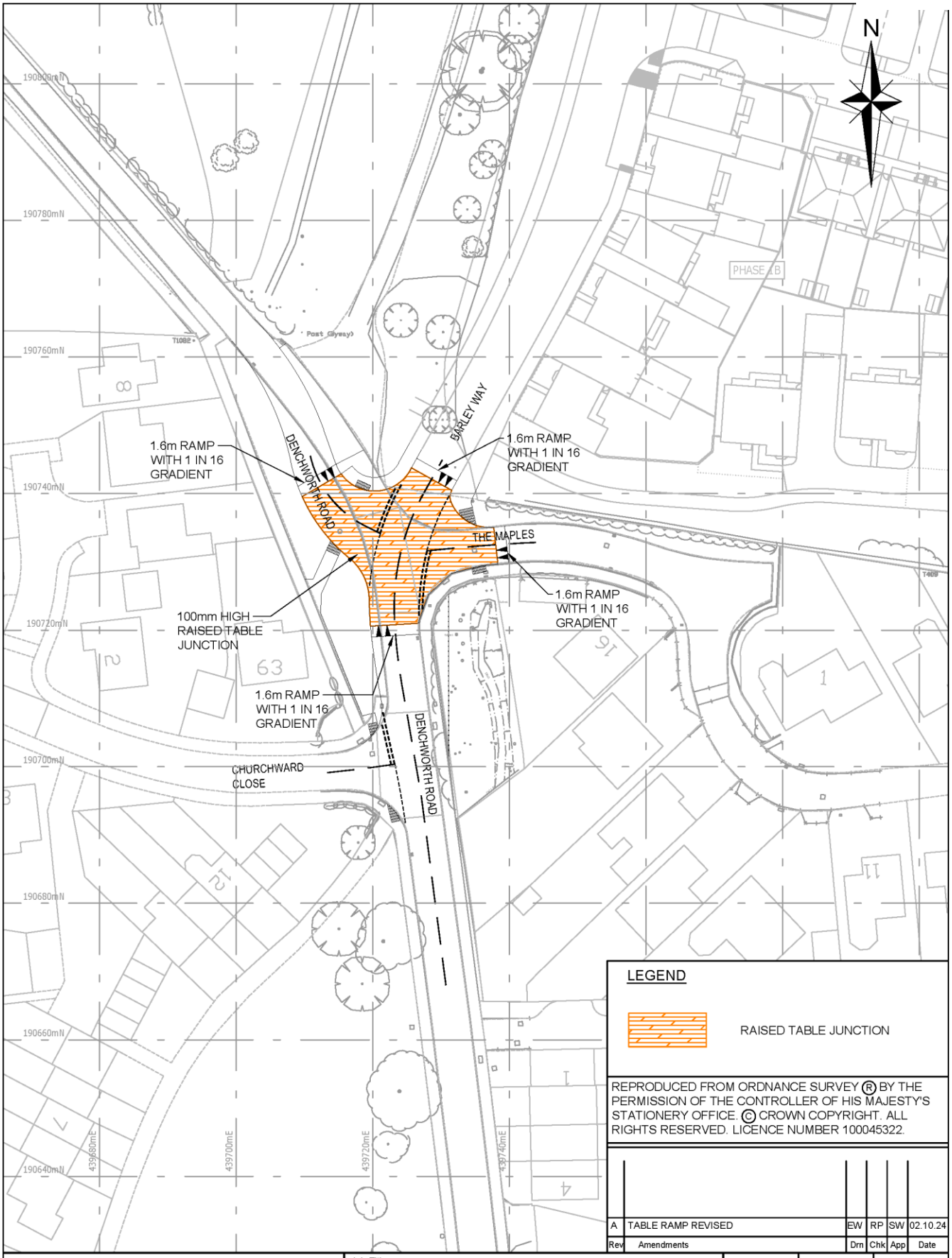
14. At all approaches to the junction the raised table spans the full width of the carriageway to ensure vehicles slow down sufficiently. The junction priority has been changed with the appropriate signage informing road users.

15. Currently the Grove Northern Link Road is partly under construction, and the implementation of it fully opening is not guaranteed for a number of years – as such the safe access & reduced speeds proposed through implementation of this scheme will help improve safety for the current residents are the area.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Rosie Wood (Senior Engineer - Place Making) Ryan Moore (Lead TDM Engineer - Place Making)

December 2024



LEGEND

RAISED TABLE JUNCTION

REPRODUCED FROM ORDNANCE SURVEY Ⓡ BY THE PERMISSION OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT. ALL RIGHTS RESERVED. LICENCE NUMBER 100045322.

Rev	Amendments	Drn	Chk	App	Date
A	TABLE RAMP REVISED	EW	RP	SW	02.10.24

ODYSSEY
Tuscany House
White Hart Lane
Basingstoke
Hampshire RG21 4AF
Telephone: 01256 331144
Fax: 01256 331134
E: info@odysseyconsult.co.uk
W: www.odysseyconsult.co.uk

Job Title: MONKS FARM, GROVE	Scale: 1:500@A3	Date: SEP 24	Designed	
Drawing Title: RAISED TABLE JUNCTION LAYOUT (TRO)	Drawn: EW	Checked: RP	Approved: SW	
Client: DAVID WILSON HOMES SOUTHERN	Job No: 21-104	Drawing No: 21-104-414	Rev: A	

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	**No objection**
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – reviewed this consultation material that relates to the reconfiguration of a recently built junction linking the Monks Farm development allocation to Grove. The consultation plan is helpful in understanding the approved intentions for this junction which at this time remains clearly incomplete. The junction and wider link have ben considered significant as in the absence of the completion of the Grove Northern Link Road, this was the only feasible way by which bus services would have been able to serve the allocation. However, more recently, a submitted planning application indicates that the "Missing Link" in the GNLR is likely to be constructed in the foreseeable future. It is therefore much less likely that bus services will now need to use the Denchworth Road-Barley Way link, though it remains possible. The table specification falls within the parameters that we are content with, with transition gradients of 1:20 and a table length of all approaches at a minimum length of 15m – longer than a bus length, thus avoiding a "see-saw" pitching motion that in severe cases can cause risk of injury to standing passengers. Accordingly, I can confirm that Oxford Bus Group incorporating Thames Tarvel (Wallingford) Ltd. has no objection to the proposals.
(3) Local resident, (Denchworth, Barn Close)	**Object** – I feel like many other places in Grove need traffic calming far more than this area. I live in Denchworth and drive this road every day, and never find this part particularly busy. Please spend the money repairing the road from here to Denchworth as it is currently dangerous with the number of potholes. This road will cause an accident before this junction does.
(4) Local resident, (Grove, Churchward Close)	**Object** – A similar traffic calming method exists elsewhere in Grove and has proved completely ineffective. The only method that may succeed as a speed control measure is to install a mini roundabout at the junction of the three roads

	(Barley Way, The Maples and Denchworth Road). This would also result in a safer solution for any vehicles exiting Churchward Close.
(5) Local resident, (Grove, Churchward Close)	**Object** – If this is the same feature as the ones on Newlands Dve, they have no effect at all. Almost all modern cars, including my own, are wide enough to not require even a slight reduction in speed. There are too many road exits at or near this junction to make a raised table useful. A roundabout would be preferable. There are large numbers of vulnerable road users around this junction, including pedestrians and dog walkers accessing Cow Lane, regular cyclists & cycling clubs, and large numbers of learner drivers due to the large number of "family" homes in the vicinity.
(6) Local resident, (Grove, Churchward Close)	**Object** – Ridiculous - people spend so much time complaining about the state of Denchworth road and the overgrown bushes and the council still does nothing. This raised table shall not work, they do not work on Newlands Drive as can be seen by the drivers doing in some cases well over 50MPH over them. This is a stupid scheme that will not be listened to by the council AGAIN and they will simply do what they want. It is a joke. I am happy to stand and make these comments at a public/open consultation. Sort out the state of the roads before wasting money on "traffic calming measures". Or are the potholes, some of which meet the "dangerous" criteria and require immediate attention on Grove Park Drive yet the council still hasn't even looked into it. Is that a traffic calming measure? This scheme is a clear waste of money. Maybe consider double yellow lining Newlands Drive/Denchworth Road where residents park consistently dangerously and against the highway code right across the T-junction and too close to the mini roundabout. It is dangerous and restricts larger vehicles turning. I have on many occasions been forced to hang out into the roundabout as I cannot drive forward due to dangerously parked cars whilst waiting to turn. If the area that is currently coned as "no parking" (26/10) was made permanent and enforced it would make the junction much safer for all involved. Maybe the addition of a pelican crossing from the green would be helpful also. Spend money wisely other than on this useless pointless and ineffective scheme
(7) Local resident, (Grove, Churchward Close)	**Object** – This new road into development should become pedestrian or cycle only as per agreed plan. Therefore no need to spend money on traffic calming. Spend the money on building the bridge per the plan. Put gates on the new road until this is done to slow the development traffic. Much cheaper and more effective. Fed up with plans changing, just hurry up and put the correct infrastructure in.

(8) Local resident, (Grove, Collett Way)	**Object** – this has got to be a joke right?????? you can find the money to install speed humps on a 30 road that in my experience everybody abides by the speed limit and rules of the road as you can't go stupid down there anyway as you are either just coming away from a junction or approaching one (whichever way you are travelling) but walk 100m down denchworth road and you'll see the absolute !state! the road is in. Fix the important things first. it's going to kill a motorcyclist or cyclist one day. I drive past this junction daily and it's not a particularly busy road or dangerous one. The 30 comes into effect well in time for any person coming out of the maples junction to react accordingly to any hazards.
(9) Rather not say, (Grove, Maples)	**Object** – This is a huge waste of funding for something not needed. Issue lies with poor driving observation, not the speed or layout of the road. These monies should be better spent on repairing the failing roads.
(10) Local resident, (Grove, The Kestrels)	**Object** – A roundabout was in the initial planning. Your new proposals will not calm traffic. It will just be another challenge the speeders will accept.
(11) Local resident, (Grove, The Maples)	**Object** – I wish to object to the proposal to install a Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions. I am pleased that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened. OCC Highways and Barratt/David Wilson Homes are proposing 'raised tables' as a solution. We have experience of 'raised tables' along Newlands Drive and can report back that they DO NOT slow any determined drivers or cyclists. When the speed indicators are placed on Newlands Drive, we regularly see traffic exceeding 30 mph. Some even reach 40mph and they take the 'tables' at a constant overspeed. The residents have argued from the beginning that the only viable solution is a raised roundabout at the junction which will force all traffic to slow and give way to other road users from the right. The slowing effect of a raised roundabout will also assist pedestrians crossing the road. May we politely remind you that Barley Way was never the intended access onto Monks Farm when the development was first approved in 2016 for the applicant Gallagher & Gleason (16/V0981/O). This road was added due to OCC Highways being under the false impression that a small strip of land north of Grove cemetery, which was required for the Grove Northern Link Road (GNLR), was a ransom strip and 'might never be

	acquired'. This land has now been acquired by Persimmon Homes and an application made for the missing link. This proves our long-standing contention that the missing strip was never a 'ransom strip'. Barley Way was OCC Highways substitute and in the planning documents I would draw your attention to the letter from land agents Savill's (reference PP-04873001) dated 29 November 2017 which sought to persuade Mr Stuart Walker and the Planning Department of the need for this new route. On page 2, Savill's clearly state that the Barley Way, 'access could be temporary, and converted to a pedestrian/cycle link only, once the link to the Airfield has been constructed'. This clearly indicates that the applicant's agent recognised from the start that Barley Way is unimportant to the Monk's Farm development once the GNLR is constructed and could be closed off. Should Barley Way remain fully open it will become an unintended short cut from near the Williams roundabout on the A338 to Mably Way and Wantage once it is connected through Kingside and across Letcombe Brook. You should also be aware that there are regular near miss incidents between road vehicles at the Barley Way, Denchworth Road, and The Maples junction. Therefore, on safety grounds, I do not accept that raised tables are a proper solution and request that you register my objection to the scheme.
(12) Local resident, (Grove, The Maples)	**Object** – On safety grounds, I do not accept that raised tables are a proper solution and request that you register my objection to the scheme. It appears, finally, that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened. However, 'raised tables' are not a solution to slowing traffic (cf. Newlands Drive). Barley Way was OCC Highways substitute and in the planning documents, the letter from land agents Savill's (reference PP-04873001) dated 29 November 2017, sought to persuade Mr Stuart Walker and the Planning Department of the need for this new route. On page 2, Savill's clearly state that the Barley Way, 'access could be temporary, and converted to a pedestrian/cycle link only, once the link to the Airfield has been constructed'. This clearly indicates that the applicant's agent recognised from the start that Barley Way is unimportant to the Monk's Farm development once the GNLR is constructed and could be closed off. Should Barley Way remain fully open it will become a short cut from near the Williams roundabout on the A338 to Mably Way and Wantage once it is connected through Kingside and across Letcombe Brook.
(13) Local resident, (Grove, The Maples)	**Object** – The raised tables do not work at slowing down the boy racers and they will continue to zoom over them at well over the speed limit. It's also very confusing about who has right of way for people going into The Maples vs

	people coming out of Barley Way so the only real solution is a mini roundabout to make it very clear to all road users, and to force everyone to slow down.
(14) Local resident, (Grove, The Maples)	**Object** – I would like to raise two objections to the proposal for this Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions. Firstly, the Grove Northern Link Road (GNLR) (and bridge over Letcombe Brook) should have been constructed prior to any housing development, thus providing access to Brookside Meadows and also the main Grove Airfield development. This would have meant there was no reason for this junction at all. Thus the money saved could have been better spent on the GNLR. Secondly, if there has to be a junction here, then it's clear that the eventual route through from the A338 via Brookside Meadows will become a popular route in and out of Grove - if not the main route. This will make this a potentially very busy junction. If safety is a concern, then I object to it being a simple junction on a busy road with restricted/difficult view on exit from the Maples. A raised section will slow down considerate drivers, not those that habitually go fast. This will potentially make it a more dangerous junction for drivers (and pedestrians) coming from Denchworth, the Maples and Churchward close. A much better idea would be a raised roundabout, forcing all approaching the junction to slow in case they have to stop.
(15) Local resident, (Grove, Woodhill Drive)	**Object** – It feels over engineered, a mini roundabout is surely more appropriate
(16) Local resident, (Grove, Churchward close)	**Object** – We need a raised roundabout to truly slow traffic and allow access from all incoming roads to be safe
(17) Local resident, (Grove, Collet way)	**Object** – Fucking ridiculous idea !!
(18) Local resident, (Grove, Wantage, The Maples)	**Object** – We want to object to the proposal to install a Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions. We are pleased that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened.

	OCC Highways and Barratt/David Wilson Homes are proposing 'raised tables' as a solution. We have experience of 'raised tables' along Newlands Drive and can report back that they do not slow any determined drivers or cyclists. When the speed indicators are placed on Newlands Drive, we regularly see traffic exceeding 30 mph, with some even reaching 40mph and takinthe 'tables' at a constant overspeed. Residents have argued from the beginning that the only viable solution is a raised roundabout at the junction which will force all traffic to slow and give way to other road users from the right. The slowing effect of a raised roundabout will also assist pedestrians crossing the road. Barley Way was never the intended access onto Monks Farm when the development was first approved in 2016 for the applicant Gallagher & Gleason (16/V0981/O). This road was added due to OCC Highways being under the false impression that a small strip of land north of Grove cemetery, which was required for the Grove Northern Link Road (GNLR), was a ransom strip and 'might never be acquired'. This land has now been acquired by Persimmon Homes and an application made for the missing link. This proves our long-standing contention that the missing strip was never a 'ransom strip'. Barley Way was OCC Highways substitute and in the planning documents I would draw your attention to the letter from land agents Savill's (reference PP-04873001) dated 29 November 2017 which sought to persuade Mr Stuart Walker and the Planning Department of the need for this new route. On page 2, Savill's clearly state that the Barley Way, 'access could be temporary, and converted to a pedestrian/cycle link only, once the link to the Airfield has been constructed'. This clearly indicates that the applicant's agent recognised from the start that Barley Way is unimportant to the Monk's Farm development once the GNLR is constructed and could be closed off. If Barley Way is kept fully open it will become an unintended short cut from near the Williams roundabout on the A338 to Mably Way and Wantage once it is connected through Kingside and across Letcombe Brook. You should also be aware that there are regular near miss incidents between road vehicles at the Barley Way, Denchworth Road, and The Maples junction. Therefore, on safety grounds, we do not accept that raised tables are a proper solution and request that you register my objection to the scheme.
(19) Local resident, (Wantage/ Grove, Fawley close)	**Object** – Just sticking to the speed limit should be enough.
(20) Local resident, (unknown)	**Object** – We sit here in absolute shock at what imbeciles this country employs. The pothole and flood problems in the area and you idiots want to calm traffic on a brand new estate where there is, well, no bloody traffic.

(21) Local resident, (Grove, The Maples)	**Object** – I wish to object to the proposal to install a Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions. I am pleased that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened. OCC Highways and Barratt/David Wilson Homes are proposing 'raised tables' as a solution. We have experience of 'raised tables' along Newlands Drive and can report back that they DO NOT slow any determined drivers or cyclists. When the speed indicators are placed on Newlands Drive, we regularly see traffic exceeding 30 mph. Some even reach 40mph and they take the 'tables' at a constant overspeed. The residents have argued from the beginning that the only viable solution is a raised roundabout at the junction which will force all traffic to slow and give way to other road users from the right. The slowing effect of a raised roundabout will also assist pedestrians crossing the road. May we politely remind you that Barley Way was never the intended access onto Monks Farm when the development was first approved in 2016 for the applicant Gallagher & Gleason (16/V0981/O). This road was added due to OCC Highways being under the false impression that a small strip of land north of Grove cemetery, which was required for the Grove Northern Link Road (GNLR), was a ransom strip and 'might never be acquired'. This land has now been acquired by Persimmon Homes and an application made for the missing link. This proves our long-standing contention that the missing strip was never a 'ransom strip'. Barley Way was OCC Highways substitute and in the planning documents I would draw your attention to the letter from land agents Savill's (reference PP-04873001) dated 29 November 2017 which sought to persuade Mr Stuart Walker and the Planning Department of the need for this new route. On page 2, Savill's clearly state that the Barley Way, 'access could be temporary, and converted to a pedestrian/cycle link only, once the link to the Airfield has been constructed'. This clearly indicates that the applicant's agent recognised from the start that Barley Way is unimportant to the Monk's Farm development once the GNLR is constructed and could be closed off. Should Barley Way remain fully open it will become an unintended short cut from near the Williams roundabout on the A338 to Mably Way and Wantage once it is connected through Kingside and across Letcombe Brook. You should also be aware that there are regular near miss incidents between road vehicles at the Barley Way, Denchworth Road, and The Maples junction.

	Therefore, on safety grounds, I do not accept that raised tables are a proper solution and request that you register my objection to the scheme.
(22) Local resident, (Grove, The Maples)	**Object** – I wish to object to the proposal to install a Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions. I am pleased that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened. OCC Highways and Barratt/David Wilson Homes are proposing 'raised tables' as a solution. We have experience of 'raised tables' along Newlands Drive and can report back that they DO NOT slow any determined drivers or cyclists. When the speed indicators are placed on Newlands Drive, we regularly see traffic exceeding 30 mph. Some even reach 40mph and they take the 'tables' at a constant overspeed. The residents have argued from the beginning that the only viable solution is a raised roundabout at the junction which will force all traffic to slow and give way to other road users from the right. The slowing effect of a raised roundabout will also assist pedestrians crossing the road. May we politely remind you that Barley Way was never the intended access onto Monks Farm when the development was first approved in 2016 for the applicant Gallagher & Gleason (16/V0981/O). This road was added due to OCC Highways being under the false impression that a small strip of land north of Grove cemetery, which was required for the Grove Northern Link Road (GNLR), was a ransom strip and 'might never be acquired'. This land has now been acquired by Persimmon Homes and an application made for the missing link. This proves our long-standing contention that the missing strip was never a 'ransom strip'. Barley Way was OCC Highways substitute and in the planning documents I would draw your attention to the letter from land agents Savill's (reference PP-04873001) dated 29 November 2017 which sought to persuade Mr Stuart Walker and the Planning Department of the need for this new route. On page 2, Savill's clearly state that the Barley Way, 'access could be temporary, and converted to a pedestrian/cycle link only, once the link to the Airfield has been constructed'. This clearly indicates that the applicant's agent recognised from the start that Barley Way is unimportant to the Monk's Farm development once the GNLR is constructed and could be closed off.

	Should Barley Way remain fully open it will become an unintended short cut from near the Williams roundabout on the A338 to Mably Way and Wantage once it is connected through Kingside and across Letcombe Brook. You should also be aware that there are regular near miss incidents between road vehicles at the Barley Way, Denchworth Road, and The Maples junction. Therefore, on safety grounds, I do not accept that raised tables are a proper solution and request that you register my objection to the scheme.
(23) Local resident, (unknown)	**Object** – I wish to object to the proposal to install a Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions. I am pleased that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened. OCC Highways and Barratt/David Wilson Homes are proposing 'raised tables' as a solution. We have experience of 'raised tables' along Newlands Drive and can report back that they DO NOT slow any determined drivers or cyclists. When the speed indicators are placed on Newlands Drive, we regularly see traffic exceeding 30 mph. Some even reach 40mph and they take the 'tables' at a constant overspeed. The residents have argued from the beginning that the only viable solution is a raised roundabout at the junction which will force all traffic to slow and give way to other road users from the right. The slowing effect of a raised roundabout will also assist pedestrians crossing the road. May we politely remind you that Barley Way was never the intended access onto Monks Farm when the development was first approved in 2016 for the applicant Gallagher & Gleason (16/V0981/O). This road was added due to OCC Highways being under the false impression that a small strip of land north of Grove cemetery, which was required for the Grove Northern Link Road (GNLR), was a ransom strip and 'might never be acquired'. This land has now been acquired by Persimmon Homes and an application made for the missing link. This proves our long-standing contention that the missing strip was never a 'ransom strip'. Barley Way was OCC Highways substitute and in the planning documents I would draw your attention to the letter from land agents Savill's (reference PP-04873001) dated 29 November 2017 which sought to persuade Mr Stuart Walker and the Planning Department of the need for this new route. On page 2, Savill's clearly state that the Barley Way, 'access could be temporary, and converted to a pedestrian/cycle link only, once the link to the Airfield has been

	constructed'. This clearly indicates that the applicant's agent recognised from the start that Barley Way is unimportant to the Monk's Farm development once the GNLR is constructed and could be closed off. Should Barley Way remain fully open it will become an unintended short cut from near the Williams roundabout on the A338 to Mably Way and Wantage once it is connected through Kingside and across Letcombe Brook. You should also be aware that there are regular near miss incidents between road vehicles at the Barley Way, Denchworth Road, and The Maples junction. Therefore, on safety grounds, I do not accept that raised tables are a proper solution and request that you register my objection to the scheme.
(24) Local resident, (Grove, Churchward Close)	**Partially support** – I support the introduction of traffic calming, and I would propose the speed limits are also considered. 20mph is plenty for Denchworth up to the Barley road junctions some reinforcement should be considered. At present without the completion of this works, this section is extremely dangerous. I have witnesses 3 accidents, and several near misses. The speed from both directions of Denchworth road is crazy and line of sight is extremely restricted. When is this revised junction and calming scheduled for ? if its to far in the future something temporary needs to be considered.
(25) Local resident, (Grove, Oak Crescent)	**Partially support** – I agree traffic calming needs to be implemented in this location, however I believe a round-a-bout would be safer. Allowing residents, me being one of them, to freely drive out of the development and hope those travelling down denchworth road into Grove would slow down when they see me just drive out into the road is not something I am comfortable with. My step daughter isn't the best of drivers and I would worry she would pull out of that road & a speedy car will slam into the side of her tiny car. A round-a-bout would be safer.
(26) As part of a group/organisation, (Wantage, Mill Street)	**Partially support** – I am the Chair of the leading local leisure cycling club, Cycling UK Wantage. The road from this corner of Grove out to Denchworth is the single most important leisure cycling route out to the beautiful countryside of the Vale of White Horse from the whole of the Wantage & Grove conurbation. We are therefore very anxious that it is kept safe and as protected as possible from busy motorised traffic. It makes sense to change the priorities so that

	Barley Way is the main route. This may have the welcome effect of de-emphasising the road to Denchworth as a rat run. We are glad to see this proposal, but we are not sure it is sufficient. In particular, when cycling from Denchworth into Grove, there will now be a dangerous right turn across potentially busy traffic. Perhaps a small roundabout might be better?
(27) As part of a group/organisation, (Wantage & Grove, Mill Street)	**Partially support** – I am responding on behalf of the Wantage and Grove Active Travel (WAGAT) group. We support measures to improve road safety for all and welcome the recognition that the current arrangement needs improvement. We note the documentation only mentions making it safer for pedestrians. Safety for cyclists as well as those in wheelchairs and mobility scooters should also be kept in mind. We note that with the ongoing housing developments this will become a junction within an urban area, and is expected to become yet busier. Furthermore Denchworth Road leading towards Denchworth village is popular with cyclists as one of the overall safer cycle routes out of Wantage & Grove. We are aware that the original plans state that Barley Way would only be a short road providing access to a limited number of houses. However, we also understand that as a temporary arrangement it will provide a through route to the A338 and northwards. We support Barley Way returning to its original function as a quieter road that can still provide through access for active travel. On this: o In either case Barley Way will provide an important route for pedestrians/wheelers/cyclists to travel between the Monks Farm development and facilities in Grove and Wantage further south. o Should Barley Way remain open for through traffic it is likely to become very busy. However, the cycle lane along Barley Way ends just north of this junction and we would then like to see other improvements to the provision for active travel. It is not clear to us whether a raised table will significantly reduce traffic speeds. There is currently a 30mph limit across this junction. We would like this reduced to 20mph. Despite specifically mentioning the concern about pedestrian safety there are no refuges provided for pedestrians to cross the roads. Indeed there is a path shown across the western arm of the junction to provide access towards the Cow Lane path - but even this has no safe refuge for crossing the road. We are aware of a response from those living very close to the junction who propose a roundabout at this point. This seems to us to be a viable improvement. (E.g. a compact roundabout as in LTN 1/20 Section 10.).

	The exit from The Maples is on the inside of curve of the Barley Way - Denchworth Road part of the junction. It is not clear from the plan whether the sight lines for vehicles and cycles exiting The Maples are adequate.
(28) Local resident, (Denchworth, Hyde road)	**Support** – Traffic needs to be quieter and slower for everyone "s well being. Drivers will get used to taking more time and residents will be safer and the area quieter.
(29) Local resident, (Grove, A338)	**Support** – Grove has a problem with cars speeding. Motorcycles are a big concern. Bereton Drive, Newlands drive Denchworth Road. But worst of all the A338 from the traffic lights to Williams is a race track.
(30) Local resident, (Grove, Douglas drive)	**Support** – Proven to work else where in the village and surrounding areas.
(31) Local resident, (Grove, The Maples)	**Support** – The volume of traffic on Denchworth Road has tripled or more since the development at Monks Farm started. The junction between Denchworth Road, The Maples and Barley Way (with the turning into Churchward Close immeidately preceding it when traffic is heading to The Maples or Barley Way) is now very dangerous. The)proposed traffic calming measure is the minimum that can be done. It is not clear who has the right of way at the junction. This needs to be made very clear. Crossing Denchworth Road is also very dangerous as traffic (coming from any direction) does not slow down.
(32) Local resident, (Denchworth, Hyde Road,)	**No objection** – Any infrastructure to slow down traffic in residential areas has to be a good thing. People drive far too quickly along the Denchworth Road - be it at the Grove end of the road or in to Denchworth itself where I am a resident. Could do with similar traffic calming measures on Brook Lane - but appreciate not the subject of this consultation. Fully support the proposals.
(33) Local resident, (Denchworth, Circourt rd)	**No objection** – Anything to make it safer for communities drivers or pedestrians. Denchworth village also should be considered for this

Divisions affected: *Kidlington South*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

BEGBROKE – PROPOSED 40MPH & 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **To approve the proposed 40mph speed limit on the A44 at Begbroke as advertised.**

b) **To not approve the proposed 20mph speed limits on the village roads at Begbroke.**

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of a 40mph speed limit on the A44 at Begbroke to facilitate the provision of a toucan crossing (as consulted on in August/September 2023, and approved in October 2023), and additionally on proposed 20mph speed limits on the village roads at Begbroke as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project and the County Council's Accessibility & Road Safety budget.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help to encourage walking and cycling within Begbroke by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 24 October and 15 November 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Cherwell District Council, local District Cllrs, Begbroke, Kidlington, and Yarnton Parish Councils, and the local County Councillors representing the Kidlington South, and Kirtlington & Kidlington North divisions.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection, they also wanted to ensure that speed monitoring had taken place on the A44 in respect of the proposed 40mph speed limit.

10. Oxford Bus Company submitted a non-objection, stating that the proposals were appropriate and proportionate, especially considering the wider strategic context for the A44 corridor.

11. Begbroke Parish Council objected to the 20mph speed limit, citing that the new part of the village is not on any kind of "rat run" and the roads are mostly used by local residents who are respectful of the village and do not over speed. They did however support the proposed 40mph speed limit on the A44.

12. Cyclox (local group supporting people to cycle in Oxford) supported the proposals for the 20mph speed limit in the village, but objected to the proposed

40mph speed limit on the A44 Woodstock Road, preferring to see a lower 30mph speed limit introduced.

Other Responses:

13. 13 further responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
20mph limit	7	2	4	-	13
40mph limit	5	1	6	1	13

14. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns – 40mph speed limit

15. The response of the Police is noted. Speed surveys were undertaken 28/9/23 to 4/10/23, and the 7-day average 85 percentile speeds in the vicinity of the proposed crossing were 30.9mph northbound and 40.3mph southbound. These figures suggest that lowering the speed limit from 50mph to 40mph is appropriate.

16. 'Cyclox' have objected to the 40mph speed limit stating that they would prefer to see a 30mph speed limit implemented due to the built up area. Officers do not share the view that the A44 at Begbroke is built up as there is minimal frontage development with direct access. A 30mph speed limit would therefore not be appropriate for the existing dual-carriageway environment.

17. The further five objectors to the 40mph speed limit have not provided any grounds for their objections. A new Toucan signalised crossing is to be constructed on the A44 at Begbroke, just north of the roundabout junction with Spring Hill Road. On road safety grounds the current 50mph speed limit requires lowering to 40mph to allow the vehicle restraint system (crash barrier) to be removed from the central reservation in order for the crossing to be implemented. The 40mph speed limit will also slow vehicle speeds on approach to the signal crossing & roundabout, thus reducing the potential for road traffic collisions.

Officer Response to Objections/Concerns – 20mph speed limit

18. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Begbroke.

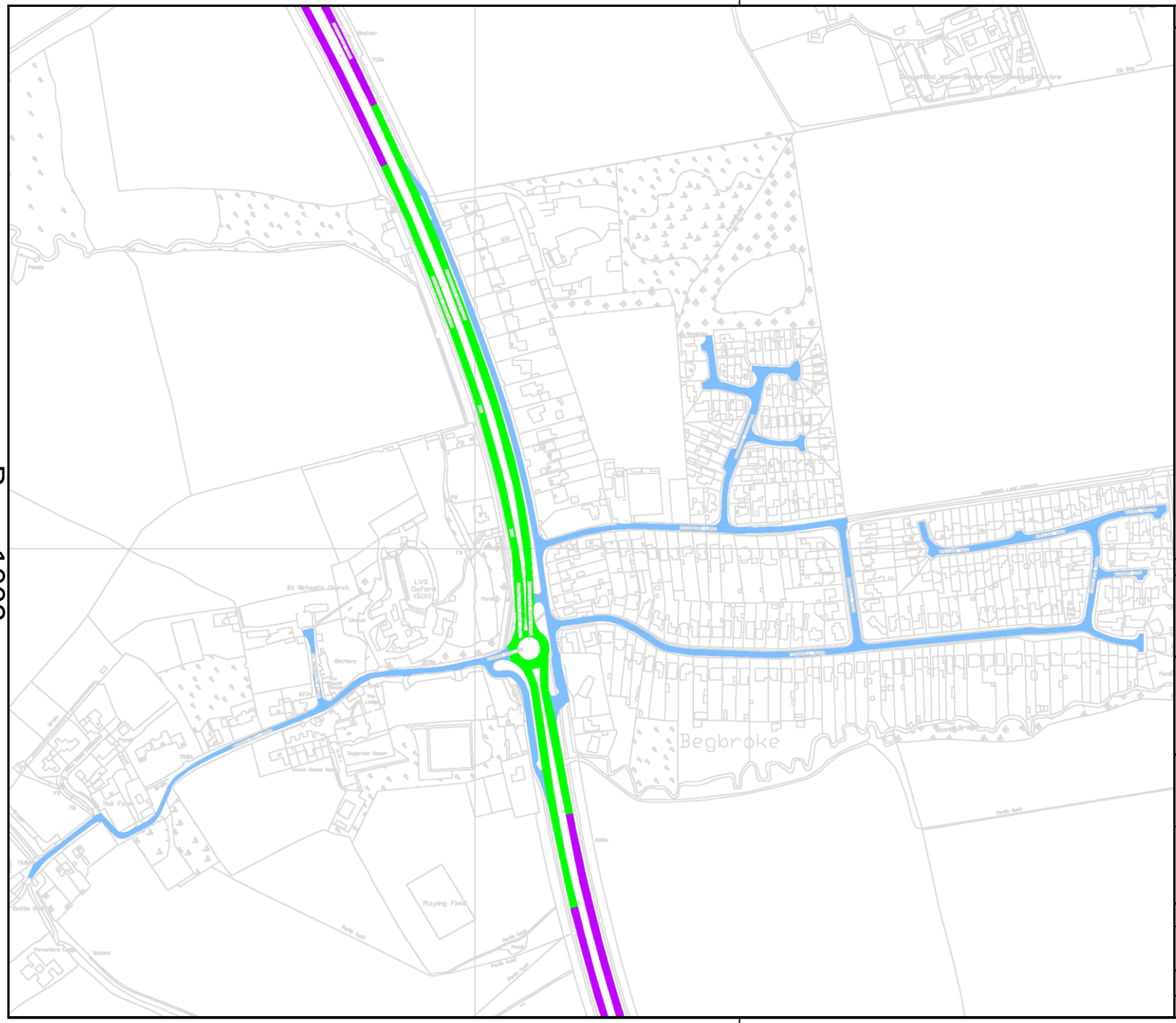
19. Noting the objection of Begbroke Parish Council, and taking account of the current County Council policy that 20mph speed limits will only be progressed with the support of the local parish council, it is recommended that the proposed 20mph speed limits within Begbroke village are not progressed.

20. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Anthony Kirkwood (Team Leader - Vision Zero) Daron Mizen (Operational Manager – Highway Schemes)

December 2024



Drawing No.

Notes:

Proposed 20mph limit

Proposed 40mph limit

Existing 50mph limit

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Bill Cotton
Director of Communities Operations
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

Begbroke 20mph & 40mph

Drawing title

General Layout

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	ER	AK/LT	AK/LT
	Date drawn 04/10/24	Date checked 04/10/24	Date approved 04/10/24

Oxfordshire Project No. & File Ref

Drawing No. | Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – This includes the proposed 40 limit on the A44. Has the necessary speed monitoring taken place on the A44 and does it support this lowering. Thank you for the consultation documents, in relation to the proposed speed limit change. Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering

	• road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – Thank you for consulting. This is a particularly significant proposal given that the A44 through the area is a strategic inter-urban bus corridor between Oxford, Woodstock and much of West Oxfordshire. Moreover, substantial plan-led growth is already committed to the north within WODC at Woodstock, and more locally east and west of the corridor within Cherwell District. Much of this growth is to meet housing requirements that cannot be met within the City of Oxford's boundaries. The County's LTCP5 and the Cherwell Local Plan Part 1 Partial Review explicitly refer to the A44 corridor including the need for bus priority between a new Park and Ride which is nominally allocated at Bladon, and the city. In connection with this vision a bus lane has recently been installed south of this are between Yarnton and Pear Tree. It is proposed in due course to extend the bus priority facilities northwards through this are towards Woodstock. It is accordingly important to have regard to the ongoing need to align with these measures which are intended to secure very substantial mode shift from car to bus, in line with national and County transport policy and the adopted Local Plan strategies. We have reviewed the consultation plans that reduce the speed limit from 50mph to 40mph through the more built up part of Begbrooke. This in part relates to the approaches to the roundabout. This limit is also likely to align with the longer-term

	vision for this stretch of road as development comes forward, including new and/or improved bus stops that might be required south of Begbroke Roundabout. With the strategic context in view, we consider these proposals appropriate and proportionate, and we offer no objection.
(3) Begbroke Parish Council	20mph speed limit – **Object** The Parish council do not feel there is a need to reduce the limit to 20 mph. The new part of the village is not on any kind of "rat run" and the roads are mostly used by local residents who are respectful of the village and do not over speed 40mph speed limit – **Support** Support
(4) Local resident, (Begbroke, Fernhill Road)	20mph speed limit – **Object** Totally pointless. What we do need however is a proper crossing, either pelican or zebra or whatever but don't waste money on 20mph zone just build us the crossing we need to STOP CHILD DEATHS ON THE ROAD! 40mph speed limit – **Object** Object
(5) Local resident, (Begbroke, Woodstock Road East)	20mph speed limit – **Object** No one keeps to the current speed limits it would be a waste of money 40mph speed limit – **Object** Object
(6) Member of public, (Bicester, London Road)	*[Some comments have been redacted]* 20mph speed limit – **Object** Please, see what happened in Wales!!! This is what [redacted] Andrew Gant wants???! Seriously? He's wasting public taxpayers money using nonsensical slogans like "promoting walk and cycle"? [redacted] ?! I live 40-50 mins from my

	workplace!!!! And that's driving time.... should I walk or cycle to work spending half a day on roads? Everyone lost their minds? [redacted] Andrew Gant not just breaking the "Nolan Principles" (he should listen to the public and respect the democratic decision and views) [redacted] He's got no relevant qualifications or experience about his job roll. [redacted] I look forward to vote on the next election and vote them out! 40mph speed limit – **Object** Object
(7) Local resident, (Begbroke, Woodstock Road East)	20mph speed limit – **Object** Unnecessary and waste or precious public funds. No evidence of any need at all for this restrictions. 40mph speed limit – **Object** Object
(8) Member of public, (Bampton, Shergold Road)	20mph speed limit – **Object** 30mph has been perfectly safe for years 40mph speed limit – **Object** Object
(9) Local resident, (Begbroke, Fernhill Road)	20mph speed limit – **Object** The speed is not the danger. The main issue is the quality if the road surface. It is full of potholes. 40mph speed limit – **Partially support** Partially support
(10) Local Cllr, (Begbroke, Begbroke Crescent)	20mph speed limit – **Object** 3 reasons : a) People who drive in excess of 20mph are unlikely to change their behaviour as there is no enforcement. b) those already being considerate do not need a reminder. c) more clutter. Also the money would be far better spent doing some much needed highwat maintenance.

	40mph speed limit – **Support** Support
(11) Local resident, (Begbroke, Willow Way)	20mph speed limit – **Partially support** I believe the slip roads should be 20mph due to cars coming off the dual carriageway. Plus pedestrians and cyclists using the slip road. I object to 20mph for the rest of the village . As a resident you certainly can't drive down Willow way to 20mph due to the car and the very uneven road surface . As regarding the rest of the roads in the village there are parked cars in the road that restricts you at speed . 40mph speed limit – **Support** Support
(12) Local resident, (Begbroke, Woodstock Road East)	20mph speed limit – **Partially support** I fully support the 20mph limit but in the case of the entry into Woodstock Road East for traffic travelling from Woodstock accidents have already occurred with traffic slowing down to the 30mph limit being hit from behind by traffic normally exceeding the 50 mph limit speed of the A44. Hence at this point we need a 40mph limit on the A44 to allow safe entry into the 20mph limit in Woodstock Road East! 40mph speed limit – **Support** Support
(13) Local resident, (Begbroke, Springhill Road)	20mph speed limit – **Support** It is vital to reduce speed all around Begbroke. 40mph speed limit – **No objection** No objection
(14) Local resident, (Begbroke, Spring Hill Road)	20mph speed limit – **Support** You can't drive any faster on the west side as Spring Hill Road is narrow.

	40mph speed limit – **Support** Support
(15) Local resident, (Begbroke, Willow Way)	20mph speed limit – **Support** A 20 mph speed limit will enhance the safety aspect for all pedestrians,cyclists and more generally all residents going about there daily lives within Begbroke Village. 40mph speed limit – **Support** Support
(16) Local resident, (Begbroke, Begbroke Lane)	20mph speed limit – **Support** The lower speed limit improves safety, makes the roads more comfortable for pedestrians and cyclists, and reduces road noise for local residents. As the roads are not thoroughfares they are used primarily by local residents to access their properties and so a higher speed is unnecessary. 40mph speed limit – **Support** Support
(17) Local group/organisation, (Cyclox)	20mph speed limit – **Support** The reduction in speed to 20mph in our towns and villages is an essential contribution to reaching Vision Zero, as speed is a major contributor to people being killed or seriously injured. 40mph speed limit – **Object** We would prefer to see 30mph as this is a built up area as recognised by the fact that there is a toucan crossing being planned.

This page is intentionally left blank

Divisions affected: *Wheatley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

WHEATLEY – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) **Approve the proposed introduction of 20mph speed limits in Wheatley, as advertised**.

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Wheatley as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help encourage walking and cycling within Wheatley by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 24 October and 15 November 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Wheatley Parish Council, and the local County Councillor representing the Wheatley division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst local residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection, although they did raise specific concerns regarding the proposals for London Road and the current Fixed Camera site.

10. Oxford Bus Company submitted a non-objection, and were pleased to have engaged with the Project team at an early stage of the design process, however they remain unhappy that the only practical outcome is likely to be that buses will be slower, less attractive, and less relevant, especially for those settlements east of Wheatley.

11. Wheatley Parish Council whilst overall extremely supportive of the proposals, did however offer some additional suggested amendments to the extents of the scheme on the Waterperry Road and also the road between Wheatley and Holton village.

12. The parish council also commented that London Road is a long, wide, straight road that carries a significant amount of the traffic coming in and out of Wheatley, Holton and surrounding villages and that there appears to be reasonably good compliance with the current 30mph speed limit, and sought advice from the County Council on whether there was evidence that in these

circumstances there may be a risk that some vehicles would seek to overtake slower vehicles, increasing speed and the risk of accidents.

13. Additionally, the parish council response noted an error in the plan (with on London Road there being a short gap in the colouring that indicates a 20mph) and confirmation of the status – whether advisory or statutory - of the current 20mph zone on the High Street.

Other Responses:

14. 41 further responses were received via the online survey during the course of the formal consultation, comprising of 14 objections (34%), nine partially supporting (22%), 17 in support (42%), and one non-objection (2%).

15. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	**Number**
Yes – walk/wheel more	7 (17%)
Yes - cycle more	4 (10%)
No	26 (63%)
Other	4 (10%)
Total	**41**

16. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

17. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

18. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project. In respect of their comments specifically on the London Road and the speed camera, the London Road is discussed in more detail below in the context of Wheatley Parish Council's query. The existing speed camera on London Road has not been upgraded by the police to a digital installation and so is not currently actively used for enforcement.

19. The requests by Wheatley Parish Council for the 20mph limit to be extended on the Waterperry Road to include the turn to Holton, and also on the road to Holton to meet the current 20mph speed limit in Holton village are noted but would require further statutory consultation. Officers are currently in discussion with Holton Parish Council on a possible extension to their existing limit (which was implemented prior to the current 20mph programme) and it is recommended that these requests are assessed in the context of this work.

20. The observations of the parish council on the London Road are noted; there is no evidence to date from the current 20mph in Oxfordshire that overtaking increases on comparable roads which are now 30mph. Detailed monitoring will be carried out to assess the effectiveness of the project in reducing speeds and collisions which will inform where necessary further measures subject to funding and consultation.

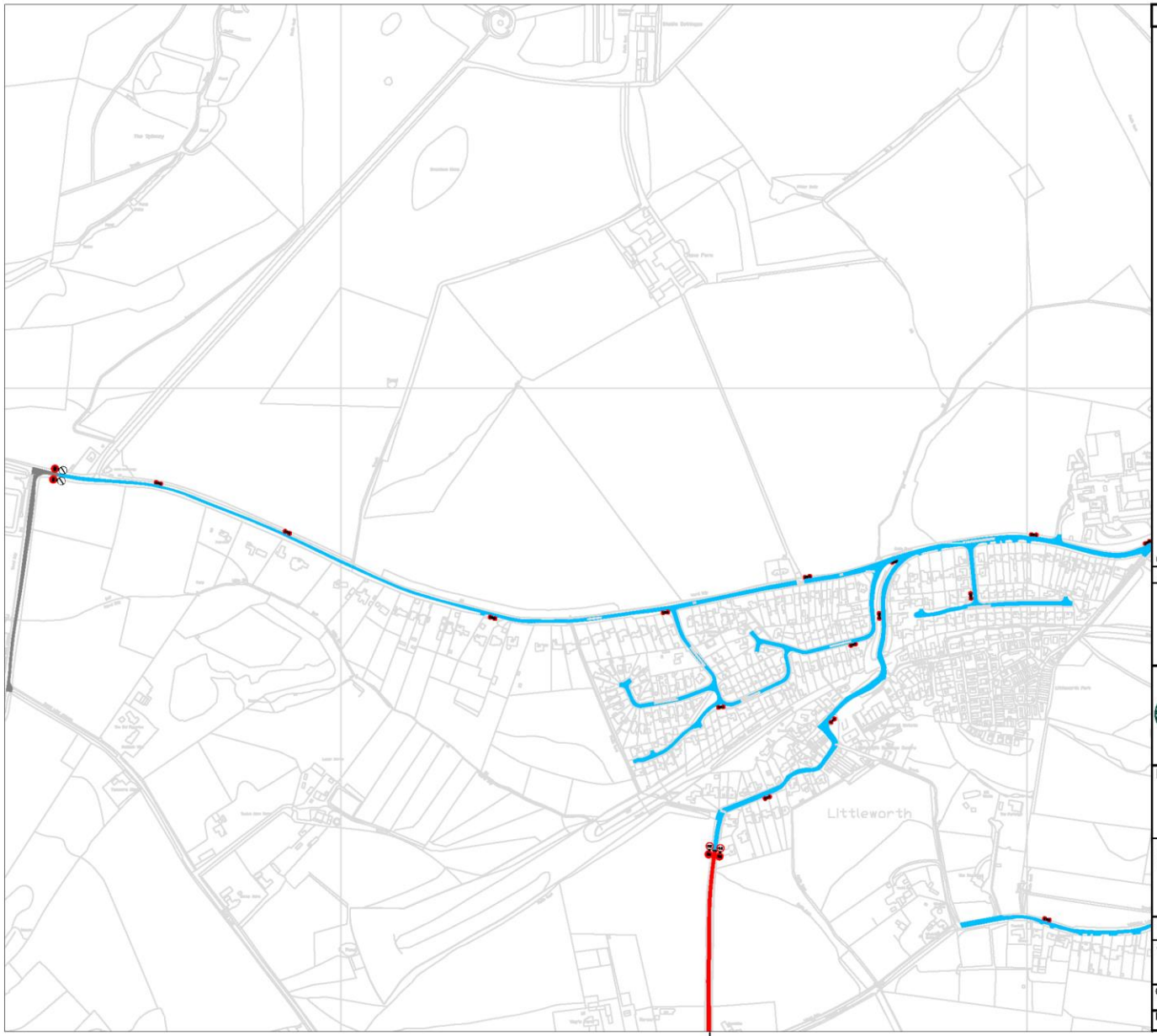
21. It is confirmed that the short gap in the blue colouring (denoting a proposed 20mph limit) on London Road is an error, with a 20mph speed limit being proposed (in accordance with the formal notice of proposal and draft order which correctly include this section). It is also confirmed that the roads in the current 20mph zone include High Street, Bell Lane and part of Holloway Road are included in the wider 20mph speed limit, although also noting that the current 20mph zone is a statutory rather than advisory limit.

22. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annexes 1 & 2: Consultation plan Annex 3: Consultation responses
Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Daron Mizen (Operational Manager - Highway Schemes)

December 2024



Wheatley 20mph Sheet A | Revision 1.0

Legend	
Proposed 20	
Existing 30	
Existing NSL	
Not Public Highway	

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	07.05.24	Proposal 1	C.R		

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: Wheatley 20mph Scheme

Drawing title:
Wheatley 20mph Scheme Overview Sheet A

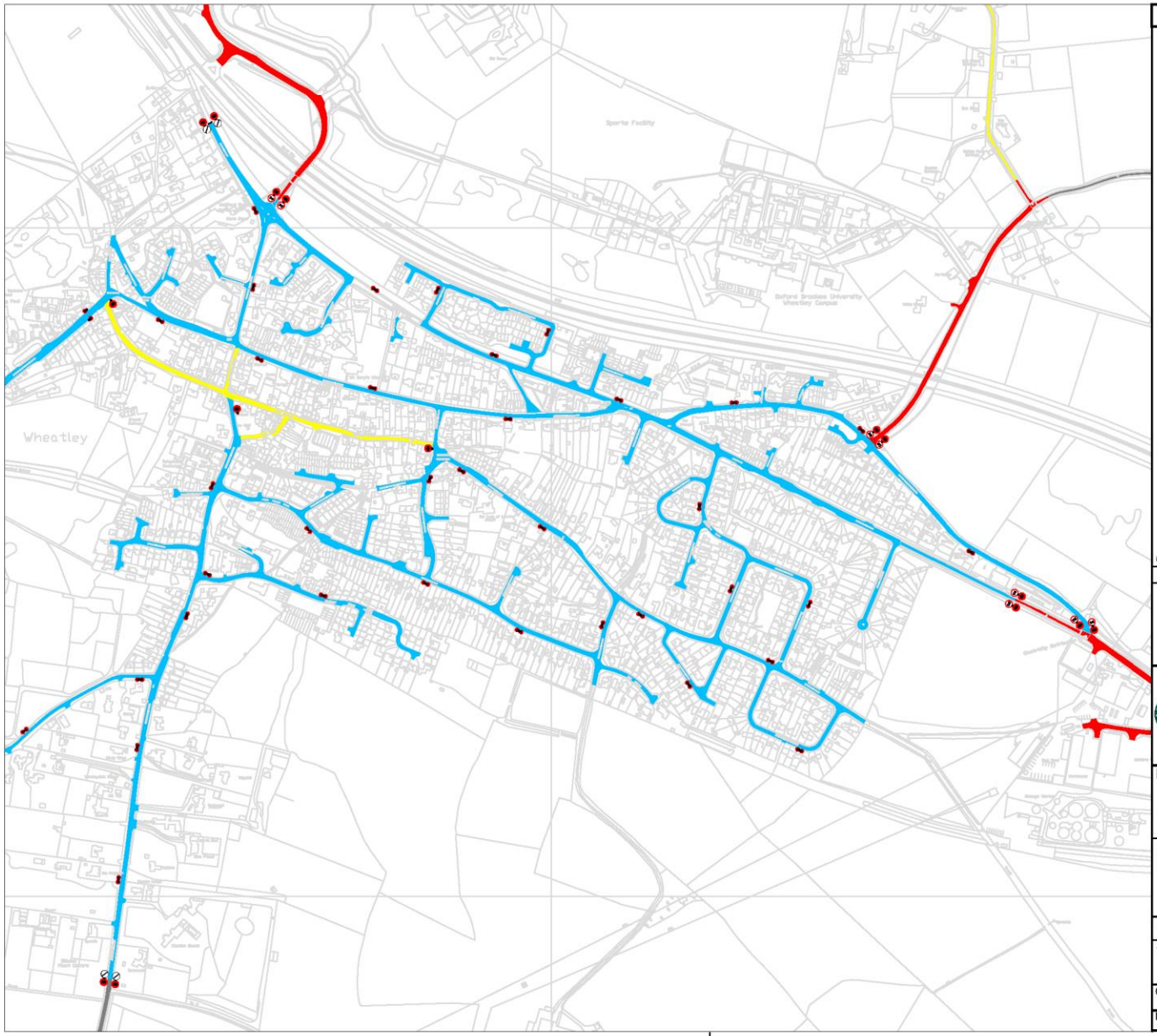
Drawing Status

Scale @ A3	Drawn by: C.R	Checked by AK	Approved by AK
	Date drawn 07.05.24	Date checked 09.05.24	Date approved 10.05.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

B



Wheatley 20mph Sheet B | Revision 1.0

Legend
Proposed 20
Existing 20
Existing 30
Existing NSL

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	07.05.24	Proposal 1	C.R		

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: Wheatley 20mph Scheme

Drawing title:
Wheatley 20mph Scheme Overview Sheet B

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by AK	Approved by AK
	Date drawn 07.05.24	Date checked 09.05.24	Date approved 10.05.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	Concerns – Especially for London Road and the current Fixed Camera site. Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering

	• road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – As always, we appreciate your proactive consultation with us. This set of proposals is one on which we did have some pre-consultation with officers. Again, this is something we appreciate, and we take the opportunity to input into emerging designs very seriously. OBC now operates three separate regular bus routes along the roads through the village, and Carousel Buses Ltd operates a fourth, albeit only 4 times a day each way. These routes perform a wide rage of functions providing both local and much longer-distance connectivity, to an exceptionally wide range of settlements. It is entirely appropriate to point out that the level of bus service that Wheatley enjoys is exceptional. It is also pertinent to note that the A40 allows longer-distance services to bypass Wheatley entirely, and one, the X20 operated by a competitor, already does so. The impact of widespread 20mph limits being applied extensively has already had a particularly damaging impact on Carousel 275, and the 46 is also likely to be inoperable on the current timetable if this and other proposals at Horspath and Littleworth take effect as anticipated. Increased running time and fewer journeys will be the result – and, potentially, some parts of communities losing service, to reduce operated mileage to what can be operated at much slower speeds.

	Our feedback suggested that the westbound on-slip to the A40 at Park View should remain at 30; and that the eastern approach to the village on London Road should also remain at 30mph, heading towards the Old London Rod mini roundabout, in view of the character of the road and the likely very low level of self-enforcement. We notice that this input has not led to very substantive changes to the published draft TRO. We have considered the matter carefully at the most senior level within the business. It is clear that most of the proposed 20mph limit affecting the bus route in the heart of the village is entirely appropriate and current bus operating speeds broadly need to be no higher than 20mph in any event. The additional section of London Road extending east of the village is not so lengthy that the additional impact of this in practice is so deleterious to justify an objection. Further, since our original input, a development proposals has been lodged with SODC pursuant to a Neighbourhood Plan allocation south of London Road, and the proposed 20mph extends east to the planned junction. The baseline situation has thus slightly changed over that that we were aware of when we made initial comments. Therefore, no objection is raised on this occasion. That said, we must record that remain very unhappy that the only practical outcome is likely to be to make buses slower less attractive and less relevant in the round, especially for settlements east of Wheatley. While we never like to reduce services, the Council should be aware that we will have to take unwelcome action if we find that the overall running time situation makes legally compliant operation of any service impossible within the requirement of the Transport Act 1985 (as amended). I trust that the foregoing is welcome to the 20mph team and sufficiently clear.
(3) Wheatley Parish Council	**Support** – Following our recent Parish Council meeting, I'd like to provide Wheatley Parish Council's feedback on the proposed Wheatley 20 MPH speed limits. Overall, we are very supportive of the scheme and believe it will add significantly to road safety in Wheatley. Having studied the proposal we would make the following specific comments. • The council felt it would be useful to extend the 20mph from the junction with Old London Road to the Holton Turn off Waterperry Rd. This would extend the 20 MPH limit from Old London Road to the Holton 20MPH limit and improve safety for pedestrians, especially once the Brookes development starts to have residents. • In addition, it would be useful to extend the 20mph limit from the roundabout on London Road/A40 bridge into Holton up to the existing 20mph by Wheatley Park School. This road is used by pupils from the school and people using Wheatley Playing Fields and extending the 20 mph would improve their safety.

	• The Council believes that the current 20mph limit on High Street is advisory only and this should be amended to a full 20mph limit. • On the consultation plan there is a length of London Road that is missing a speed limit. This section should also be 20 mph. London Road is a long, wide, straight road that carries a significant amount of the traffic coming in and out of Wheatley, Holton and surrounding villages. Generally, traffic seems to stick to the 30 mph speed limit and the concern was that if the speed limit on the road is reduced to 20 mph, would drivers become frustrated and start to overtake slower vehicles, increasing speed and the risk of accidents? I understand this is the sort of thing you consider when designing a 20mph scheme so I thought I'd raise it.
(4) Local resident, (Wheatley, Farm Close Road)	**Object** – no thanks, what we have is adequate, which just needs enforcing when necessary Travel change: **No**
(5) Local resident, (Wheatley, High Street)	**Object** – I don't think it's necessary Travel change: **No**
(6) Local resident, (Wheatley, High Street)	**Object** – No need. Most roads and streets withint Wheatley can be safely driven at 25mph (some sections of Church road even at 30mph). Barely anyone goes faster than 20mph in the streets where 20 would be a reasonable limit, anyway, and those who go faster than that care little about the safety of others, so I'm willing to bet they care even less about a 20 limit. So, all in all, I think it's a waste of money and, potentially if done wrong (and let's be honest, the track record of occ is not great) it could lead to even worse conditions on our roads. Travel change: **No**
(7) Local resident, (Wheatley, Hillary Way)	**Object** – 20 mph is very difficult to drive at. The London Road is a major thoroughfare and should definite be kept at 30mph. Cars generally drive safely through the village and the windy road help control the speed limits. As a cyclist, it is dangerous when cars are trying to get past you doing 20mph. I can be doing 16/17mph hour on my bike and car

	drivers try to overtake but with such a small differential in speeds it takes them longer and then the have to cut in quickly to avoid cars coming the other way. If they can do 30th they can easily overtake. I have had close calls through Garsington with cars trying to overtake when doing similar speeds. I personally do not agree with any of the 20mph speed limits in the surrounding villages. Travel change: **Other** Cycle LESS
(8) Local resident, (Wheatley, Hillary Way)	**Object** – It seems that speeding fines are the councils real reason. We now be going slower than cycles. Travel change: **No**
(9) Local resident, (Wheatley, Hillary Way)	**Object** – Speed limits are the maximum speed you can legally go on a road - not the speed that you have to go at. All road users should go at a speed suitable to the conditions at that time. 20 mph limits are potentially dangerous as I have seen it lead to too small a gap for vehicles to come out. To get safer roads get the potholes mended. Travel change: **No**
(10) Local resident, (Wheatley, Kelham Hall Drive)	**Object** – The current speed limits are adequate. No evidence has been provided that these reduced limits are needed in Wheatley. They would only be likely to increase congestion. Travel change: **No**
(11) Local resident, (Wheatley, Kelham Hall Drive)	**Object** – I do not see any need for this, the structure and layout of the roads already force cars to drive slowly through narrow streets. I think it is a waste of money that would better be spent elsewhere. Travel change: **No**
(12) Local resident, (Wheatley, Kellys Road)	**Object** – waste of money installing new signage and won't be enforced. On many of the included roads it would be difficult to go any faster than this anyway.

	Travel change: **No**
(13) Local resident, (Wheatley, Keydale Road)	**Object** – We have significant traffic restrictions already in place in the village. More money should be spent repairing the existing road surface and cleaning the gulleys. The inconsiderate parking in certain areas of the village is far more dangerous than the existing 30 mph limit. Travel change: **No**
(14) Local resident, (Wheatley, Roman Road)	**Object** – While I do partially support the proposal I have lived in Wheatley for over 7 years and have never found excessive speed to be an issue when walking or driving around the village. I object strongly to London Road having a 20mph limit at all. Most people do stick to 30mph here and it is a wide road with good visibility with pavements all along it. It seems unnecessarily heavy handed and distracts from the roads where a limit is probably a less divisive idea. Some roads could benefit from slightly slower speeds (Beech Road/Farm Close Road, Roman Road, Ambrose Rise which are on the 'rat run', the deterrent effect could be useful. The issue here is volume of traffic at peak times, not speed. Mulberry Drive which is a wide cut through and Crown Road where there is no pavement could benefit. But on the whole people do not, indeed, cannot, drive fast in most of the village and a blanket 20mph limit seems like a sledgehammer to crack a nut. In addition, the extra street signage necessary is ugly and offensive in its own right. I would like to see less of it, not more. Travel change: **No**
(15) Local resident, (Wheatley, Windmill Lane)	**Object** – I am strongly against 20mph zones except in very specific areas. I do not find that they are well observed, and they simply serve to make law-breakers of all of us, thus reducing the respect for speed-limits in general. Particularly on the through-roads through the village (London Road, Ladder Hill) it is desirable to have free-flowing traffic. The concept that 20mph speed limits encourage people onto other modes of transport is another way of saying "we'll make travel just so awful that people will use other means". The consequence is that people are driven to other

	forms of transport until the travel experience is just at the very limit of what is tolerable, beyond which there is no reason for it to reduce further. In other words, you're guaranteeing that transport will be as close to intolerable as you can get it, forever. It is a profoundly misguided policy. Travel change: **No**
(16) Local resident, (Wheatley, Old Road)	**Object** – Most of the roads are so narrow that a speed of more than 20 is impossible. For the major roads 30 is adequate and is rarely exceeded. Travel change: **No**
(17) Member of public, (Wheatley, Ladder Hill)	**Object** – Parts of Wheatley are 20mph already. There is absolutely no need to expand this. Sensible drivers will already drive at less than 30 where conditions warrant it, and those not that way inclined will likely ignore the new restrictions Travel change: **No**
(18) Local resident, (Wheatley, Bell Lane)	**Partially support** – I think 20mph is fine for most of Wheatley but I think the whole of London Road should be 30mph. The houses there are set well back from the road and it is a straight wide road with good visibility, so safety wise I cannot think of a reason to have 20mph and it will frustrate people as they think it is unnecessary. Travel change: **No**
(19) Local resident, (Wheatley, High Street)	**Partially support** – Mostly support due to the presence of schools, but London road definitely does not need the 20mph limit so perhaps the 20mph zone could be placed to the south of London road. Travel change: **No**
(20) Local resident, (Wheatley, High Street)	**Partially support** – 'Generally agree, except that two roads should be or remain 30mph to facilitate through traffic: - London Road

	- Ladder Hill south of WIndmill Lane Travel change: **No**
(21) Local resident, (Wheatley, Ladder Hill)	**Partially support** – The only area I feel may be an issue is Ladder Hill. As a resident on this Road I know that parts of it require 30mph to drive up it so you have enough power. What we need are visits by police with speed cameras. They are only ever seen on Cuddesdon Rd in Horspath, but London Rd & Ladder Hill in Wheatley need spot checks too. Unfortunately those not doing 30 are unlikely to do 20 so by catching and prosecuting these people it will help. Travel change: **No**
(22) Local resident, (Wheatley, Leyshon Road)	**Partially support** – A lot of the village roads can only be driven safely at 20 mph now because of poorly maintained roads & vehicle parking. London road is adequate as a 30 mph limit & there would be no positives for a 20 limit on this road. Travel change: **No**
(23) Local resident, (Wheatley, Hillary Way)	**Partially support** – I agree with a 20 mph limit on every section of the proposal with exception of London Road. I understand the alleged benefits of 20 zones, but the London Road has a speed camera on it, set at 30 mph but has never caught a speeding motorist. (Figures published in 2023). This suggests that either there isn't an issue or speed cameras are pointless. I cannot see 20 being adhered to on that road as it's so long and straight. I also feel that in making the London Road a 20 mph zone, it will train drivers to become more rebellious. They won't stick to 20 on that road, then get used to breaking speed limits regularly and continue in more dangerous areas. Travel change: **Other** I'm a keen cyclist who commutes to Oxford City Centre by bike. Since the introduction of 20mph zones on my route to work, cycling has become more dangerous! I can cycle in the high teens, cars drift by my side then forget I'm there and turn left. I have started taking diversions to avoid getting involved with cars in these areas. But I'm old and don't appreciate having to detour on Oxfords appalling cycle tracks, so it's feeling safer to drive more these days. So net result, this cyclist is deterred by you safety ideas.

(24) Local resident, (Wheatley, Hillary Way)	**Partially support** – London Road from King's Arms public house to the mini roundabout by the doctors surgery should be 20 miles an hour then perhaps we would not have been hit on the roundabout by someone stupid woman doing at least 55 and not even stopping and leaving my husband suffering for the last 2.10 moths and then having to pay £19500.00 for an operation Travel change: **No**
(25) Local resident, (Wheatley, The Glebe)	**Partially support** – I don't support a full 20mph zone as it costs a lot of money to install and I think the money could be spent on other things to reduce drivers speed. Enforcement by average speed cameras or police. Drivers that want to go fast will still go fast unless they worry about being caught. Travel change: **No**
(26) Local resident, (Wheatley Oxon, Old Road)	**Partially support** – The 20mph limit should only apply to High Street and Church Road. Travel change: **No**
(27) Member of public, (Headington, Lime Walk)	**Support** – 20mph is a reasonable speed in residential and built up areas. Most vehicles travel at more than 30 mph in those restricted areas. When in 20mph areas more drivers make an effort to drive slower and in doing so are less stressful and assertive. Travel change: **Yes - cycle more**
(28) Local resident, (Littleworth, Littleworth)	**Support** – I live in Littleworth, please make it 20 mph speed limit, put bumps in too! Endless streams of traffic dangerously speeding through at all times of the day. Travel change: **No**

(29) Local resident, (Wheatley, Barlow Close)	**Support** – 20 mph zones have been consistently shown to be safer (especially for children), with limited to no impact on average journey times. I'm particularly keen that the centre of Wheatley e.g. near the primary school (is made a 20), as with the terrible parking people often travel dangerously fast to get through gaps in traffic on one side of the road. Travel change: **No**
(30) Local resident, (Wheatley, Farm Close Lane)	**Support** – There are many roads where cars travel too fast in a heavily residential area. I have had two cats run down on mulberry drive, where people drive at crazy speeds, and beech road is also an accident waiting to happen - people see the long straight road and do 40 mph. Please, please bring this in for the safety of our community and pets. Travel change: **Yes – walk/wheel more**
(31) Local resident, (Wheatley, Farm close Road)	**Support** – Road safety saves lives. Travel change: **Yes - cycle more**
(32) Local resident, (Wheatley, Farm Close Road)	**Support** – I live on Farm Close Rd where there are cars parked everywhere they can. The long straight from the co.op down to the Farm Close Rd children's park is often a cat and mouse game as to who can get by the quickest. This is therefore a daily danger for people crossing the Rd and a struggle for residents trying to get in and out of their own driveways as the road narrows to almost single file by the park and cars will often mount pavements to gey by. I have seen a few wheelchair/mobility scooter residents who go on the road up to the co op and dodge the traffic as there are no drop kerbs at points. Mornings and after 3pm are the busier periods. To note ,there are coaches and tractors that come onto this road .To my mind it is not always the speed but the sheer acceleration of cars that is the danger from the co op point to the hidden corner at Farm Close Rd Park. I have highlighted these issues to the Councils quite a few times and pleased that this will be addressed in an appropriate way for each area of Wheatley.

	Travel change: **Other** I personally walk or get the bus to work but other members of my household do drive.
(33) Local resident, (Wheatley, High Street)	**Support** – Will the new speed limit be enforced? I have lived on Wheatley High Street for two years and have never seen any enforcement of the existing limit of 20mph, and have seen numerous cases which I judge well in excess of the limit. Travel change: **Yes – walk/wheel more**
(34) Local resident, (Wheatley, Hillary Way)	**Support** – I walk everywhere. I am unable to drive as I am visually impaired. Many cars drive to fast in the village. I am apprehensive about crossing roads. Some cars drive at over 30mph. 20 mph is good for safety and air pollution. Our pavements are very narrow and unsafe to walk on . Some cars also park on the pavement as well . Travel change: **Yes – walk/wheel more**
(35) Member of public, (Wheatley, Kelham Hall Drive)	**Support** – There is too much speeding in the village and this will be a sensible way to address this, in line with other similar measures elsewhere in the county. Travel change: **No**
(36) Local resident, (Wheatley, Keydale Road)	**Support** – Fully in support. The roads are too narrow for the current speed of traffic and often lead to conflicts between drivers and cyclists or pedestrians. Travel change: **Yes - cycle more**
(37) Local resident, (Wheatley, London Road)	**Support** – I support the principle of lowering speeds through the village, however, I do not believe this will be effective unless enforced, particularly on London Road. If enforced it may discourage traffic using Wheatley as a rat run. My concern is that it will not work at all without enforcement which I believe is not part of the proposal and therefore a waste of funds.

	Travel change: **No**
(38) Local resident, (Wheatley, Old Road)	**Support** – Wheatley is quite densely residential and has historic narrow streets with inadequate pavements. In the village itself there is no provision for safe cycling, especially with children. It's vital to slow traffic through the village to improve both actual and perceived safety for pedestrians and cyclists. This is especially true of the main routes through the village and between the schools. I'd also support bigger infrastructure changes to prioritise vulnerable users on these narrow streets. Travel change: **Other** I'd be more able to let my children cycle their own bikes alongside me.
(39) Local resident, (Wheatley, Barlow Close)	**Support** – Concerns for the safety of pedestrians and cyclists. Wheatley has some very narrow paths, which often force pedestrians onto the road. Also some very narrow and congested roads that can be dangerous for cyclists. Additionally large numbers of SUVs which are very dangerous for most other road users. Travel change: **Yes - cycle more**
(40) Local resident, (Wheatley, Beech Road)	**Support** – I live in Beech Road and the cars continually speed past our house in excess of the current speed limit when using the village as a rat run. Reducing the speed limit will make the village safer and it will be easier to drive on and off our drive. Travel change: **No**
(41) Local resident, (Wheatley, Bell lane)	**Support** – Couldn't agree more! The speed people come down Bell Lane at the moment (supposedly 20mph) is ridiculous and dangerous, so reducing speed beforehand can only be a good thing. Though more also needs to be done to enforce the existing 20mph areas, as they are frequently ignored Travel change: **Yes – walk/wheel more**

(42) Local resident, (Wheatley, High Street)	**Support** – We have had two cats killed by drivers this past year. Walking around the village feels unsafe with fast cars around, especially with many narrow pavements and tight roads, some with no pavement at all. The 20 zone on the High Street feels so much safer when cars are going gently. Travel change: **Yes – walk/wheel more**
(43) Local resident, (Wheatley, Kelham Hall Drive)	**Support** – Slower speed saves lives and is better for the environment. Travel change: **Yes – walk/wheel more**
(44) Local resident, (Wheatley, Fairfax Gate)	**No objection** – Unfortunately, due to the location of Wheatley we get lots of non-local traffic who do not adhere to the speed limits. I walk round the village regularly and have been increasingly put off of walking down London Road due to the speed motorists drive, especially large lorries. As a local resident I should not feel uneasy to walk around my own village. Travel change: **Yes – walk/wheel more**

This page is intentionally left blank

Divisions affected: *Burford & Carterton North*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

ASTHALL, ASTHALL LEIGH & FIELD ASSARTS – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed introduction of 20mph speed limits at Asthall, Asthall Leigh and Field Assarts as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limit Asthall, Asthall Leigh and Field Assarts – all within Asthall parish - shown in **Annexes 1** & **2**

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the 20mph transformation programme.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help to encourage walking and cycling at Asthall, Asthall Leigh and Field Assarts by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 16 October and 08 November. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, local District Cllrs, Asthall, Swinbrook, Leafield, and Minster Lovell Parish Councils, and the local County Councillors representing the Burford & Carterton North, and Hanborough & Minster Lovell divisions.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection. They also noted that note the existing traffic calming have little effect in reducing the current 30mph speed limits.

10. Oxford Bus Company submitted a non-objection, confirming that the proposals would not affect local bus operations.

11. Asthall Parish Council expressed support for the proposals.

Other Responses:

12. One further response was received from the 'Oxfordshire Cycling Network' group who were supportive, citing that evidence from Wales, London and other UK cities that showed 20mph limits result in a 20-30% reduction in road casualties across all users.

13. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

14. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Asthall, Asthall Leigh and Field Assarts.

15. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

16. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1 & 2: Consultation plans Annex 3: Consultation responses
Contact Officers:	Anthony Kirkwood (Team Leader - Vision Zero) Daron Mizen (Operational Manager - Highway Schemes)

December 2024

Drawing No.

Revision

Notes:

Proposed 20mph limit

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Bill Cotton
Director of Communities Operations
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

Asthall Leigh, Field Assarts & Asthall Village 20mph

Drawing title

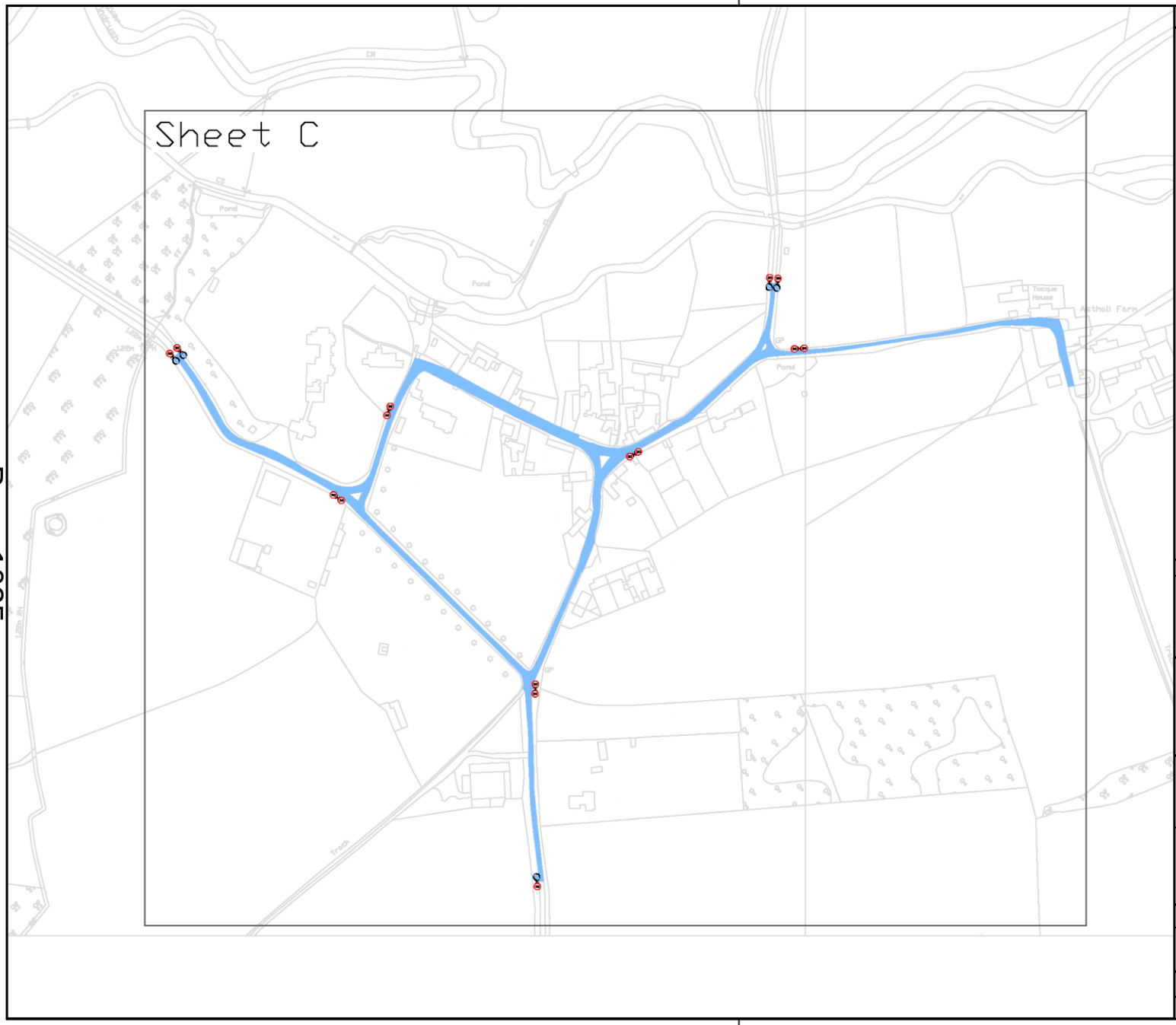
General Layout (1)

Drawing Status

Scale @ A3	Drawn by ER	Checked by AK	Approved by AK
	Date drawn 17/09/24	Date checked 17/09/24	Date approved 17/09/24

Oxfordshire Project No. & File Ref

Drawing No. | Revision



Drawing No.

Notes:

Proposed 20mph limit

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Bill Cotton
Director of Communities Operations
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title

Asthall Leigh, Field Assarts & Asthall Village 20mph

Drawing title

General Layout (2)

Drawing Status

Scale @ A3	Drawn by ER	Checked by AK	Approved by AK
	Date drawn 17/09/24	Date checked 17/09/24	Date approved 17/09/24

Oxfordshire Project No. & File Ref

Drawing No. | Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment

	However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – We can confirm that this does not affect bus operations and thus we raise no objection.
(3) Asthall Parish Council	**Support** – I have consulted the councillors and they are happy with the plans you provided but noted that Asthall does not have any existing 30mph signs.
(4) Oxfordshire Cycling Network	**Support** – based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.

This page is intentionally left blank

Divisions affected: *Eynsham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER

HARDWICK WITH YELFORD – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed introduction of 20mph speed limits at Hardwick and Yelford as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits at Hardwick and Yelford villages within Hardwick with Yelford parish – as shown in **Annex 1.**

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the 20mph transformation programme.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help to encourage walking and cycling on Harwick and Yelford by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 16 October and 08 November. A notice was published in the Witney Gazette newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, West Oxfordshire District Council, local District Cllrs, Hardwick with Yelford Parish Meeting, Aston, Cote, Chimney and Shifford Parish Council, and the local County Councillor representing the Eynsham division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding 20mph speed limits and wish their response to be listed as 'having concerns' rather than an objection.

10. Oxford Bus Company submitted a non-objection, confirming that the proposals would not affect local bus operations, including service No.X15 & No.19 which operate on the A415 through the Parish.

Other Responses:

11. Five further responses were received via the online survey during the course of the formal consultation, comprising of one partially supporting, and four (including the 'Oxfordshire Cycling Network') offering their support.

12. The responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

13. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Hardwick and Yelford villages.

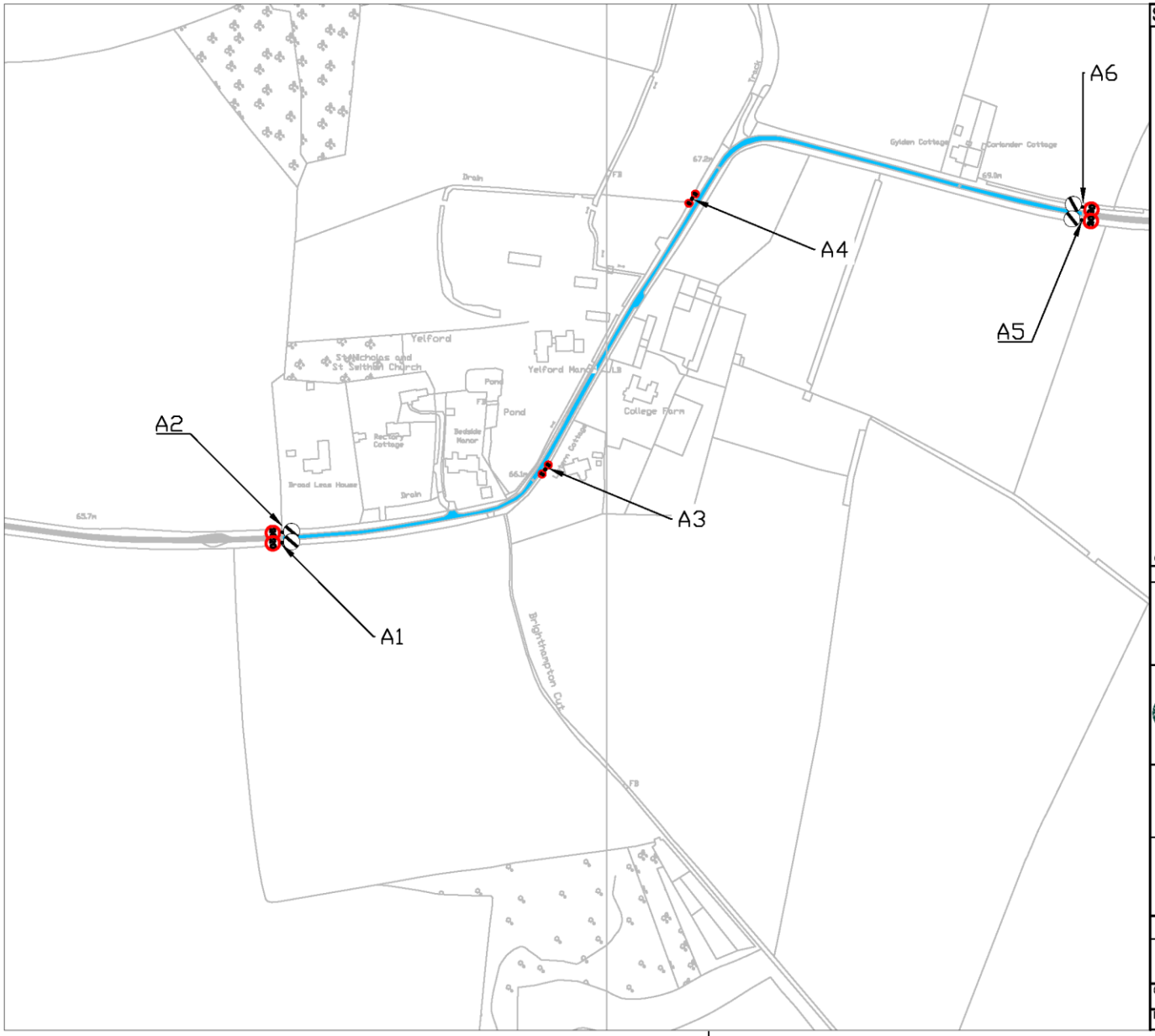
14. The main purpose of the scheme is to improve road safety and to encourage greater use of active travel by reducing speeds; this will also reduce collisions. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

15. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annexes 1 & 2: Consultation plans Annex 3: Consultation responses
Contact Officers:	Anthony Kirkwood (Team Leader - Vision Zero) Daron Mizen (Operational Manager - Highway Schemes)

December 2024



Sheet A | Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Not Public Highway	

© Crown Copyright and Database rights 100023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	08.03.24	First draft	C.W		

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: Hardwick and Yelford 20mph Scheme

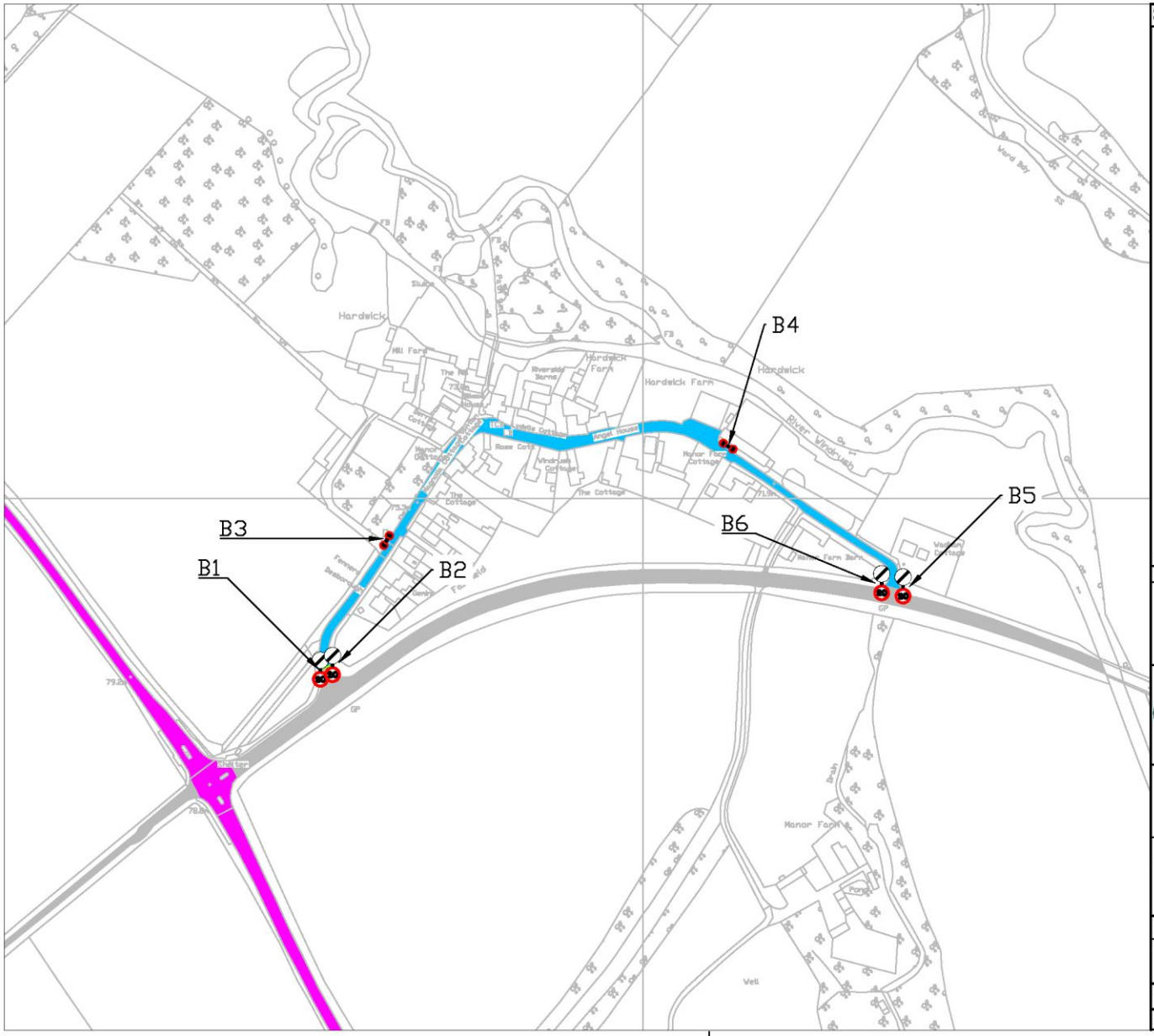
Drawing title:
Hardwick and Yelford 20mph Scheme Sheet A

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by AK	Approved by AK
	Date drawn 08.03.24	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0



Sheet B | Revision 1.0

Legend	
Proposed 20	
Existing NSL	
Existing 50	
Not Public Highway	

© Crown Copyright and Database rights 100023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	08.03.24	First draft	C.W		

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: Hardwick and Yelford 20mph Scheme

Drawing title:
Hardwick and Yelford 20mph Scheme Sheet B

Drawing Status

Scale @ A3	Drawn by: C.W	Checked by AK	Approved by AK
	Date drawn 08.03.24	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Please note the Speed Cushions along this road have little effect in reducing the current speeds (30) Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided)

	• road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – We can confirm that this does not make changes that affect bus operations, including our services X15 and 19 operating on the A415 through the Parish, and thus we raise no objection.
(3) Oxfordshire Cycling Network	**Support** – We support this speed limit reduction on the short stretch through Hardwick based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. For Hardwick, the lower limit will not affect passing traffic, only traffic through the small village. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.
(4) Local resident, (Ducklington, Witney Road)	**Partially support** – a This is the first time I have seen proposed 20mph limits that residents may support and that may have little effect on current use of the roads in question. However these are both single roads that see limited use , and if there were more roads in these hamlets you would be imposing a blanket limit as you have recently done in Ducklington, and in other local villages. Instead of using a big stick to beat people out of their cars, you should be offering some

	incentive, such as proper paths and cycleways that are not on/in the existing roads. Unfortunately the fact that you fail to keep footpaths and tracks clear of overgrowth indicates that you have no intention of addressing the issues in a logical manner, and the tax-paying public will be stuck with whatever your uninformed, dogmatic rulers have already decided.
(4) Local group/organisation, (Yelford, Yelford Lane)	**Support** – My organisation is in Yelford. I think the 20mph is very much needed. Traffic travels far too fast there at the moment. Yelford is sometimes used as a cut through to other villages, and if the drivers are not local they drive far too fast through this tiny village. Many of us who either live or have a business or organisation there walk along the road (there is no path) to get to a neighbour's house. 20mph and preferably with extra signage to show your speed would be very welcome.
(4) Local resident, (Yelford, Yelford Road)	**Support** – I am supporting the proposals due to the dangerous speeds the cars drive through the village at 60mph+! There have been four accidents / cars in the ditch over the last 12 months. It is a very popular cycling and walking route and there have been several near misses involving cyclists and pedestrians. The road *[in Hardwick]* is not safe to drive through at high speeds and pedestrians and local residents are at risk
(7) Local resident, (Yelford, Yelford Road)	**Support**

Divisions affected: *Sonning Common*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

HIGHMOOR – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed introduction of 20mph speed limits in Highmoor, as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Highmoor as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help encourage walking and cycling within Highmoor by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 11 October and 1 November 2024. A notice was published in the Henley Standard newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Highmoor Parish Council, and the local County Councillor representing the Sonning Common division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection.

10. Oxford Bus Company submitted a non-objection, confirming that the proposals would not affect local bus operations.

11. Highmoor Parish Council were supportive of the scheme in general, but put forward a couple of suggested amendments, comprising an extension of the proposed 20mph speed limit on the B481 at the north end of the village so as to help ensure speeds were lower at the junction with the access to the village hall, and at Witheridge Hill, the replacement of a 200 metre length of 20mph speed limit between the current 30mph terminal sign and the first repeater sign for the proposed 20mph limit.

Other Responses:

12. 31 responses were received via the online survey during the course of the formal consultation, comprising of two objections (6%), three partially supporting (10%), and 26 in support (84%).

13. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	**Number**
Yes – walk/wheel more	16 (52%)
Yes - cycle more	2 (6%)
No	11 (36%)
Other	2 (6%)
Total	**31**

14. A further three responses were received via email, comprising of one raising concerns, and two partially supporting – suggesting minor amendments to the proposed extents of the scheme.

15. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

16. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

17. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Highmoor.

18. The modifications suggested by Highmoor Parish Council are noted; the request for an extension at the northern end would require a further statutory consultation and on balance officers consider - taking account of the low cost of any future amendment - that it would be preferable to implement the current proposals and then monitor, with any further modifications to speed limits in the village in the light of this monitoring (including this specific suggestion) being progressed subject to funding and consultation.

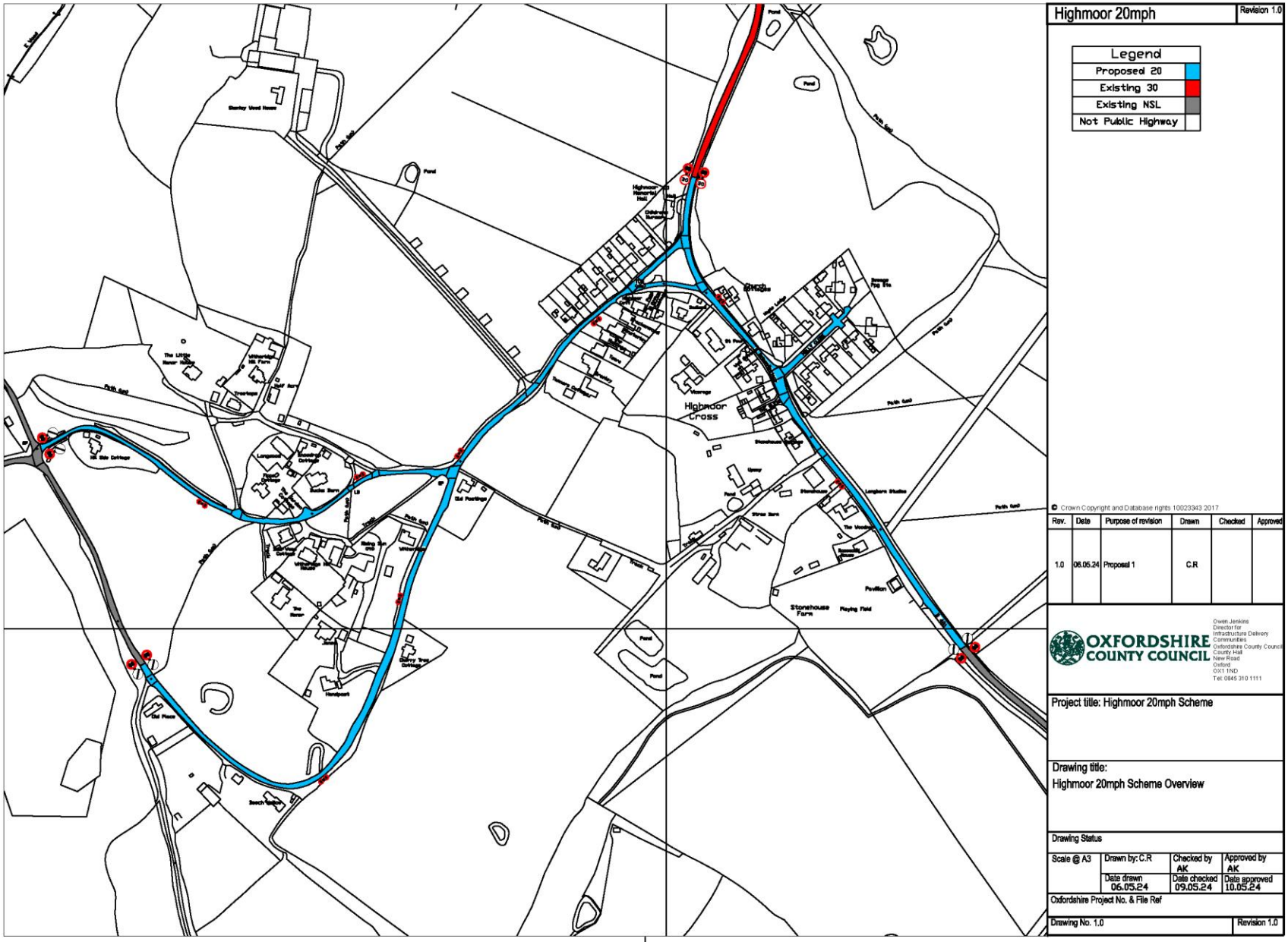
19. Similarly officers recommend that the current proposals for Witheridge Hill are approved, noting that the suggested length of the 30mph buffer zone would - at 200m - be below the recommended minimum length of 300m for a speed limit. However officers also note that this amendment could be progressed without the need for further statutory consultation given that there is already a 30mph speed limit in place on the full length of this road.

20. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Daron Mizen (Operational Manager - Highway Schemes)

December 2024


A
B
1
Highmoor 20mph
Revision 1.0
Legend
Proposed 20
Existing 30
Existing NSL
Not Public Highway
Highnor Cross
Stonehouse Farm
Playing Field
Pavilion
© Crown Copyright and Database rights 10023343 2017
Rev. | Date | Purpose of revision | Drawn | Checked | Approved
1.0 | 06.05.24 | Proposal 1 | C.R
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: Highmoor 20mph Scheme
Drawing title:
Highmoor 20mph Scheme Overview
Drawing Status
Scale @ A3
Drawn by: C.R
Checked by AK
Approved by AK
Date drawn 06.05.24
Date checked 09.05.24
Date approved 10.05.24
Oxfordshire Project No. & File Ref
Drawing No. 1.0
Revision 1.0

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – This village has previously featured where compliance is poor in the current 30 limit Thank you for the consultation documents, in relation to the proposed speed limit change. Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.

	The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	**No objection** – We can confirm that this does not affect bus operations and thus we raise no objection.
(3) Highmoor Parish Council	**Support** (with proposed amendments) – The Parish Council believes that the top end of the proposed 20mph limit, at T2 is too close to the Village Hall. It does little to protect people crossing the road, to and from the Hall. The Hall is used daily by Highmoor Nursery School and children cross the road to their Forest School twice a week. Crossing the road for them is a highly managed operation and has occasionally experienced problems with uncooperative drivers.

	Also, the area of the village which has experienced the most traffic incidents is the bend by the old Dog and Duck. Vehicles have often come off the road on both sides at this point and residents in this location have great difficulty joining the road from their properties. Therefore, the Parish Council would recommend that the 20mph speed restrictions extend to the north of this area. While traffic may speed up again coming down from there to the Village Hall, this area is suitable for installing a new Vehicle Activated Sign, to act as a reminder. It is further suggested that there should be a 30mph buffer zone at the bottom of Witheridge Hill, between the current sign at T2 and the repeater sign at R4. This might encourage drivers to slow down as they enter the village.
(4) Local resident, (Highmoor, Witheridge Hill)	**Object** – There is no need to reduce the speed limit to 20mph. The problem is many people don't drive the 30mph speed limit currently in place and drive through the village at speed. Rather than reducing the 30mph to a 20mph why not enforce the 30mph speed limit we have now through various means and methods because if those drivers won't go 30mph they definitely won't stick to 20mph either. Travel change: **No**
(5) Member of public, (Woodcote, Reading Road)	**Object** – While the decision-makers are obviously obsessed with setting blanket speed limits without listening, I am STRONGLY against the 20mph proposal as a road user for the following reasons: 1. Road conditions: The UNREASONABLE proposal covers an IMPORTANT road section that leads to Nettlebed and M40 which is used by many road users in the villages nearby, including me; The majority of the road sections are in extremely good condition. The village is in a rural area where most residents rely on bus and car. There are VERY LIMITED residential properties and residents along the road. 2. The blanket 20mph approach is not scientific as claimed. The decision-makers simply took the news headline '20mph reduces collisions by xx%', while ignoring the fact that the speed restrictions in those trials were deployed in high-risk areas. In Oxfordshire, many of these low speed zones are being deployed in low-risk areas with no accident history, few residents, and good roads. 3. According to statistics data, only 3 out of 1000 people in Oxfordshire might die from traffic accidents over 80 years. The blanket 20mph approach means that the remaining 99.7% will need to slow down for them in the rest of their lives. 4. The proposal does not conform to the Department of Transport guidance in setting local speed limits 'only introduce 20mph limits and zones, in the right places, over time and with local support in urban areas and built-up village streets that are

	primarily residential, using the criteria in Urban speed limits' and '20mph schemes should be considered on a road-by-road basis based on the safety case to ensure local support, not as blanket measures. Particular consideration should be given to maintaining through routes for motorists.' 5. It is very likely that the claimed improvement of 20mph reflect the fact that a small number of high-risk road sections were covered, while the blanket approach without proper risk assessment simply impacts everywhere, including many low risk areas, which is inefficient. 6. Air pollution and noise, if these issues really exist, should be addressed by technology such as the adoption of Electric Vehicles instead of blocking the roads. Travel change: **No**
(6) Local resident, (Newnhamhill)	**Concerns** – My thoughts on 20mph limit through village: 1. What history of accident/injury within the proposed zone to justify 'improvement in safety? 2.Provision/maintenance of footpaths would enhance pedestrian safety within the parish. 3.If typical speed of transiting vehicles too high, enforcement of existing 30mph limit would probably 'calm' traffic in general. 4.Money spent on signage/road markings/new road furniture could be diverted to #2 (footpaths). 5.Could a 20mph limit reduce safety by inducing 'road rage'?
(7) Local resident, (unknown)	**Partially support** – I see from your consultation document that: *"The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic."* Sadly that objective will not be achieved with your proposed 20mph limit at Highmoor on the B481. The reason for this is that you have stopped the 20mph zone prematurely in a northern direction.

	I expect, as a ratepayer, to be able to walk safely to the post box in the village, and to walk safely to the village to visit friends and for exercise. This I currently can't do. The path, from the z bend to the village hall is in a disgraceful and dangerous condition and it is too narrow. There is then no footpath from the Z bend to my house, Beechwood Cottage, RG95DJ. I have limited mobility and I am in no position to leap up on to the roadside bank, nor is the bank suitable for walking on. This means that I must walk in the road to the corner. The existing 30mph limit is ineffective and never policed. I estimate that around 60% of vehicles approaching the z bend are travelling between 40 and 50 mph. The advent of electric cars means that these can't be heard. Frequently cars attempt to overtake me near to the bend when they can't see vehicles approaching from the south, and frequently there have been near collisions. My request therefore is that the 20mph limit, which I fully support, should be extended up to and 200 yards past the z bend, and if properly enforced with a camera, it would go a long way towards achieving the effective and safe movement of traffic and people.
(8) Local resident, (unknown)	**Partially support** – I am writing with regards to the consultation document related to the village of Highmoor that states: *"The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic."* I am extremely supportive of this objective however am tremendously concerned that the proposal looks to simply limit the speed to 20mph (on B481) through just part of the village, and stops prematurely in a Northern direction meaning my house (Appletree Cottage, RG9 5DH) will be within the high speed area. Whilst today it is 30mph, cars drive dangerously fast through this northern Z bend and considerably over the 30mph speed limit. This existing 30mph limit is completely ineffective. By changing part of the village to 20mph and not throughout the village in its entirety, drivers will simply accelerate into the higher speed area outside the row of houses here, causing even more danger.

	I have a toddler and with no footpath, it is equally dangerous for us to try and walk into the centre of the village. Even pulling off the drive is a danger with cars driving incredibly fast around the corners, often allowing just seconds for me to pull out onto the road before another car speeds around the Z bend. My request therefore is that the 20mph limit, which I fully support, is extended up to and 200 yards past the z bend, and if properly enforced with a camera, it would go a long way towards achieving the effective and safe movement of traffic and people as per the Country Council's objective laid out.
(9) Local resident, (Highmoor, Highmoor Cross)	**Partially support** – The positioning of the proposed transition points to 20 mph on the B481 is illogical. To the northern end, the transition point should be further north, preferably at the start of the village boundary and include a transition from national speed limit to 30mg and then to 20mph.To the south, there should be a phased transition from the national speed limit to 30mg further south before reaching the village and then to 20mph at the proposed point where there is a footpath crossing the road. Travel change: **No**
(10) Local resident, (Highmoor Cross, Road southwest through Highmoor Cross)	**Partially support** – I am fully in support of the 20mph speed limit in Highmoor, however I think the restriction should be extended further northwards out of the village towards Nettlebed. The current proposal of the restriction to extend only 20m north of the village hall, does not cover the 'dog and duck' bend up the road which is an accident blackspot. The proposed location of the transition from 20mph to 30mph north of the village hall will encourage people to start to accelerate as they approach this bend which is perhaps less safe than the current situation. Furthermore the narrow pavement that extends from the village hall up to this bend where it meets a bridlepath into Highmoor common wood, is adjacent to hedgerow that is frequently overgrown and leaves pedestrians with very little space to walk on the pavement. The result is that pedestrians on the pavement are often incredibly close to moving traffic. It is for this reason that Highmoor nursery school cannot use the pavement to access the woodland for forestry school, and have secured permission with the land owner for children to walk through the field instead. A lower speed limit on the section of road with this pavement adjacent would improve safety for pedestrians, including children. Travel change: **Yes – walk/wheel more**

(11) Local resident, (Highmoor Cross, Holly Close)	**Partially support** – I'm not completely 100% in favour of the proposals as people will still end up speeding through but hopefully rather than going 40-50 in a 30 they'll go 25-35 in the 20. If not a 20mph then definitely try and get the speed camera van or even a speed camera in the village Travel change: **No**
(12) Local group/organisation, (Oxfordshire Cycling Network)	**Support** – We support this speed limit reduction based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. The scheme is aligned to 'where the people are' - where they live and are likely to be walking. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives. Travel change: **Yes - cycle more**
(13) Member of public, (Henley, St.Marks)	**Support** – I live in Henley but was walking up around Highmoor and Stoke Row earlier this year and saw a car, going much too quickly, smash in to the church wall. It was caused a lot of damage and it's lucky there was nobody walking past at the time. Travel change: **Yes – walk/wheel more**
(14) Local resident, (Highmoor, B481)	**Support** – We have a real problem with speeding through the village and very few places to cross the road. I have often had to run across the road because of spreading vehicles. Whilst the new speed limit won't stop all drivers travelling at a dangerous speed, I hope it might make some think about their behaviour.

	Travel change: **Other** We don't have any pavements that enable pedestrians to walk to other villages and we don't have a decent or regular public transport so I will always have to drive to get anywhere.
(15) Local resident, (Highmoor, B481)	**Support** – We currently have a 30mph speed limit that no one ever respects, and I have never seen any police in Highmoor enforcing this limit (contrary to other zones nearby, where we do sometimes see police cars checking speed). The 20mph limit would "force" drivers to be careful, which they are not. There are families living here, and drivers always speed on our stretch of the B481, way above the 30mph limit, and it's dangerous. It's difficult to get out of our drives, many pets have been killed, it's time to force drivers to be more mindful. Travel change: **Other** Well, precisely because cars always drive so fast here, I am afraid of using a bicycle. So I always use my car to go shopping, etc. It's practicable to walk either, except to go in the woods nearby, because there are no shops of anything nearby.
(16) Local resident, (Highmoor, B481)	**Support** – As a resident, I believe this change is essential for the following reasons: 1. Improved road safety for all residents - lowering the speed limit to 20 mph will significantly reduce the risk of accidents, and research shows that the severity of accidents decreases dramatically at lower speeds. 2. Enhancing the village environment - the introduction of a 20 mph limit will contribute to a quieter, more peaceful atmosphere, which is crucial for maintaining the character of our village for both residents and visitors. 3. Supporting active travel - a 20 mph speed limit would foster safer conditions for other forms of transport, such as cycling and walking, promoting healthier, more sustainable travel choices. 4. Reducing carbon emissions - given the pressing need to address climate change, every measure that can help lower our carbon footprint is a step in the right direction. Introducing a 20 mph limit would align with broader sustainability goals within the county.

	5. Positive experiences in similar villages - there is growing evidence from other villages in Oxfordshire and beyond that reduced speed limits have improved both safety and quality of life. Implementing this change in Highmoor would be a positive step in line with best practices elsewhere. In summary, I strongly believe that the introduction of a 20 mph speed limit will bring tangible benefits to our village by creating safer streets, a more pleasant environment, and supporting sustainability goals. I urge the Council to proceed with this proposal and thank you for considering the views of local residents. Travel change: **Yes – walk/wheel more**
(17) Local resident, (Highmoor, B481)	**Support** – My properties at rg9 5du are adjacent to this road, with no pathway access. Reducing the speed and adding a camera or some type of enforcement would make a massive difference to the safety of my family, foster children and dog. It's currently often like dicing with death when trying to cross the road or access the road in my car. Travel change: **No**
(18) Local resident, (Highmoor, B481)	**Support** – It reduces the noise levels, especially the thundering Lorry's that go through Highmoor. Safer for a village with no footpaths to cross the roads or walk on what very narrow pavement we have. Safer when pulling out onto main road due to blind corners. Safer for our animals plus wildlife. It is successful- see all other villages that have done it. Should be mandatory in every village for these reasons alone and to respect people living on this road. Travel change: **No**
(19) Local resident, (Highmoor, B481)	**Support** – We have no pavements in most of Highmoor and you take your life in your hands if you're out walking. Travel change: **Yes – walk/wheel more**

(20) Local resident, (Highmoor, B48q)	**Support** – we live on the main road, witg the increase in traffic and speeds people drive through the village at is dangerous. Travel change: **No**
(21) Local resident, (Highmoor, Highmoor)	**Support** – Supporting because I have a cat and the main road outside mine in Highmoor people speed down and there are children to consider also Travel change: **No**
(22) Local resident, (Highmoor, Highmoor)	**Support** – Cars drive through Highmoor too fast - way over the limit of 30mph. We have families and pets using the footpaths through the village but it doesn't feel safe with cars coming fast past you. Travel change: **No**
(23) Local group/organisation, (Highmoor Memorial Hall)	**Support** – As chair of Highmoor Memorial Hall, I can say that we fully support a 20 mph limit. However we are concerned that the new limit may only start a few metres North of the hall. We think this will give much less protection for people crossing the road outside coming to the hall. In particular, our main user, Highmoor Nursery School, has strong reservations on this issue. They have had serious problems with inconsiderate drivers when they are crossing the road with a group of pre-school age children, going to their Forest School setting. the principal of the school, commented as follows- "I would like the 20mph limit to stretch further up the road to Nettlebed to give us maximum protection. Ideally, it would come into force shortly after the corner where The Dog and Duck used to be. People tend to come round that corner and put their foot down as the road is straight and that's what we need to avoid. I don't think they will do 20 down there but at the moment many people are driving past in the mornings at 40 plus so at least if it was 20, they might drop their speed to 30".

	Travel change: **Yes – walk/wheel more**
(24) Local resident, (Highmoor, Highmoor Cross)	**Support** – I live in a house next to the B481 in Highmoor Cross so I am very aware of the speed of traffic passing our house, particularly when trying to emerge on to the road from our drive. At times I may have to wait for a few minutes for the road to be clear enough and quiet enough to be sure that nothing is coming down the road at speed. Anything done to reduce the speed of traffic would be very welcome. The pavement from our house along they B481 takes some courage to walk along. Some residents have stopped using it. I feel that excluding the part of the village near the old Dog and Duck would be a mistake as it must be similarly difficult for residents there to join the road. There is also a public footpath across the road by Apple Tree Cottage and accessing and using that footpath can be very difficult. Travel change: **Yes – walk/wheel more**
(25) Local resident, (Highmoor, Highmoor cross)	**Support** – People drive far too fast in the village. There is a local nursery with small children Travel change: **Yes – walk/wheel more**
(26) Local resident, (Highmoor, Holly CLose)	**Support** – I strongly support the proposed 20 mph limit because traffic speeding through the village has many adverse effects. Lower speeds will make the road safer for pedestrians and pets, reduce noise pollution, and make the village feel more cohesive as a community when no longer spliced by high speed traffic whizzing by. However, I am concerned that the proposal drops traffic from 60 mph to 20 mph - I think this is steep and wonder if a buffer zone of 40 mph leading into the 20 mph zone could run from the Satwell turning to the start of the Highmoor 20mph on the b481, and from the bend before The Old Place to the start of the 20 mph zone at The Old Place travelling from Stoke Row. This would make it more likely that traffic would observe the new lower speed.

	I also think that the start of the 20mph zone when travelling from Nettlebed direction on B481 should be slightly further out so that the traffic has reduced sufficiently before passing the preschool site. The staff regularly cross the B481 with children to attend forest school, and currently, the point where they cross the road is very close to the proposed speed change. There is a history of confrontation with belligerent drivers when staff have attempted to cross, and the new lower speed should make crossing safer for the school group. Travel change: **Yes – walk/wheel more**
(27) Local resident, (Highmoor, Holly close)	**Support** – 2 young children and it's dangerous Travel change: **Yes – walk/wheel more**
(28) Local resident, (Highmoor, Main Road)	**Support** – One of our neighbours sent me this and I'm very pleased that the council are considering changing the maximum speed to 20mph. I fully support this proposal as I've seen a number of accidents and near misses over the years caused by people driving too quickly through the village. Some of them may only be doing 35mph but the road is extremely narrow as you approach the green and there's also a nursery adjacent. There was an accident earlier this year where the church wall was damaged after a car mounted the pavement. It's lucky that nobody was killed. Travel change: **Yes – walk/wheel more**
(29) Local resident, (Highmoor, Highmoor Cross)	**Support** – The roads in Highmoor are very dangerous for pedestrians and cyclists and a lower speed limit would make the village a lot safer. Travel change: **Yes – walk/wheel more**
(30) Local resident, (Highmoor)	**Support** – It is very difficult to get out of my road sometimes with the traffic speeding so fast through the village. Even worse if you're walking on the pavement from my part of the village to the middle part the traffic comes around there so fast and the pavement is so narrow it feels like the car might actually hit you! We really need to slow them down.

	Travel change: **Yes – walk/wheel more**
(31) Local resident, (Highmoor Cross, B481)	**Support** – I live at Highmoor Cross and I access my property with great difficulty directly from the B481,due to the bends and the downward gradient of the road. This means can't see traffic travelling south towards Sonning Common, and always have my car window open to I can hear the traffic, of course I can't hear cyclists racing through the village and I have had a few near misses. (do speed limits apply to cyclists ?) There is a Nursery School at the Memorial Hall who need to cross the B481 to access their Forest School, and some drivers have demonstrated a total disregard for 3/4 yr. olds crossing the road. There is also an increased number of young children living in the village, the pavements are narrow and not continuous. Thus villagers need to cross the road at various points to access the letterbox, Parish Notice Boards etc. I fully support 20mph through Oxfordshire and have noticed how traffic flows more smoothly when drivers have to make R hand turns. Nettlebed is a good example. Travel change: **Yes – walk/wheel more**
(32) Local resident, (Highmoor Cross, B481)	**Support** – I live in Highmoor and have witnessed several road traffic accidents over the years, caused on many occasions due to speeding. There is also a nursery in the village with very small children in the car park, next to the road every day and a reduced speed limit will help protect them. This will also help the traffic noise in the village. Travel change: **Yes – walk/wheel more**
(33) Local resident, (Highmoor Cross)	**Support** – Safety for children and animals - traffic speed dangerously. Travel change: **No**

(34) Local resident, (Highmoor Cross, Holly Close)	**Support** – A number of the minor roads covered by this proposal do not have pavements or street lights and so walking on these is dangerous with the current speed limit. The reduction to a 20 mph speed limit would improve safety for both walkers, riders and cyclists. The B481 cuts the village in half and cars often speed through it. Again the reduced speed limit will improve safety for walkers, riders, cyclists and car drivers. When entering the village via the B481 from the south the change in speed limit from 60 to 20 mph seems like too large a jump and a 30 mph section before entering the 20 mph zone would be safer. Travel change: **Yes - cycle more**
(35) Local resident, (Highmoor Cross, Road from Highmoor Cross to Stoke Row)	**Support** – A number of children and pets / animals are in the village of Highmoor - the speed limits needs / must reduce to 20mph! Thank you! Travel change: **No**
(36) Local resident, (Highmoor Cross, Stoke Row Road)	**Support** – This is a good initiative, thank you. Cars whizz through our village at over 40mph and I find walking to the graveyard stressful and quite dangerous. The road by the church is very narrow and I don't like walking there. Travel change: **Yes – walk/wheel more**
(37) Local resident, (Witheridge Hill)	**Support** – We are stringly in favour of the decrease in speed limit to 20mph. Living at the junction between Colmore Lane and Witheridge Hill we experience cars accelerating fast coming round the bend from Highmoor. They already often exceed the current 30mph. This sharp bend is dangerous with gravel edged road, no pavement, vegetation and trees reducing visibility and in the mornings the rising sun hitting the windscreen further reduces visibility when travelling towards Highmoor. There are often near misses on this bend with cars straying on to the wring side of the road as they attempt to navigate it. In wet weather there is a drainage issue further compounding the problems. The bottom of the road in front of The Old Place is subject to surface water flooding particularly when the culverts have nit been maintained by the council. Cars come through the surface water at high speeds often over 30 mph. This is dangerous as there is often debris on the road under the flood water. The wash created from cars passing at speed damages the common land adjoining The Old Place. In addition the entire area is home to a large number of deer and

	muntjack, these stray on to the road day and night and as there are no street lights in the area they cannot be easily seen before they run out in to the road. A number of deer and other wildlife have been injured and killed on this stretch of road. In addition many of the houses that front the road between Highmoor and the junction with Colmore Lane have small children and pets so for their safety it is imperative the speed limit be decreased to z20mph. There are also a large number of recreational cyclists on this road particularly at weekends, decrease is speed limit would improve their safety on this difficult stretch if road. I would further suggest the 20mph limit is extended to join up with the bottom of the road down from Witheridge Hill, thus circumnavigating the entire Witheridge Hill. Currently as cars come down the hill from Highmoor and around the bend by Beech Hollow they see the national speed limit sign and immediately increase their speed, passing The Old Place at well over 30 mph which is unsafe. The wooded area on both sides of this road is home to a herd of 30+ deer and a number of muntjack. They cross this stretch of road day and night and do foxes and other wildlife. It would therefore seem sensible to extend the 20mph speed limit another few hundred feet to join up with the road that leads down the other side of Witheridge Hill, thus making the entire Witheridge Hill area safer for motorists, pedestrians, cyclists and wildlife. Travel change: **Yes – walk/wheel more**

Divisions affected: *Kingston & Cumnor*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

KINGSTON BAGPUIZE – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed introduction of 20mph speed limits in Kingston Bagpuize, as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Kingston Bagpuize as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help encourage walking and cycling within Kingston Bagpuize by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 17 October and 08 November 2024. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, the Vale of the White Horse District Council, the local District Cllrs, Kingston Bagpuize Parish Council, and the local County Councillor representing the Kingston & Cumnor division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection.

Other Responses:

10. Six further responses were received during the course of the formal consultation, comprising of one objection, two partially supporting, and three in support.

11. The Oxfordshire Cycling Network expressed support for the proposals but also commented that The Faringdon Road and the A415 within the village should also be 20mph.

12. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

13. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

14. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Kingston Bagpuize.

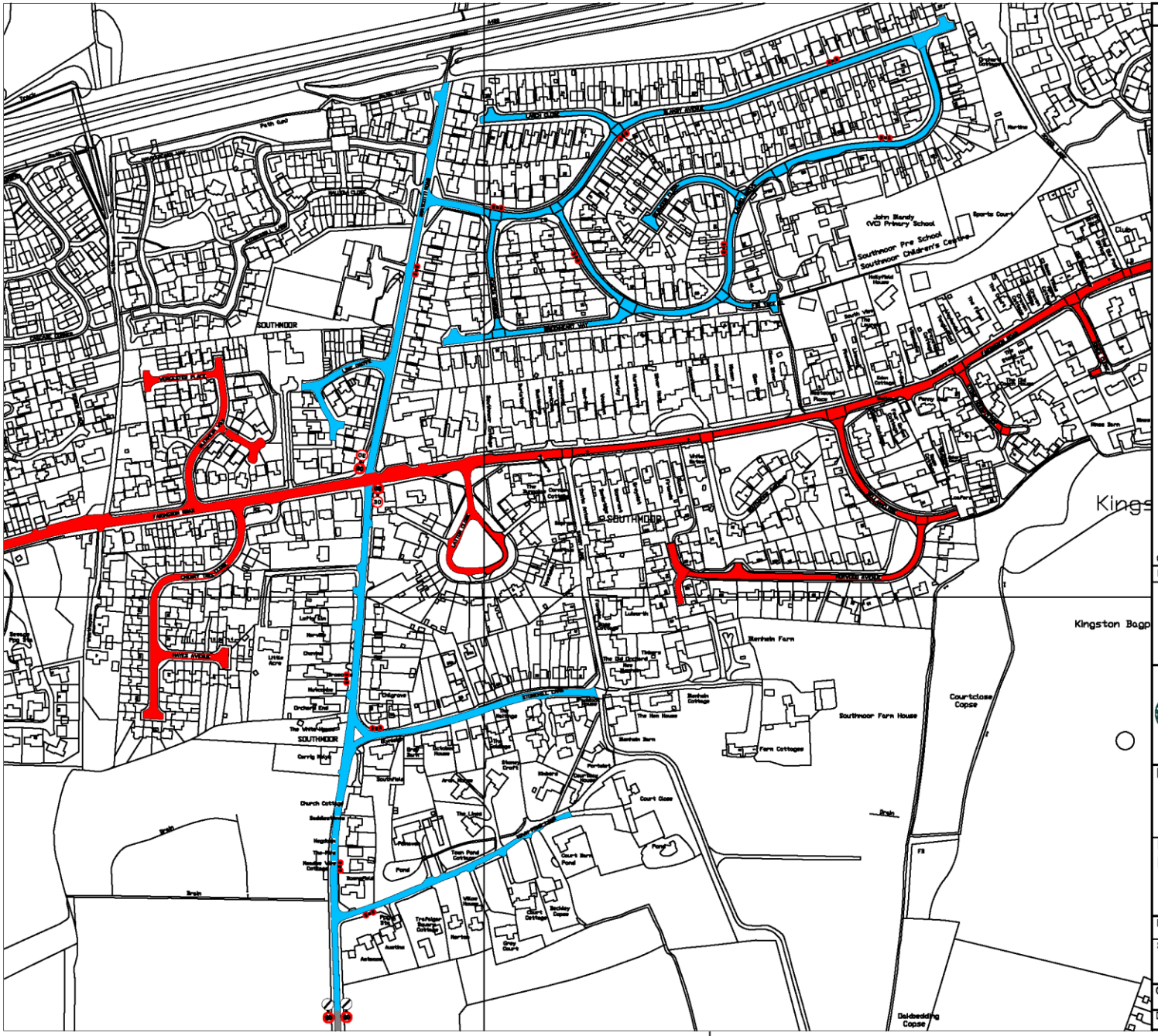
15. Four responses were received from members of the public expressing support (either partial or full) which requested that Faringdon Road should also be 20mph taking account of the high level of pedestrian movements along and across the road. Noting these requests – and the response of the Oxfordshire Cycling Network, which also included a request that the A415 through the village is 20mph in addition to the Faringdon Road - the scope of the scheme reflects the views of the parish council and although very much accepting that potential benefits of a 20mph limit on these roads for pedestrian safety and amenity – and also for cyclists - these have to be balanced with other considerations.

16. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless do not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Daron Mizen (Operational Manager - Highway Schemes)

December 2024



Kingston Bagpuize 20mph

Revision 1.0

Legend	
Proposed 20	
Existing 30	
Existing NSL	
Not Public Highway	

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	03.01.24	Proposal 1	C.R		

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: Kingston Bagpuize 20mph Scheme

Drawing title:
Kingston Bagpuize 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by GJB	Approved by GJB
	Date drawn 03.01.24	Date checked 26.01.24	Date approved 26.01.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	• existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Local resident, (Southmoor, Blandy Avenue)	**Object** – I have not seen any evidence that there have been serious road traffic accidents in the proposed area having lived in it for over 20 years...with two exceptions which are not included in the current plans. I am aware that the parish council ran a survey some time ago and the responses - something like 77 in favour, 69 against - were hardly a mandate to take this forward. The only time there is significant danger is when children are going to and from school on foot. Other than that, there is very little pedestrian traffic.
(3) Local resident, (Kingston Bagpuize)	**Partially support** – I have just seen via KBS News that 20 mph limits are to be applied but not on Faringdon Road.This road needs something to stop vehicles racing through the village.I walk my dogs at night and nearly every night there are vehicles coming through the village speeding in excess of 30 mph.There needs to be something in place before someone is killed or do we have to wait until it happens.I know i am not the only one who says its not a matter of if it happens but when it happens.
(4) Local resident, (Kingston Bagpuize)	**Partially support** – I write to commend the proposal to introduce 20mph speed limits in this village. Indeed, it is one of the last villages or towns in this area still without any such limit. However, I strongly suggest that the proposed scheme would be deficient in that it only addresses some of the residential side roads. Whilst these roads clearly deserve and public safety would benefit from the proposed 20mph

	limits, the scheme (if approved) would be the only one of its type in this area to exclude the main thoroughfare through the village (Faringdon Road). I suggest this would be a serious deficiency as the road suffers from frequent speeding posing a threat to pedestrians going to the local shops, bus stops or the village school. (It is necessary in parts to walk in the road due to the footpath being obstructed by trees on the publicly-owned verges being left untended.) Of course, much would depend on road users actually complying with the speed limits, whether they be 20mph or 30 mph. But that is another matter. I conclude by urging you strongly to consider extending the proposed scheme to include the Faringdon Road through this village.
(5) Local group/organisation, (Oxfordshire Cycling Network)	**Support** – We support this speed limit reduction. However, the extent is very limited and we are concerned that residents and road users will not gain the safety benefits of 20mph speed limits on Faringdon Road, and on the short section of the A415 that passes through the village, both of which past a village shop. We suggest that the streets proposed are approved, but the extended area is also considered. Our support is based on growing evidence from Wales, London and other UK cities that 20mph limits result in a 20-30% reduction in road casualties across all users: pedestrians, cyclists, motorcyclists, motorists and their passengers. This happens even with current low levels of enforcement, although we consider that better enforcement should also be applied. We support Oxfordshire's policy of 20mph limits with community support and schemes designed to be where the people are. Lower speeds also create a more friendly street environment for people to walk, wheel and cycle, encouraging healthy forms of transport that reduce road danger further, reduce traffic, reduce damage to the environment, and lead to healthier and happier lives.
(6) Local resident, (Kingston Bagpuize, Oxford Road)	**Support** – There is far too much speeding in the village, getting to the point of it being downright dangerous at times, especially with parked cars meaning people have to swerve out into the middle of the road. A 20 mph speed limit would really benefit the village on the A415 past the church and Coop. I've lost count of the number of times recently vehicles have been going too fast to stop for pedestrians and the zebra crossing …

(7) Local resident, (Kingston Bagpuize, Rimes Lane)	**Support** – Whilst being delighted that the Council is now considering 20mph zones within our community, I am dismayed that they do not include any on the A.415 which is, in my opinion, by far the most dangerous route in the our community. It seems to me totally illogical that Marcham, which is only a couple of miles away on the same through road, should have the benefit and protection of 20 mph whilst Kingston Bagpuize/Southmoor is only to have it on access roads. The risk to pedestrians from speeding traffic coming into the village from the Frilford direction is compounded by the fact that the pavement between Church Green and Rectory Lane is dangerously narrow and nowhere near the 1.8m. width required for two wheelchairs to pass each other. This pavement is the only pedestrian access from the bulk of the village(s) to the Cricket & Football clubs and the associated pavilion - a major social hub within the community. We have already had one fatality at the junction with Frax Close and I dread the likelihood of another.

Divisions affected: *Shrivenham*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

LETCOMBE REGIS – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed introduction of 20mph speed limits in Letcombe Regis, as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Letcombe Regis, as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jenifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help encourage walking and cycling within Letcombe Regis by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 02 and 25 October 2024. A notice was published in the Oxfordshire Herald Series newspapers, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Vale of White Horse District Council, the local District Cllrs, Letcombe Regis, Letcombe Bassett, East Challow, and West Challow Parish Councils, and the local County Councillor representing the Shrivenham division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection.

10. Letcombe Regis Parish Council expressed support for the 20mph limit for the village but would ask that the views of those villagers living outside the 20mph area should be taken into consideration, particularly in respect of the start of the limit on the lower road out of the village and include Bablakes Farmhouse in the 20mph limit as requested by the residents.

Other Responses:

11. 32 further responses were received via the online survey during the course of the formal consultation, comprising of eight objections (25%), four partially supporting (12%), 17 in support (53%), and three non-objections (9%).

12. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number
Yes – walk/wheel more	5 (16%)
No	24 (75%)
Other	3 (9%)
Total	**32**

13. Additionally, two emails were received, both of which were from local residents offering their support.

14. Three responses from members of the public expressing partial support requested that the length of Letcombe Road currently proposed to remain at 30mph is also reduced to 20mph on the grounds of safety.

15. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that include personal abuse are unacceptable, and as such will have been redacted.

Officer Response to Objections/Concerns

16. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

17. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Letcombe Regis.

18. The requests received from Letcombe Regis Parish Council and three members of the public for the length of 30mph speed limit on Letcombe Road currently shown to remain at 30mph to be also considered for a 20mph speed limit are noted; taking account of the limited roadside development and the need to carry out a further statutory consultation should this be taken forward, it is recommended that the current proposals are approved with these requests being evaluated as part of the planned monitoring of the scheme.

19. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Daron Mizen (Operational Manager - Highway Schemes)

December 2024

Letcombe Regis 20mph | Revision 1.0

Legend
Proposed 20
Existing 30
Existing NSL
Not Public Highway

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	26.01.24	Proposal 1	C.R		

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: Letcombe Regis 20mph Scheme

Drawing title:
Letcombe Regis 20mph Scheme Overview

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by G.JB	Approved by G.JB
	Date drawn 26.01.24	Date checked 26.01.24	Date approved 26.01.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 1.0

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	• existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
Letcombe Regis Parish Council	**Support** Letcombe Regis Parish Council are in favour of the 20mph limit for the village but would ask that the views of those villagers living outside the 20mph area should be taken into consideration, particularly in respect of the start of the limit on the lower road out of the village and include Bablakes Farmhouse in the 20mph limit as requested by the residents.
(2) Local resident, (Letcombe Regis, Manor Field)	**Object** – 30 mph is fast enough Travel change: **No**
(3) Local resident, (Letcombe Regis, Mill Paddock)	**Object** – This is a waste of money. However one enters the village, from Wantage, from Letcombe Bassett, or down Court Hill or Windmill Hill, one is met by a sharp bend and forced to slow down. It is impossible to drive through the centre of the village, past the Greyhound or by the Church, at over 20mph. Extra signage is a waste of money - use the money to mend potholes. Travel change: **No**
(4) Local resident, (Letcombe Regis, Post Office Lane)	**Object** – As a resident of Letcombe Regis for nearly 40 years, I am unaware of any road traffic accident that caused serious injury or death (the stated aim being to lower these accidents). In fact, I don't think there have been any

	accidents involving vehicles and other users of the roads\footpaths in that time. There is already a 30mph restriction throughout the village which is sufficient especially as there are several right angled bends which naturally restrict vehicle speeds to less than 20mph. The road layout therefore keeps speeds at a level that reduces pollution and fuel consumption. Congestion does not occur on the village roads. There are footpaths for pedestrians in the areas of the village where a 20mph level is being considered. Hence it is a waste of public money to change the 30mph limit to 20mph. The money would be better spent on maintenance of the road surfaces, particularly potholes in South Street and the passing places on Court Hill Road, and cutting back encroaching vegetation on the approach roads, if it is earmarked for highways. At a time when education and social care budgets of the County Council are insufficient to meet needs, money should be directed at these vital core services. Travel change: **No**
(5) Local resident, (Letcombe Regis, South Street)	**Object** – This is a waste of money when a cash-strapped council has more important things requiring funding. If you do have to spend money on highways then repairing the roads would be a better use - and make a greater contribution to road safety. The area of Letcombe Regis where the 20mph would apply is already so encumbered with parked cars and bends that lowering the limit will not significantly lower the speed of cars. I have lived in Letcombe Regis for 40 years so of my own knowledge am aware that few if any accidents have occurred in the village during that time. Making the proposed change to the speed limit will not reduce accidents and so is not required Travel change: **No**
(6) Local resident, (Letcombe Regis, South Street)	**Object** – 20 mph is too slow. Travel change: **No**
(7) Local resident, (Letcombe Regis, South Street)	**Object** – I am a resident of the village and regard the proposal as completely unnecessary. I know nothing of the "Parish", but if they are asking for a 20mph limit, then I believe they are misguided. I have not been asked by them for my view, nor been offered their reasoning.

	I regularly walk in the very small village on the narrow pavements and despite my advanced age I have never felt unsafe. The roads are already very narrow with some blind bends, so I have never seen anyone driving at what I would judge to be at or in excess of the national (30mph) limit or in excess of it. Virtually all drivers proceed at less than 20mph, and with even more caution when they encounter other vehicles or pedestrians. There are some short straight sections of road (with no pavements) at each end of the existing speed limited area and people do drive there in excess of 20mph, but they all seem to slow down when encountering oncoming traffic (when risk has arisen), because the roads are narrow. Pedestrians are only very rarely seen in those sections, because there are so few houses along them. So it is impossible to see how safety will be improved by lowering the limit. It is also bewildering that the County Council thinks a reduced limit will encourage use of other means of transport. The village is so small that between most premises it is much easier already to walk. Most users of the village roads are driving in and out of the village to/from numerous destinations that will require the use of motor vehicles. There are a few people driving between village premises, but they are delivering post and goods so they are hardly going to walk or use bicycles. The village is very pretty and it would be besmirched by repeater signs (and the narrow pavements obstructed) if the limit were to be reduced. It is quite shocking that money is being wasted on this exercise and it would be far better spent on undertaking the council's duty to maintain the roads properly. Travel change: **No**
(8) Local resident, (Letcombe Regis, Warborough Road)	**Object** – The congestion which occurs around Wantage due to the newly enforced 20mins limits is a nightmare. While it may improve safety from a speed perspective, it sees increased traffic volumes and queues at peak travel times. In a village where the road layout already helps dictate traffic speed, is a change really necessary? And if it comes into force, how will it be policed? People already ignore the 30mph limit up Warborough road, going incredibly fast up to the Ridgeway - yet that road isn't being considered as part of these proposals. Travel change: **No**
(9) Local resident, (Letcombe Regis, Warborough Road)	

	Object – 30 mph limit is not respected. No police presence to monitor. If multiple right angle bends, and blind corners, on road parking everywhere and potholes you could hide a caravan in are not reducing driver's speeds currently, please explain what impact a little diner plate with 20 written on it would have. Travel change: **No**
(10) Local resident, (Letcombe Regis, Anvil Lane)	**Partially support** – What is the point? There is a 30mph limit at the moment - totally ignored. You have numerous vehicles speeding through LR with no concerns at all. Travel change: **No**
(11) Local resident, (Letcombe Regis, Letcombe Road)	**Partially support** – I support the introduction of the 20 mph speed limit in Letcombe Regis, however am disappointed by the decision to keep the rest of Letcombe Road at 30mph instead of reducing it to 20mph along with the rest of the village. As a resident of Bablakes Farmhouse, which would remain in the 30 mph zone i would like to draw your attention to the fact that the majority of motorists already speed at well in excess of 30mph, particularly coming out of the village after the Windmill Hill junction. If drivers see that the limit increases here from 20 to 30 mph it will only encourage them to accelerate out of the village and likely go even faster than they do currently. Furthermore our driveway is a blind entrance and it is very difficult to exit our property, with people often coming into the village from the Wantage direction in excess of 50 mph and we have had numerous near misses. With a new driver and a learner driver in the family, excessive speeding past our house is a huge cause of concern and we would really welcome the boundary of the 20 mph zone being extended right up to the current 30mph boundary. Travel change: **No**
(12) Local resident, (Letcombe Regis, Letcombe Road)	**Partially support** – I support the overall proposals, however I would propose that the new limit on Letcombe Road is extended to where the existing 30mph zone starts coming into the village ie there would no longer be a 30mph section. This section of road is currently dangerous and there are many near misses due to two factors: 1. The road close to Bablakes House has both a bend and narrows slightly meaning cars regularly come close to hitting each other due to their speed in this section

	2.The exit from Long Barn and Brook Barn is slightly uphill and blind and again a reduced speed limit in this section would considerably reduce the risk of a collision. I think this change would also make it clearer and simpler to motorists ie you are now entering the village and the speed limit is 20mph, rather than having multiple limits and changes within a short distance. Travel change: **No**
(13) Local resident, (Letcombe Regis, Long Barn)	**Partially support** – I am a resident of Letcombe Regis even though the sign shows differently.I live in Long Barn. Long Barn has not been included in the 20 m.p.h. zone. Cars coming from Wantage cannot be seen easily from Long Barn as the road curves away into a dip (the area which was flooded) and then into another curve.Cars coming from the village can only be seen by slowly pulling out into the main road. We do not walk into the village because of the bend and the 3 way traffic.Reducing the speed would help a lot, It is taking your life in your hands putting the wekly rubbish out each week. 20m.p.h. would be a huge step forward. Travel change: **Yes – walk/wheel more**
(14) Local resident, (Letcombe Regis, Anvil Lane)	**Support** – Slower speeds gives drivers more time to react to road hazards. There are lots of bends in Letcombe Regis. You do not know what is ahead and there could be someone or something around the bend in the road. Some drivers are not respecting the 30 mph top speed and have been overtaken by a speeding driver. I walk with a rollator and worry whether I have been seen by drivers. I am slow crossing the road and start to cross when the road is clear, but you do not know whether a vehicle can come round a bend. I support the 20 mph speed limit. Travel change: **No**
(15) Local resident, (Letcombe Regis, Bakery Lane)	**Support** – Makes sense to have it as 20 through the village Travel change: **No**
(16) Local resident, (Letcombe Regis, Basset Road)	**Support** – The majority of roads within the village are narrow and built up with 90 degree bends and narrow pavements. I feel it's not safe to be travelling more than 20 mph in these areas.

	In the north east of the village, the road between Court Hill and Windmill Hill is a cut through/rat run for commuters. This road has no pavement and is dark with overhanging trees. Some people speed along this stretch. A lower speed limit here in particular would reduce the risk of an accident or injury. A lower limit would also remind commuters that this road is still part of our village and they should take care. Travel change: **Other** I like running around the village, this would make it safer and more enjoyable
(17) Local resident, (Letcombe Regis, Bassett Road)	**Support** – Narrow twisty roads. Many many vehicles traveling to the Maundrells car dealer speed through the village as do visitors to the football and cricket pitches. This might reduce their speed to a more appropriate level Travel change: **No**
(18) Local resident, (Letcombe Regis, Bassett Road)	**Support** – Much needed reduction of drivers exceeding the speed limit on Bassett Road by the recreation ground Travel change: **No**
(19) Local resident, (Letcombe Regis, Castle Gardens)	**Support** – Because a 20mph limit is so much safer. Cars tend to go too fast through the village inside of the series of 90 degree bends. Travel change: **No**
(20) Local resident, (Letcombe Regis, Court Road)	**Support** – this is a small rural village with very tight bends, which people take far to quickly, especially on route to Richmond village. We have young and old families in the village . Travel change: **Yes – walk/wheel more**
(21) Local resident, (Letcombe regis, Kings Close)	**Support** – I park roadside in Letcombe and it is shocking how fast cars go past. Last year our neighbours had 2 cars written off as they were crashed into by passing driver. I feel nervous for my children's safety and would also request

	reminder signage and speed tracking on our road (which is as you come into the village between Mill Paddock and Manor Close) Travel change: **No**
(22) Local resident, (Letcombe Regis, Kings Close)	**Support** – Improve safety in the village for cyclists horse riders and walkers (not all the roads have footpaths so walkers have to use the road to walk) Travel change: **No**
(23) Local resident, (Letcombe Regis, Letcombe Road)	**Support** – Cars driving between Court Hill Rd and Willmill Hill / the road to Wantage regularly break the speed limit. The road in-line with Court Hill Rd and Windmill Hill is narrowed by residents who necessarily must park their cars on the road. This combined with the lack of pavement makes it very dangerous for the local children who must navigate this stretch of road. This includes kids getting down to the cars parked in the road and also walking further into the village to get the school bus. Travel change: **Yes – walk/wheel more**
(24) Local resident, (Letcombe Regis, Long Barn)	**Support** – The 30 limit is widely ignored which is dangerous. 20 might moderate speeds somewhat. Travel change: **No**
(25) Local resident, (Letcombe Regis, South Street)	**Support** – Rat run and delivery drivers take no notice of current limits Travel change: **No**
(26) Local resident, (Letcombe Regis, South Street)	**Support** – This will help to prevent the speeding witnessed on the Bassett Road and Court Hill Travel change: **Yes – walk/wheel more**

(27) Local resident, (Letcombe Regis, Warborough Road)	**Support** – Traffic through the village is too fast and with several 90degree bends should be slowed down to prevent accidents Travel change: **No**
(28) Local resident, (Letcombe Regis, South Street)	**Support** – Letcombe Regis has very narrow roads and some drivers go too fast, considering the road conditions. We have been hoping 20 mph would come as most other local villages have adopted this. Travel change: **Other** Drive more slowly
(29) Local resident, (Letcombe Regis, Wantage, Manor Fields)	**Support** – We have been residents in the village of Letcombe Regis for 29 years now. Over these 29 years we have seen a substantial increase in traffic using our village as a "rat run". It is not purely the increase in traffic volume that concerns us but the speed which these drivers, who are using our rural roads, for commuting purposes, seem to consider appropriate. I would like to take Court Hill Road as an example, although this is not the only road affected. As I have no doubt you will be aware, Court Hill Road is a narrow, almost single track rural road, with a steep decline into the village below & steep ascent out of the village. Coupled with its camber, it is winding in places with a restricted view of oncoming vehicles or pedestrians. When we first moved to Letcombe Regis this road used to be a nice walk up to the Ridgeway at the top. Sadly you would now be risking your life to walk your dog, cycle, or take your children for a walk up Court Hill. I now walk my dog on the verge of the field that runs parallel to Court Hill Road. What I have witnessed whilst doing so deeply concerns me. It is a regular occurrence to see motorists hurtling up & down Court Hill & to hear the screeching of brakes, as they have to stop sharply, having not considered meeting an oncoming vehicle. Usually travelling at an equally ridiculously high speed But this could also be a pedestrian (admittedly now getting fewer on that stretch) or a horse rider. Early one Sunday morning I saw an elderly gentleman picking blackberries from the bushes at the side of the road.

	Getting to the point, I would like to voice my full support for the introduction of a 20mph restriction through the village. Although if I am totally honest I'm not sure how many of these drivers will observe it. What I would like to propose is that this 20mph zone is extended further up Court Hill Road (my example) & the other roads that lead into and out of the village. This is a rural village of exceptional beauty, where not only the residents of the village itself, but also the people of Wantage like to come for some recreational activities, cycling, walking, running etc The 20mph zone is great, but please consider a larger zone around the village & not just the current 30mph zone. Travel change: **Other** Not walk more, but have the reassurance to walk where I would otherwise avoid owing to speeding motorists
(30) Local resident, (Stanford in the Vale, The Timms)	**Support** – The area is very popular with walkers, cyclists and horse riders this proposal will make the local roads more pleasant and safer Travel change: **Yes – walk/wheel more**
(31) Local resident, (Letcombe Regis, Bassett Road)	**No objection** – No objection but it is difficult to go over 20mph anyway in the village. If replacing the road signs will cost the local council money which will be passed onto the community it would be unnecessary. Travel change: **No**
(32) Local resident, (Letcombe Regis, Bassett Road)	**No objection** – It's not really possible to safely drive any faster than the proposed limits in the proposed areas anyway so I already do very low 20s or lower due to narrow roads, sharp twists, pot holes etc. The change would make it easier for people not familiar with the village roads to hopefully nudge them to mind how they go. Travel change: **No**
(33) Local resident, (Letcombe Regis, South Street)	**No objection** – Neutral on the proposal

	Travel change: **No**
(34) Local resident, (Letcombe Regis, Mill Paddock)	**Support** – We are fully in agreement with OCC proposals to introduce a speed limit of 20 mph throughout the village as described in the documents. We are very concerned that traffic coming down from Court Hill and passing along Main Street past the end of Mill Paddock on the way to Windmill Hill or the Wantage Road frequently exceeds 30mph. We hope that the 20 mph limit will reduce the speed of that traffic.
(35) Local resident, (Letcombe Regis, Mill Paddock)	**Support** – We have been residents in the village of Letcombe Regis for many years now. Over these years we have seen a substantial increase in traffic using our village as a "rat run". It is not purely the increase in traffic volume that concerns us but the speed which these drivers, who are using our rural roads, for commuting purposes, seem to consider appropriate. I would like to take Court Hill Road as an example, although this is not the only road affected. As I have no doubt you will be aware, Court Hill Road is a narrow, almost single track rural road, with a steep decline into the village below & steep ascent out of the village. Coupled with its camber, it is winding in places with a restricted view of oncoming vehicles or pedestrians. When we first moved to Letcombe Regis this road used to be a nice walk up to the Ridgeway at the top. Sadly you would now be risking your life to walk your dog, cycle, or take your children for a walk up Court Hill. I now walk my dog on the verge of the field that runs parallel to Court Hill Road. What I have witnessed whilst doing so deeply concerns me. It is a regular occurrence to see motorists hurtling up & down Court Hill & to hear the screeching of brakes, as they have to stop sharply, having not considered meeting an oncoming vehicle. Usually travelling at an equally ridiculously high speed But this could also be a pedestrian (admittedly now getting fewer on that stretch) or a horse rider.

	Early one Sunday morning I saw an elderly gentleman picking blackberries from the bushes at the side of the road. Getting to the point, I would like to voice my full support for the introduction of a 20mph restriction through the village. Although if I am totally honest I'm not sure how many of these drivers will observe it. What I would like to propose is that this 20mph zone is extended further up Court Hill Road (my example) & the other roads that lead into and out of the village. This is a rural village of exceptional beauty, where not only the residents of the village itself, but also the people of Wantage like to come for some recreational activities, cycling, walking, running etc The 20mph zone is great, but please consider a larger zone around the village & not just the current 30mph zone.

This page is intentionally left blank

Divisions affected: *Benson & Cholsey*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

NUFFIELD – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed introduction of 20mph speed limits in Nuffield, as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Nuffield as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help encourage walking and cycling within Nuffield by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 23 October and 15 November 2024. A notice was published in the Oxfordshire Herald newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Nuffield Parish Council, and the local County Councillor representing the Benson & Cholsey division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits, and wish their response to be listed as 'having concerns' rather than an objection.

10. Nuffield Parish Council partially supported the proposals – with support for the 20mph in general, but voicing disappointment that there would be no change to the 40mph speed limit on the A4130. They confirmed that they are keen to get a crossing installed in the future between the two bus stops, due to road safety concerns for staff and visitors to the prison, National Trust property, the Maker Space and nursing home, along with students and local residents.

Other Responses:

11. 24 responses were received via the online survey during the course of the formal consultation, comprising of eight objections (33%), five partially support (21%), eight in support (33%), and three non-objections (13%).

12. Those who responded online, were also asked whether if the 20mph speed limit proposals were implemented, would it likely influence a change to their mode of travel in the area, the results of which are shown below:

Travel Change	Number

Yes – walk/wheel more	1
Yes - cycle more	1
No	22 (92%)
Total	**24**

13. A further email was also received from a local resident, who objected to the proposals, feeling that they were completely unnecessary.

14. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

15. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

16. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Nuffield.

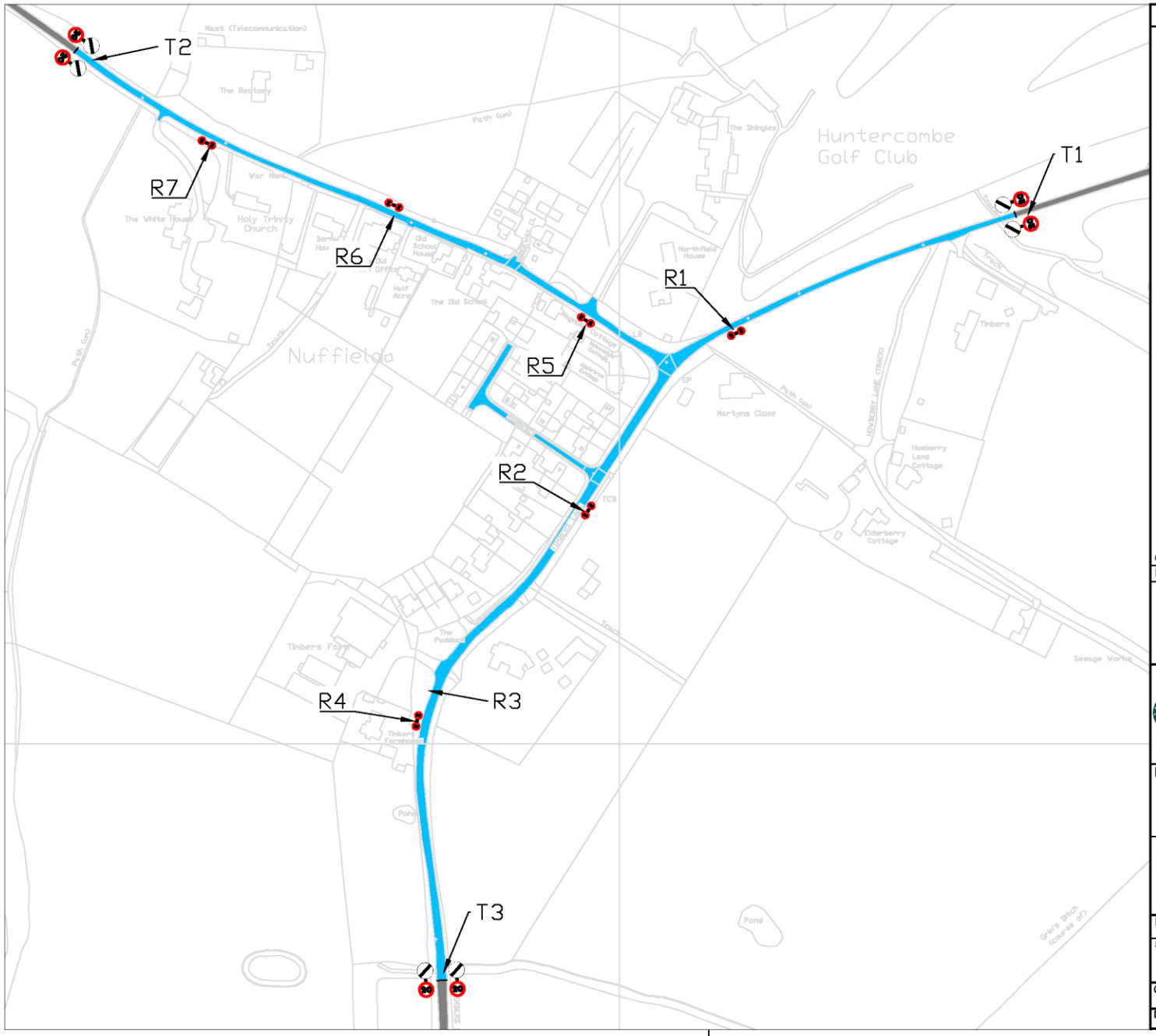
17. The request from Nuffield Parish Council for a reduction in the current 40mph speed limit on the A4130 including by the bus stops has been added to a list of speed limit changes to be investigated as part of a planned review of speed limits on the rural A and B road network being carried out under the Vision Zero programme, but is outside the scope of the 20mph speed limit project.

18. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment & Highways **December 2024**

Annexes Annex 1: Consultation plan
Annex 2: Consultation responses

Contact Officers: Roger Plater (Senior Officer – Vision Zero)
Daron Mizen (Operational Manager - Highway Schemes)


T2
R7
R6
R5
R1
T1
R2
R4
R3
T3
Nuffield
Huntercombe
Golf Club
Holy Trinity
Church
The Rectory
The White House
The Old School
Tinbers Farm
Hortyns Close
Howberry
Lane Cottage
Elderberry
Cottage
Sewage Works
Pond
Path (um)
Road
Nuffield 20mph Sheet A1
Revision 1.0
Legend
Proposed 20
Existing NSL
Not Public Highway
© Crown Copyright and Database rights 10023343 2017
Rev. | Date | Purpose of revision | Drawn | Checked | Approved
1.0 | 28.03.24 | Proposal 1 | C.R
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: Nuffield 20mph Scheme
Drawing title:
Nuffield 20mph Scheme Sheet A1
Drawing Status
Scale @ A3
Drawn by: C.R
Checked by Ak
Approved by Ak
Date drawn 28.03.24
Date checked 28.03.24
Date approved 28.03.24
Oxfordshire Project No. & File Ref
Drawing No. 1.0
Revision 1.0

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering

	• road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Nuffield Parish Council	**Partially support** – Whilst the Parish Council support the implementation of the 20mph speed limit in Nuffield village, Councillors are very disappointed to learn that there will be no change to the 40mph speed limit along the A4130. Parish Council are keen to get a crossing installed between the two bus stops, which is a highly dangerous area for staff and visitors to the prison, National Trust property, the Maker Space and nursing home, along with students and local residents. Walkers along the Ridgeway also cross the road in the same area, particularly because there is a very steep bank on the village side with dangerous steps leading directly onto the main road which is on the brow of the hill. There is further residential support available if required, following a survey carried out in 2023. Travel change: **No**
(3) Local resident, (Nuffield, Bradley Rd)	**Object** – Firstly, where there is evidence that a reduction in speed limit can save a life, I am in favour of making that change.

	In this case, I can see no evidence that that is the case. Having examined the Department of Transport data provided at crashmap.co.uk there is no record of any accident, however slight, having been reported between 2010 and 2022 on the roads proposed for a speed limit reduction. Between 1999 and 2009, there were a total of 3 'slight' accidents. A 20mph limit in Nuffield is unlikely to change behaviour and drive people towards cycling more as there are no amenities within the village. Shopping trips are a 10 mile round trip with a steep hill on the way home. There is already a higher than average level of cycling in the village. As a resident of Nuffield, I can see that there are few pedestrians in the village and that the main road through is wide and straight with good visibility and wide pavements on either side. I have experience of the recent speed restriction in Nettlebed. While there is evidence of a number of incidents in recent years justifying the reduction in speed limit I have observed a significant increase in congestion through the village which is likely to have a corresponding rise in air pollution. Taking Nettlebed, and other similar villages, is there any evidence that the 20mph limit has had a positive outcome? Have other options to reduce accidents been considered? In Nettlebed, I'd have been supportive of an illuminated 'School - slow' sign, or traffic management at the junction with Watlington Rd, which may have been a better use of the council's tight budgets. Travel change: **No**
(4) Local resident, (Nuffield, Hayden Lane)	**Object** – I have lived in the area for 40 years. I often drive through the village. I very rarely see anyone on the pavements, sometime 1 person is standing at the bus stop. Many cars need to change down a gear to go that slowly, increasing noise and pollution. Once out of the village, the temptation will to go faster and along that road there are many cyclists,(who don't need to abide by the speed limit!) causing potential problems. If there was school, or a hospital, old person's home, then fine, but not here. Travel change: **No**
(5) Local resident, (Nuffield, Timbers lane)	**Object** – The 20 mph speed limits are reductions that cost the tax payer money but make no differeence to saving lives there have been no accidents in Nuffield.

	Travel change: **No**
(6) Local resident, (Nuffield, Hayden Lane)	**Object** – Speeders are unlikely to adhere to 20mph any more than they are to 30mph. As Nuffield is a village people have to drive through en route to other places (A4130 to Henley and Wallingford, Reading via Checkendon), reducing the speed limit is unlikely to impact the volume of traffic passing through the village. Driving through the village in a lower gear is likely to increase noise and pollution. Cyclists may be overtaking cars traveling at 20mph! This could be dangerous. Travel change: **No**
(7) Local resident, (Nuffield, Nuffield)	**Object** – I have to change down 2 gears, thus creating more noise and more pollution. Travel change: **No**
(8) Local resident, (Nuffield, Port Hill)	**Object** – Time money and effort should be focused on the main road - from Huntercombe Lane junction to Nettlebed - maintaining the 40mph speed limit from Nuffield through to Nettlebed. This is where most accidents happen - reported or not. Simply change national speed limit signs to 40 and job done. Little to no expense and the result is safer roads for all. OCC own guidance states that approach to villages should be 40. Follow your own guidance rather than slowing down traffic in already slow areas. Travel change: **No**
(9) Local resident, (Nuffield, Timbers lane)	**Object** – Huge cost and ugly signs in countryside. Travel change: **No**

(10) Local resident, (Nuffield outskirts, Nuffield Lane)	**Object** – I think it more important to properly repair the appalling state of our roads than spend money on signage etc that would be needed to implement a new speed limit Travel change: **No**
(11) Local resident, (unknown)	**Object** – please NO to 20 mph. Completely unnecessary and so typical of our goody goody risk averse society that makes life miserable and doesn't save a single life. Let's ban motor cars and make a job of it!!! Please leave us motorists alone!!
(12) Local resident, (Nuffield, Brixton Hill/Nuffield Lane)	**Partially support** – I support this if it considers the houses at the bottom of the hill at Oakley Court. There are thirty-two households in this area, and the revised speed limit should take that into consideration, too. There have been more incidents than I can count over the past ten years where speeding cars have been an issue. We have many children living on the estate at Oakley Court, together with dementia sufferers and elderly people. We have tried over the years to get the speed limit reduced from 60mph to 30mph, and we now have an opportunity to do this by making the Oakley Court development inclusive in the 20mph speed limit. Travel change: **Yes – walk/wheel more**
(13) Local resident, (Nuffield, Old clubhouse)	**Partially support** – Very few people ever walk on the road in nuffield village Travel change: **No**
(14) Local resident, (Nuffield, Timbers lane)	**Partially support** – Nuffield at the moment is 30 cars do not keep to 30 will they keep to 20? Travel change: **No**

(15) Local resident, (Nuffield, Timbers lane)	**Partially support** – Could be hard to get cars to do 20 as some have difficulty doing30 Travel change: **No**
(16) Local resident, (Nuffield resident, Bradley Road)	**Partially support** – Unlike in Nettlebed, there is no focal point to Nuffield requiring movement of people on foot (e.g. school, GP surgery, village hall). There are cyclists but they are popular everywhere. There is also an under utilised church and recreational areas (mini play park and Fred's Field). As such, pedestrians are a rare sight although there is adequate pavement provision. Like so many defunct villages, the road from the golf course to stoke row/checkenden serves as a corridor and part of the daily commute - the speed reduction will slow traffic and noise for residents but the effect will be minimal. These properties with off road parking are all set well back from the road, as such there is no obvious safety requirement for children or pets that might dash from a front door. As for whether it's the right thing to do… Will it improve the lives of those few residents along that stretch? Then yes. Will it frustrate the majority who pass through in a car? Also yes! Best of luck in making this decision! PS: this is not the problem area in Nuffield - please look to improving speed along A4130 to access the bus stops or provide an island in the middle of the road. Many thanks! Travel change: **No**
(17) Local resident, (Nuffield, Oakley Court)	**Support** – Village with direct access from gardens onto the road with quite a lot of through traffic. Travel change: **No**
(18) Local resident, (Nuffield, Timbers Lane)	**Support** – As a local resident I would just make the point that the road into Nuffield from the A4130 is derestricted i.e. 60mph. You are proposing to make Nuffield a 20mph zone, therefore motorists will be coming straight from 60mph to 20mph. I walk the local roads every day with my dogs and 90% of motorists completely disregard the existing 30mph. Unless there is enforcement or at least reactive signage showing drivers what speed they are doing then I fear you are wasting your time - and taxpayers' money.

	Travel change: **No**
(19) Local resident, (Nuffield, Timbers Lane)	**Support** – Timbers Lane is used as a race track and the 30MPH is ignored. I walk my dog along the lane every day so I am very aware of the speed cars and commercial vehicles are travelling. We need an electric sign stating the speed as I am sure that the 20mph would also be ignored. It should be extended up to the A4130 as golfers have to cross the road to access the other side of the course and at the moment most of it is a 60mph road Travel change: **No**
(20) Local resident, (Nuffield, Timbers Lane)	**Support** – As we all know, 20… probably results in 25-30 mph. 30…. Results on 35-40. I'm in support of this restriction although I would hope it would not involve the inclusion of traffic cameras. Travel change: **No**
(21) Local resident, (Nuffield, Brixton Hill)	**Support** – Villagers walk their dogs through village. I've driven along and been overtaken at speed! Travel change: **No**
(22) Local resident, (Nuffield, Nuffield Hill Lane / Timbers Lane)	**Support** – Many vehicles do not comply with the 30mph limit anyway, I know because I have my own speed camera!! A change to 20mph might be good but is useless with no speed checks which impact the drivers. Some years ago I arranged for the Police to run two sessions of speed checks but the officers were useless, the SID not charged up and then it rained and the SID does not like the rain so nothing happened. Travel change: **No**

(23) Local resident, (Nuffield, Oakley Court)	**Support** – Speeding traffic around Nuffield has been a problem for some time. We've had a number of near misses at the exit of Oakley Court with cars speeding down Nuffield Lane in the direction of Crowmarsh, particularly when people leave the industrial estate around 5pm, but also at other times. Travel change: **No**
(24) Local resident, (Nuffield, Timbers Lane)	**Support** – People regularly speed through this village even with the 30mph limit. This is particularly dangerous because there is a lot of pedestrian traffic across the road due to the golf course spanning both sides of the highway. There are also numerous bicyclists who use this route as well as the village residents walking to the post box, bus stop, church etc. Travel change: **Yes - cycle more**
(25) Local resident, (Gangsdown Hill Ewelme, A4130)	**No objection** – 20mph in village and along country lanes is sensible and necessary for safety of all road users. Also Please consider erecting 60mph signs on the A4130 down Gangsdown Hill and along road to Crowmarsh and Wallingford. to remind everyone of National Speed Limit on this and other main roads. Travel change: **No**
(26) As a business, (Nuffield, Bradley Road)	**No objection** – We support the proposal for the reduction in speed to 20mph as the safety of the local residents and the community is of a primary concern to us. However, we are disapointed to read that the existing 40mph speed limit on the A4130 Gangsdown Hill will remain unchanged. This section of road is regularly used by motorcycles as a race track, often exceeding double the speed limit on weekends. In addition, the two bus stops, without a crossing between them, are unsafe for local residents and visitors to the local area to use with confidence. Travel change: **No**

(27) Local resident, (Nuffield, Churchfield)	**No objection** – I regularly drive and have no issues with 20mph areas. They seem quite effective. Travel change: **No**

This page is intentionally left blank

Divisions affected: *Sonning Common*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

ROTEHRFIELD PEPPARD – PROPOSED 20MPH SPEED LIMITS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

a) Approve the proposed introduction of 20mph speed limits in Rotherfield Peppard, as advertised.

Executive Summary

1. The report presents responses to a statutory consultation on the proposals to introduce 20mph speed limits within Rotherfield Peppard as shown in **Annex 1**.

Financial Implications

2. Funding for consultation and the proposals themselves has been provided by the County Council's 20mph Speed Limit Project.

Legal Implications

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.

4. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:
Jennifer Crouch (Head of Law - Environmental)
Jennifer.Crouch@oxfordshire.gov.uk

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help encourage walking and cycling within Rotherfield Peppard by making them safer and more attractive.

Formal Consultation

7. Formal consultation was carried out between 25 October and 15 November 2024. A notice was published in the Henley Standard newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, South Oxfordshire District Council, the local District Cllrs, Rotherfield Peppard Parish Council, and the local County Councillor representing the Sonning Common division.

8. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.

Statutory Consultee Responses:

9. Thames Valley Police re-iterated their views concerning OCC's policy and practice regarding speed limits and wish their response to be listed as 'having concerns' rather than an objection.

Other Responses:

10. Nine further responses were received via the online survey during the course of the formal consultation, comprising of one objection, one partially supporting, six in support, and one non-objection.

11. The responses are shown in full at **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

12. The main purpose of the scheme is to encourage greater use of active travel by reducing speeds; this will also reduce accidents. The aim of reducing speed limits is to change driver's mindsets to make speeding socially unacceptable and make more environmentally friendly modes of travel such as walking and

cycling more attractive – and also reduce the County's carbon footprint. This forms part of a countywide programme of works that seeks to deliver 'a safer place with a safer pace'.

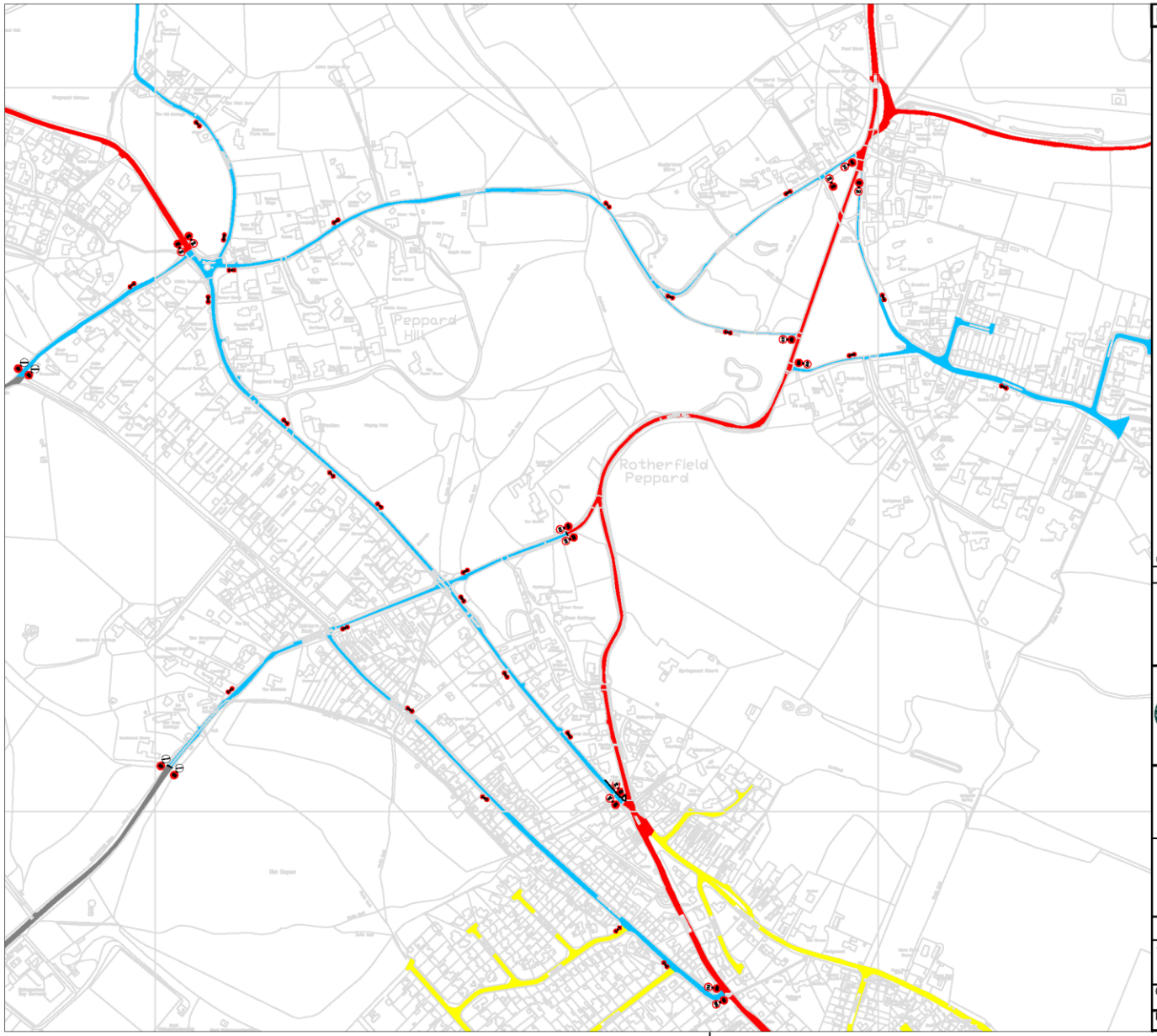
13. The concerns of Thames Valley Police comprise observations applicable to the overall 20mph project but no site-specific comments relating to the proposals for Rotherfield Peppard.

14. The authority considers objections along the lines of it being unjustified, anti-car, a waste of money, not enforceable or pointless to not warrant amendments to a proposal. As such the authority has not addressed any specific comments made of this nature in this report.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
Contact Officers:	Roger Plater (Senior Officer – Vision Zero) Daron Mizen (Operational Manager - Highway Schemes)

December 2024



Rotherfield Peppard Overview Revision 2.0

Legend
Proposed 20
Existing 20
Existing 30
Existing NSL
Not Public Highway

© Crown Copyright and Database rights 10023343 2017

Rev.	Date	Purpose of revision	Drawn	Checked	Approved
1.0	25.08.23	Draft Proposal 1	C.R		
2.0	30.09.24	Draft Proposal 2	E.R		

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: Rotherfield Peppard 20mph Scheme

Drawing title: Rotherfield Peppard 20mph Scheme
Draft Proposal

Drawing Status

Scale @ A3	Drawn by: C.R	Checked by AK	Approved by AK
	Date drawn 30.09.24	Date checked 30.09.24	Date approved 30.09.24

Oxfordshire Project No. & File Ref

Drawing No. 1.0 | Revision 2.0

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	**Concerns** – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users. Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute. Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided. The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states. The key factors that should be taken into account in any decisions on local speed limits are: • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	• existing traffic speeds (No data provided) • road environment However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch . Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased Police enforcement to penalise a substantial number of motorists.
(2) Local resident, (Kingwood, Hazel grove)	**Object** – 30 mph is safe Travel change: **No**
(3) Local resident, (Kingwood, Stoke Row Road)	**Partially support** – Some of the different speed limits cause confusion and change between 30 and 20 can catch drivers out. I think 30 in village environments is generally sufficient, and should be maintained. 20 should be the exception not the rule. Travel change: **No**
(4) Local resident, (Peppard Common, Stoke Row Road)	**Support** – Some of the traffic travels at very high speed (way above the 30 mph limit) in the Stoke Row Road where I live. It is particularly dangerous driving the car out of the driveway and also crossing the road on foot with cars speeding as there is no pavement on my side of the road and the vision is poor. Travel change: **Yes – walk/wheel more**

(5) Local resident, (Peppard Common, Gallowstree Road)	**Support** – I live on Gallowstree Road and despite being less than 200m from the cross roads people regularly speed past my home making it unsafe to pull out onto the highway. Travel change: **No**
(6) Local resident, (Rotherfield peppard, Church Lane)	**Support** – People continually drive too quickly Travel change: **No**
(7) Local resident, (Rotherfield Peppard, Stoke Row Road)	**Support** – This is an essentially rural area, but is plagued by people racing through- with no apparent concern for local people. This proposal is particularly important for the safety of children Travel change: **Yes – walk/wheel more**
(8) Local resident, (Rotherfield Peppard/Peppard Common, Stoke Row Road)	**Support** – This is an excellent proposal - one of the best. Stoke Row Road has become very dangerous as traffic does not even observe 30mp rule at the Reading/Sonning Common end of Stoke Row Road. One side of the road (by 8, 10, 12, 14 etc Stoke Row Road) has no pavement, so getting the car out, or crossing the road is potentially very dangerous. The only way to slow traffic is to park in the road, which is a problem for the buses. It has become much more alarming with the increased traffic and works traffic relating to the old peoples home being built on Blounts Court Road, and this will continue to bring more traffic. It is a very real cause for safety concern now, to epople who live on this stretch of the road, as there are both elderly people, and also children on the section before it connects with the main Reading Road B481 to and Gravel Hill. Thank you for planning this. Travel change: **Yes – walk/wheel more**
(9) Member of public, (Sonning Common, Sedgewell Road)	**Support** – Supporting the proposal to bring these roads into line with similar roads in the area which have 20mph speed limits. Travel change: **No**

(10) Local resident, (Wyfold, Wyfold Lane)	**No objection** – We live on Wyfold Lane which is designated as a quiet lane and have been in several dangerous situations to us and our dogs which were life threatening when service vans have driven too quickly towards us making us jump out of the way. Not only this, but dangerous potholes have been created by cars/vans driving too quickly thereby creating g bigger potholes in the wet days. Travel change: **No**